



AMATEUR BOAT BUILDERS' ASSOCIATION

August September 2016

MORE ON A GRAND OLD DAME — MV PERTH



At our August Technical Meeting, we welcomed back ABBA member Mike Beanland to present to us on current progress and future plans for his MV Perth project. As members may know, Mike was instrumental in developing ABBA's web site and has now hosted the site for the last three years through his company, Perth Boat School. Perth Boat School (www.perthboatschool.com.au) provides training courses and assessment for a range of skippers/coxswains qualifications. This includes boat handling and marine radio courses for the recreational boating public together with assessment for Recreational Skippers Tickets. Mike is also currently President of the Boating Industry Association (BIA).

What most members probably don't know is that Mike owns the double ended, originally steam driven ferry, SS Perth (now MV Perth), which he is restoring at Henderson. Longer-standing ABBA members will recall that he hosted ABBA's December 2009 (not 2010 as previously recorded) Toolbox visit to see the vessel at her Henderson anchorage. This is reported in the Jan-Feb 2010 ABBA Newsletter available at the 'Library' tab on the Association website at www.abba.org.au. In this regard, your editor is going to take some license here and repeat some of the vital statistics information below but please refer to the earlier article for a full report.

The MV Perth measures 30.4m length overall, with a beam of 6.1m and draft of 2.4m. She's double-ended with effectively two counter sterns, with a rudder and single propeller at each end. Such ferries can operate in either direction by having both propellers on a long, single shaft and locking off the forward rudder into a central position. Originally this isolation and locking was achieved with a mechanical mechanism but this was later replaced with a hydraulic one.

The Perth has two complete decks above the waterline and these were originally open and probably breezy especially in summer. Now they're both closed in and perhaps more comfortable but visibility is reduced a little and windage greatly increased.

She was built at A E Brown's yard at North Fremantle in 1913 and commissioned in the following year. The hull is planked with jarrah below the waterline and Oregon above and the decks are nyatoh. The hull itself does not leak, having been Dynel-sheathed some time ago, but the decks are another matter.



Until 1970, she was powered by a largish double expansion steam engine, currently exhibited in the Fremantle Maritime Museum. The boiler was off to one side of the engine, probably to avoid the centre-line running prop shaft. The engine shows two nameplates – Denny Bros, Perth and McKie and Baxter, Glasgow. Denny Bros' parent company was on the Clyde near Glasgow, where they built large ships, and it is assumed that they had a Perth agency which handled supply of the engine. The Denny name is also allied with A E Brown as the boat builder on an engraved nameplate on the vessel. McKie and Baxter also supplied the engine room telegraph and, no doubt, much other hardware besides. In 1970 the steam plant was removed and replaced with a Kelvin T6 diesel of 180 hp, which is still in the vessel. A ballast tank replaced the off-centre boiler. She remained in commercial survey until about 2002 but is now in recreational survey.

Mike commenced this presentation with some further background to his purchase of the Perth. Her last commercial operation was as a gambling vessel on the Swan River but this came to an end with the opening of the Burswood (now Crown) Casino. Indeed, some of Mike's earliest 'finds' aboard the vessel were a number of pieces of gambling paraphernalia that remained hidden in less accessible spaces. The Perth was subsequently purchased by the owners of the paddle wheeler Decoy, perhaps to prevent her becoming a competitor day boat on the river. They decommissioned her and over time used her as a spare parts supply for the Decoy. She was relocated to a pen at Henderson which apparently had some history associated with Alan Bond but for which there was no documentation existing.

When Mike purchased the MV Perth from the Decoy owners, his objective was to convert her to a floating classroom but she was in a pretty sorry state and a huge job lay ahead. There was mess everywhere including extensive grease spills on the galley floor resulting from the previous owners dismantling of components for use on the Decoy. The weeds had grown on the deck to the extent that Mike had to use Roundup before attempting any restoration works. Below decks, mould and mushrooms were in ample supply. Since his purchase, Mike has undertaken an enormous amount of cleanup and scraping back of everything on the vessel. Untidy plywood and chipboard together with rotten timber in the deck has/is being removed and, where appropriate, varnish has been applied to the decks and fit out. In future, Mike is considering glassing over the decks which are emerging as a long time maintenance issue. Underwater areas have also been kept clean by divers but the vessel has not been out of the water, primarily due to the unavailability of suitable facilities at an affordable cost.



This restoration work has been hampered somewhat by the difficulties in accessing the vessel and by the work of vandals. Initially, the vessel was isolated from the adjacent breakwater. Mike had to swim out to retrieve a pontoon that was tied alongside the Perth and then ferry his family out to the boat whilst he worked on the restoration tasks before reversing the process – sometimes as late as midnight. Eventually the family moved aboard as ‘caretakers’ for a period of time. When we visited in late 2009, the vessel had been moved to accommodate a gangway to shore. However, this soon resulted in many vandal attacks which have sadly resulted in the loss of a number of items of significance including the two helms. More recently, Mike has moved the Perth to the most remote arrangement possible with the existing pen piles and returned to accessing the vessel by boat.

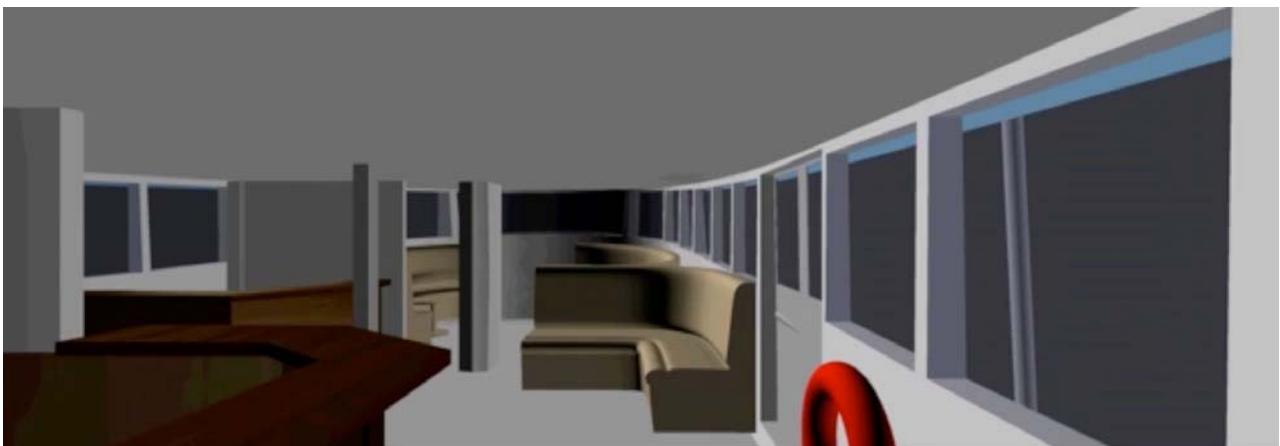


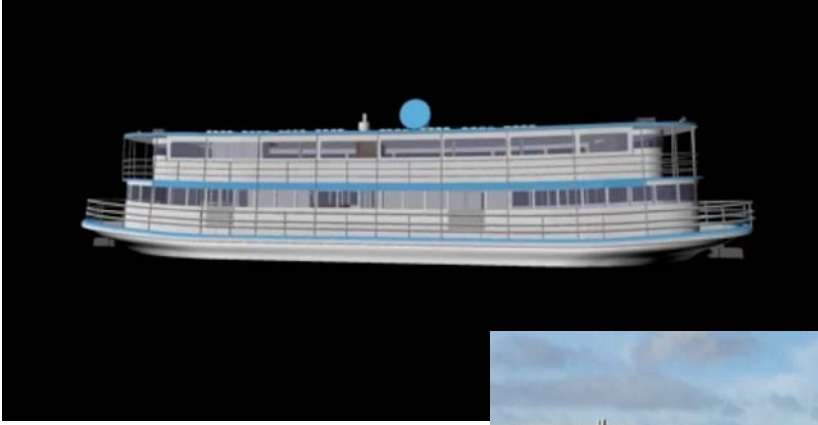
The engine has been serviced and is operating but the prime purpose is to generate power to support the ongoing circumstances which are unlikely to facilitate shore power being available. It is unlikely that the main engine will be ever be used again for propulsion of the vessel. Although the hull is sound and all ingress to the bilges is from rainwater leaking through deck areas, Mike has ensured the integrity of the vessel with 240/24/ and 12 volt automatic bilge pumps continuously on line. The last couple of months have seen the installation of solar panels on the roof which, together with the motor driven generators, now guarantee that the MV Perth can fully operate independent of shore power.



Working towards the future, Mike has embarked on two major sub projects, a 3D survey of the vessel and the relocation of the vessel to a site near the Cockburn Power Boat Club premises, the former of which is substantially complete.

Given the age of the MV Perth, it has been difficult to obtain any documentation relating to the vessel at all. A 3D survey using lasers has been carried out on all areas of the interior and exterior of the vessel. This has allowed Mike to have a detailed view of the vessel 'as purchased' which forms a baseline for any future works required to accommodate the her future use. Mike's vision is that MV Perth would be a sort of 'Men's Shed' for maritime personnel. This would include its use as a classroom during the day, its availability to clubs and as a museum on the water. This 3D survey is complete and Mike shared a selection of the images produced by this work with us in the presentation. Some of these are included below including a comparison with the real thing.





The relocation of the Perth will ensure that she is secured in a formal seabed lease that provides the 2.6m required for her to float but in a position where she will be accessible for the potential uses cited above and where vandalism will be minimal due to the volume of local public frequenting the area. The proposed site is between the Cockburn Power Boat Club premises and the adjacent public launching ramp facilities. This remains 'work in progress' and we wish Mike all the best as he continues to work through the formal processes required to bring this idea to a reality.



Overall, this major project is continuing to progress with an underlying objective of keeping as much of the heritage as possible but without a feeling of compulsion to do so. We all very much enjoyed Mike's presentation and thank him for so generously sharing his time to update us on current progress and future directions of this large and communally significant project. Thanks Mike.

'Yellow Peril' - Robertos Caravela 1.7

On the 3rd of September, the Toolbox meeting was at the house of members Roberto and Eileen Barros. Roberto is the founder of B & G Yacht Design which he started in Rio de Janeiro in the 80s. The business is very much a family affair with his daughter Astrid and her husband Luis Gouveia, who are both qualified naval architects, assisting in building the company. These days Luis is running the company from his office in Bicton. Many of the company's yacht and power boat designs are within the capabilities of typical amateur boat builders and range in size from small designs, such as the Caravela 1.7, through to larger cruising boats. A full list of the available designs can be seen on the website <http://www.yachtdesign.com.br/> or you can ask for more information at info@yachtdesign.com.au.



At the Toolbox visit, Roberto displayed his latest project which he has named *Yellow Peril*, a self explanatory name when you see the paint selection. The design is the Caravela 1.7 dinghy which is a stitch-and-glue tender that is offered as free plans through the B & G Yacht Design website. The design is named after the Portuguese Caravelas which in the 15th Century were among the first vessels rigged with fore and aft style sailing rigs which gave them the ability to sail swiftly and to beat to windward. Whilst Christopher Columbus chose slightly larger Caravelas for his voyages, at a tidy 1.7m LOA and 1.24m beam the Caravela 1.7 has more to her than her dimensions would lead you to believe.



The tender can be powered by sail, oar or small outboard motor, and is light enough to be lifted and stowed aboard a yacht single handed. When under sail, the twin lee boards leave the internal space free and remove the need to swap a dripping lee board to leeward when tacking. The nearly 2.5m² sail is made with a mast pocket, allowing it to slip over the small aluminium mast making rigging a breeze. The aluminium boom is also kept impressively simple with no sheets, but simply held in hand similar to a windsurfer boom. Additionally, with around 400L of flotation in 3 watertight compartments, she is virtually unsinkable which is ideal for children to learn to sail in or as an emergency lift raft if your main vessel is damaged. One was even used by a Norwegian sailor to tow his 27 foot cruising sailboat into the pier of an Antarctic base since there was no wind and his auxiliary engine was out of order!



Roberto used 4 sheets of 4mm plywood to build the *Yellow Peril*, including the leeboards and rudder. The hull is coated inside and out in fibreglass, ensuring a durable and long lasting finish. At the time of the Toolbox meeting, the project was nearing completion having already had a couple of coats of paint in most areas, and just requiring a few more finishing touches. It was great to see this charming boat and we all appreciated the additional hospitality Roberto and Eileen showed us in not only providing us with an interesting toolbox meeting, but also providing us with cake! We look forward to seeing the *Yellow Peril* on the water. Thanks to Roberto and Eileen for hosting this visit. Come along to the next Tech Meeting on October 5th to hear more about B & G Yacht Design.

ADMINISTRATION NOTES

ABBA COMMITTEE

President	Ken Potts	0421 178 991		
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General Committee	Rob Bingham	9246 0202	Ed Essers	0406 050 989
	Harry Speight	9295 4518		
Newsletter Editor	Chris Davis	9387 5042		
Library	Rosemary Nayler	9455 1470		

2016 ANNUAL GENERAL MEETING

The 2016 AGM will be held in conjunction with **AND BEFORE** the October Tech Meeting. Please arrive early so that the **AGM can commence at 7.45pm SHARP**. As usual this should be a fairly painless affair. However, as indicated at the 2015 AGM, Harry Speight will not be available to continue in his current role. We thank Harry for his exceptional contribution over a number of years in organizing all our meetings and toolbox visits. If someone or several members can step up to take on this role for the next year, that would be appreciated.

OCTOBER TECHNICAL MEETING

Our next Tech Meeting will be on Wednesday 5th October, as usual in the Heritage Room at South of Perth Yacht Club, 8pm start following the AGM above. This presentation, by Roberto Barros, follows the most recent Toolbox visit to see Roberto's Caravela 1.7 dinghy. Roberto is the founder of B & G Yacht Design, and in 1964, Roberto designed a lightweight yacht which he built in a short time and at low cost. Since there were few designs for such boats, he began designing and building similar boats, which led to a 40 year career producing light weight glass fibre custom cruising and racing yachts from his base in Rio de Janeiro, Brazil. In the early 80's, he was involved in the build of what was, at 140 ft, the largest cold moulded yacht to that date. In 1987, he started his yacht design business, Roberto Barros Yacht Design; very much a family affair, working with his daughter Astrid and her husband Luis Gouveia, both qualified naval architects. In May 2007, he and the team took the important step of transferring the main office to Perth, WA, establishing a new company, B & G Yacht Design. Many of the company's yacht and power boat designs are within the capabilities of typical amateur boat builders, and range in size from small designs, such as the Caravela 1.7, through to larger cruising boats.

NOVEMBER TOOLBOX VISIT

Our Saturday 5th November Toolbox Meeting will be held at the premises of Carbatec in Balcatta. Carbatec are based in Brisbane and, as well as Balcatta, have licenced stores in capital cities and major centres around Australia and New Zealand. Older ABBA members will recall that the company previously traded as Woodstock, which was set up by Geoff Schupp in 1989, becoming a Licensed Carbatec outlet in 2001. Geoff has recently sold the business to Carbatec themselves. We anticipate there will be a brief introduction before we tour the premises and receive a demonstration of a variety of tools. The main focus of the tour will be conventional hand and power tools, including some more "exotic" (my word) tools which may interest our more experienced and hardened carpenters. There will also be discussion and advice on alternative tools for doing specific tasks as well as modern power tools that aid conventional hand tool woodworking. In particular, Arbortec have signalled a willingness to demo some specific 'wooden boatie' applications for their power tools. Note that our visit will be outside of Carbatec's business hours, so staff can give us their full attention without the distraction of non-ABBA customers who actually want to buy stuff! The address is 168 Balcatta Rd, Balcatta 6021. Date and time; Saturday 5th November 2016; 2:00 - 4:00 pm. The intro will start at 2:00pm sharp, so please ensure you arrive early.

ADMINISTRATION NOTES (Cont'd)

SPECIAL NOTE -- SHIRTS & ABBA LOGOS

Don't forget — if members wish to bring along their own shirts to the next meeting then Bruce Cadee can arrange for logos to be embroidered. Members can bring as many shirts as they like but the club will pay for up to 2 logos. If we could do this in batches if at all possible this would be best for our supplier.

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

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.