



AMATEUR BOAT BUILDERS' ASSOCIATION

October November 2016

THE BARROS FAMILY STORY

It was a shame there weren't more members present to hear about the fascinating story of Roberto Barros and his family. Those attending learnt of the many yacht and other vessel designs that are now available from the office of B & G Yacht Designs in Perth (also see <http://www.yachtdesign.com.br/ingles/index.php>). They provide local support together with the associated benefits of dealing face to face with the vessel's designers. Here is Roberto's story;

Learning the Hard Way

"I believe amateur boat building, especially when the boat in question is a cruising sailboat that later may be used for living aboard, or cruising, is a serious issue. The continents are getting crowded by the day, and the oceans are relatively empty. Building a boat in leisure time for further usage makes a lot of sense." (Roberto Barros)

In the early sixties, Roberto built a 4.80m LOA cruising sailboat in the backyard of his parents' house, at Ipanema Beach in Rio de Janeiro. On a night-out with mates in a Copacabana bar, it was decided to call his new boat Striptease as the interior was so cramped it was necessary to get undressed before entering the cabin. He planned to sail to Miami, or perhaps Cape Town. He met his wife Eileen in the yacht club where the boat was moored. Soon after, Eileen told Roberto she would like to share the adventure. Eileen's father was a British merchant navy officer, and her mother was a Kiwi. It was no surprise that their daughter could be boat crazy.



STRIPTESE

The first sea trial happened a few weeks after. Roberto entered Striptease in a local 30 miles offshore race with Eileen as crew. The fleet was caught by one of the fiercest gales ever faced in that region, and on that day one of the boats was thrown ashore suffering two fatalities. Striptease collided with a ship that came to their aid and had to be towed back to port by the coast guard. These incidents caused national interest. The headline of a local newspaper read "Striptease in the Storm". It took some time to heal the trauma of such horrific experiences, but the adventure fever that had settled in their minds never relented.

In 1963 the couple got married and spent an unforgettable honeymoon on a four hundred miles trip from Rio to Santos and back on-board Striptease. They had never been so happy, discovering the true pleasures of the cruising life. However they had to face the fact that Striptease was too small to provide the minimum level of dignity required on long passages. "We needed a larger boat".



EILLEN DEMONSTRATING THE
CRAMPED INTERIOR OF STRIPTESE



SEA BIRD

Keen for a new adventure, they found for sale, a cold moulded sailboat built in five layers of 3mm mahogany. They both fell in love with it. They sold Striptease and Roberto's car to buy Sea Bird, the boat that would take them to Polynesia. Roberto added a deck and cabin trunk to the well-constructed hull and fitted out the interior. The result was surprisingly appealing.

Roberto and Eileen departed Rio de Janeiro, bound for the South Seas with calls at the Northeast of Brazil, Caribbean, Panama and the South Pacific Islands. During the trip Eileen became pregnant, and after hopping among French Polynesia islands, they finally settled down in Tahiti, where their daughter Astrid was born. They then decided to take life more seriously and flew back to Rio, having sold Sea Bird to a Frenchman.

Grand-Prix Ambitions

Back in Rio, Roberto started his career in yacht design and boat building. He designed three different fibreglass sailboats: Tahiti 16, Rio 20 and the Atoll 23. These three models sold a total of over nine-hundred units. Even though business was good, Roberto decided to sell the factory when the government raised the tax on each sale from 10% to 50%. He felt he was taking the risks, creating jobs and helping the economy for the government's benefit.

Roberto then concentrated his efforts in designing and custom-building performance orientated boats. Without much local competition, he soon had a successful business. One of his boats won the classificatory series for the 1978 Quarter Ton World Championship in Corpus-Christy, Texas. This enabled him to obtain the funds to participate in the event but he didn't have the resources to use the boat and crew that won the classificatory series. Roberto had to charter a local boat for the event and together with a less than competitive yacht and a crew more interested in tourism than serious racing, the result couldn't be anything other than a complete failure. From this experience he decided he would only embark on another similar challenge if the enterprise was properly financed.

He then worked in partnership with another yacht designer, Antonio Ferrer, who was a good friend of a filthy rich ship-owner who commissioned them to design and build a half-tonner to take part in the 1979 World Championship in Holland. This was the golden chance Roberto was craving. Without hesitation he accepted the challenge and in Christmas 1978 signed the deal to design and build a half-tonner to be shipped to Holland in April 1979 for the championship in May. The lines plan was designed in a few days and after calculating the rating, they started construction on 1 Jan, working 12 hour shifts together with a team of three boat carpenters. The cold-moulded frameless half-tonner was delivered in March with just enough time for measuring and a few sea trials before delivery to Europe.

In the early seventies a Brazilian boat named Saga won the Fastnet Race. It was a memorable event, since the then British Prime Minister, Edward Heath sailing his brand new yacht Morning Cloud, designed by Sparkman & Stephens, acquired with the clear intention of sweeping the competition, was the absolute favourite. Of course, the media gave most of its space to report the progresses of the British PM's racing machine. In the end the press included a one line statement: "Brazilian Yacht Saga won the race"!

Roberto's client, wanting to have the best chance of winning the Half-ton World Cup, invited five members of Saga's crew to handle his new boat, which he named Five Stars. The group must have found some difficulty in handling the practically untested yacht with the actual competition being their learning ground. However, to their relief the boat was especially fast, very well balanced and quite easy to sail. During the first triangular races the boat performed quite well with a real chance of winning the competition but in one of the two long distance races the boat went aground on a sandbank. From then on Five Stars was just a participant with no possibility of winning whatsoever. Roberto did not travel to Europe for the event. He just accepted the bad news and swore to himself that he would give up his Grand-Prix ambitions from then on. If the result had been different they could have become a top level office of international standing, like a South American Bruce Farr equivalent. Top level competition looked to Roberto like sailing in the Bermudas Triangle: "all my money disappeared without leaving a trace".



After returning from Europe, Five Stars became the national winner of the most important Brazilian offshore events. She was the Brazilian Offshore Champion for two consecutive years and the all classes winner in the traditional Santos Rio Race. Five Stars now considered a classic, still takes part in local club races in the southernmost Brazilian State, Rio Grande do Sul.

FIVE STARS—BUILT IN 3 MONTHS

Introducing the MC23 for Amateur Construction

Roberto decided to design a boat for amateur construction. Having built a half-tonner in three months, he felt confident that it was possible to design a sailing craft within the reach of the inexperienced amateur boat builder provided he/she received detailed plans in tandem with a building manual which explained all phases of the construction in an easy, step by step way, .



“When an amateur builds a boat, during the construction his/her sailing dreams are nurtured with fervour, and it is very seldom that anybody regrets taking the decision of doing so. My experience tells that amateur construction is a fulfilment without comparison in the lives of our builders.”

The MC23, a multi-chine hull, was conceived to be built in plywood/epoxy, following the so-called "ply-glass boatbuilding method", a simple and sure way to build a durable and reliable craft. The design principles were for a long lasting boat requiring minimum maintenance during its working life. That claim has proven correct; "if adequately built, a plywood/epoxy construction is capable of lasting for dozens of years." Roberto also ensured the vessel had offshore capabilities so the owner could accomplish whatever adventures they wished with their boats.

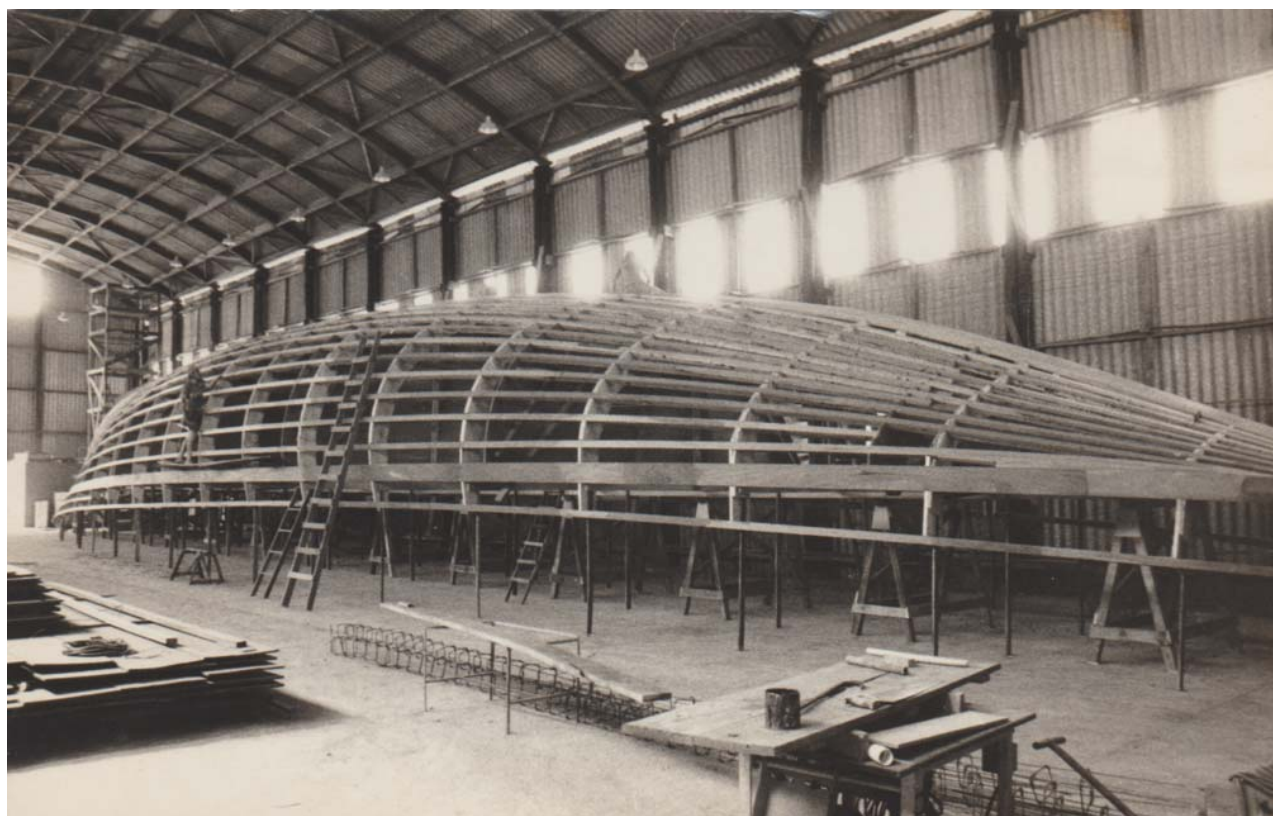
MC23 is a large boat for a 23 footer

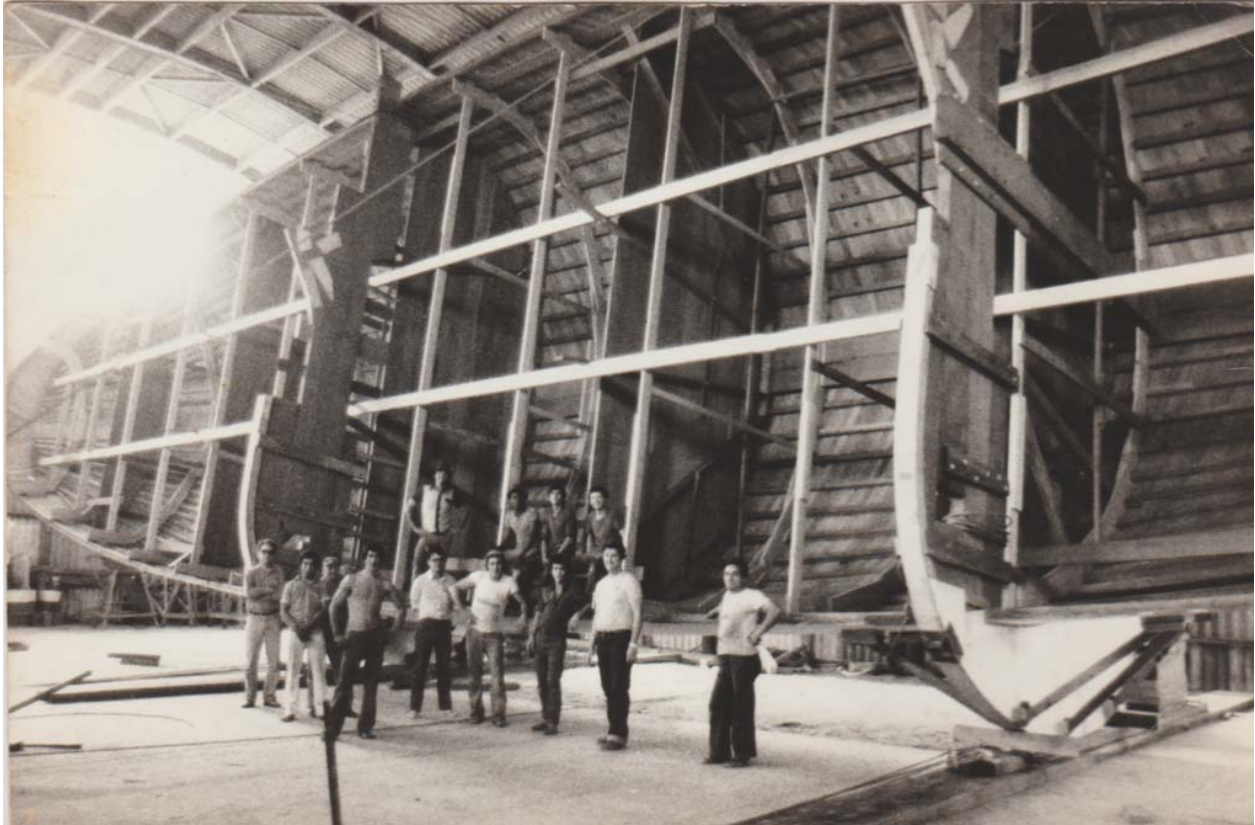
The plans were introduced in 1979, and, together with the drawings, it was provided with a building manual covering every step of the construction. Over the years, minor alterations were made to improve comfort, headroom and transom width. There are about four hundred boats being built or sailing in various countries.

Roberto earned a reputation for being a specialist in designing boats for amateur construction He enjoyed being labelled as such. After all, Roberto and Eileen had been so happy living aboard a 25 foot yacht for more than three and a half years travelling halfway round the globe. "Actually the MC 23 may be considered a veritable yacht if compared with the slim Sea Bird."

Working on Large Projects

After publishing the book "Rio to Polynesia", a bestseller at the time, Roberto became quite well known in Brazil. He began being commissioned to design large schooners and yachts intended for performing long passages, or simply to offer leisure to wealthy people. After working in partnership with a friend in the design of a few schooners measuring one hundred feet or more, Roberto was invited to be a member of the team who designed the largest wood/epoxy craft built to date (and probably still is).





The client, a wealthy entrepreneur from São Paulo, Brazil, had bought a U.S. stock plan of a 140 feet long ketch, but wanting to modify the project, hired Roberto and a group of technicians for this major enterprise, that of building a forty metres long sailboat from five layers of 10mm thick wooden planks bonded together with epoxy resin. It was a marvellous experience for Roberto as he was responsible for calling some internationally renowned authorities in the field to take part in the challenge. The first person he called was John Guzzwell, a British citizen who had published a book about wood/epoxy laminate construction. John was one of Roberto's idols in his youth for having been the man who girdled the world single-handed in the smallest sailboat up to that date. Guzzwell wrote a bestseller, "Trekka Around the World", which was Roberto's reference book for many years and triggered a desire to do something similar.

This mega-yacht, called Antonia, and was built in Rio Grande do Sul, the southernmost Brazilian state. Its size was so impressive that once the hull was concluded, a meeting was needed to plan how to turn the hull upside down without having to demolish the shed. The photos give an idea of the dimension of the problem to be faced.

ROBERTO'S MOST IMPORTANT WORK

Another commission Roberto received was to design Paratii, a fifty-foot Aluminium sailboat for the sailing adventurer Amyr Klink, who intended to be the first person to spend a winter in Antarctica single-handed.

Roberto enlisted his friend, Gabriel Dias to assist with this challenge. Being a professor of structural engineering, he took care of the structural design for aluminium construction leaving Roberto to do what he did best. An experienced aluminium boat-builder from São Paulo was hired for the job. Construction started before the final plans were complete. In spite of the risk, and with some luck, the project went well and now, thirty years later, the boat is as good as new despite having to endure the harshest conditions required from a yacht.



No sooner than the boat was launched, Amyr sailed single-handed to Antarctica and wintered there successfully. Unfortunately he shared the feat with a Frenchman, who had the same ambition.

Once winter was over and the ice melted around the boat, Amyr weighed anchor and sailed to the Arctic Circle in a non-stop journey, and returned to the port of Santos unscathed. He wrote a book about his saga entitled "Paratii Between Two Poles" which sold more than one million copies and was translated into four languages, A joker claimed that he had put the planet in serious risk of a short-circuit. The next year Amyr returned to Antarctica, once again in solitary, and sailed around the continent non-stop, an accomplishment that had never been done before by any solitary navigator. For all those feats, Amyr was awarded the prestigious Tillman Prize, given by the Royal Cruising Club of England. They referred to Paratii as one of the five best polar yachts built up to that date.

In his second book he joked that the Rio de Janeiro Airport shouldn't be called Antonio Carlos Jobin (the renowned composer of "Girl from Ipanema") International Airport, but instead should be Roberto Barros International Airport. This compliment must surely be a reflection of how pleased Amyr was with the performance of his polar yacht.

Maitairoa

It was in the early eighties, during the worst years of the cold war that Roberto decided to build a yacht for cruising with his family. Roberto said " it was a time when nobody knew if an apocalyptic nuclear war would give an end to what we call a civilised world. I wished to build a boat that "come hell or high water", our family could survive for a few more days, provided we were sailing in the Southern Ocean, far away from the nuclear war-heads, which would for sure criss-cross the northern hemisphere." He called this boat. Maitairoa, a word that means everything is OK in Tahitian, a language he tried to learn when his family lived there in the late sixties. The boat was built in the hills north of Rio de Janeiro, some 100km away from the sea, and its construction took more than three years as the work was performed mainly on weekends.

Maitairoa was specified to have an over-dimensioned frameless fibreglass single skin lamination, reinforced exclusively by compartment bulkheads. To make the boat exceptionally seaworthy, Roberto designed her as a double-ender, in Collin Archer style, so she could run in bad weather giving the stern to, no matter the size of the breaking seas.



This boat became a hallmark in their lives. She was so unique that people didn't know what to say, either loving or loathing her. Later on they came to learn that she was the object of desire of some sailors who also dreamed of intrepid cruising adventures.

When built it was decided to cross the South Atlantic along the roaring forties, paying a visit to Eileen's sister, who lives in Cape Town. Besides his family, two friends, Max and Mario Hammers were invited to join them on the trip to Africa, plus their cat Mimi, the sixth passenger. After a pleasurable and unforgettable voyage, passing within spitting distance of Tristan da Cunha Island, they all had a wonderful time in South Africa, hosted by Eileen's sister. On the return trip, a few days were spent on the fantastic island of Santa Helena, another unforgettable experience, as the place is loaded in history.

As soon as they arrived back in Brazil, they began to dream of the next adventure. Having liked the experience of sailing in the high latitudes on board the boat designed for cruising, it was decided to travel south, bound for Patagonia and the Falkland Islands.

This cruise was less successful than the last as they went aground on a deserted beach in the Falklands East Island. Even though there was a happy ending, it was not all plain sailing. Roberto relied on the sextant to find his position as the expensive electronic tracking system

called "satellite navigator" was about to be discontinued and GPS wasn't yet available. After a long spell of overcast skies, when crossing the channel between the two islands, he didn't take into account the magnitude of side drift caused by the current between the two islands, which can reach more than five knots in full moon tides. Suddenly Maitairoa was struggling against huge breakers close to shore. Since the boat had been designed for the toughest conditions, Roberto's plan was to remain onboard and drift ashore, letting the boat fend for herself. After crossing the line of breakers things promptly settled down and all aboard disembarked unscathed on a lonely beach. After taking some provisions from the boat's larder, they left in search of assistance. After walking for a few miles they found an empty farm-house, where they spent the night. Next morning they proceeded east in the general direction of Stanley, the capital of the islands. Out of the blue, they met a garrison of soldiers on a routine patrol who approached with pointed guns. They probably thought Roberto and his family were Argentinean invaders. When they finally met, Roberto had a chance to explain who they were. A few hours later the family were being rescued by helicopter and their misfortune became international news.

Since the boat was virtually indestructible, she was soon floating again, thanks to the assistance given by the soldiers and locals. Maitairoa was ready to resume the voyage, now bound for Rio de Janeiro, non-stop. Back in Rio, taking advantage of Maitairoa's fame Roberto, received an offer to buy her that he couldn't refuse. Soon after, Maitairoa was sold to a third party, the Argentinean physicist Sandra Sautu, an old friend of Roberto. She had a hidden passion for the boat and didn't want to lose the opportunity to own her. Sandra sailed Maitairoa from Rio to the Mediterranean, and lives aboard in the company of her children in French Riviera. This story was the basis of a second book by Roberto. "The fantastic adventures of the Maitairoa" was very well received, selling many thousands of copies.



MAITAIROA AS SHE LOOKS TODAY ON THE FRENCH RIVIERA

SANDRA SAUTU'S DAUGHTER WAS BORN ABOARD MAITAIROA



Creating the Yacht Design Office

After selling Maitairoa it was time to establish a more conventional and permanent yacht design office, so in 1987 Roberto Barros Yacht design was founded. Roberto's Tahitian daughter Astrid Barros, possibly influenced by a life deeply involved with nautical adventures, chose naval architecture as a career. She not only graduated as a naval architect, but obtained a masters degree in computerized fluid dynamics, and then a PhD. Initially there were three partners, Roberto, Eileen and Astrid. Later Astrid's husband Luis Gouveia, also a Naval Architect became a partner. All are now ABBA members.

Besides working on custom orders, they decided to develop a series of elaborate stock plans that could be offered to the public at affordable prices. Hundreds of copies from the extensive list were sold and dozens of boats built from the plans. It all started with the experience gained from the MC23.

The office developed more than one hundred stock plans, ranging from the little Caravela 1.7 dinghy, of which the plans are free, up to the impressive 77 foot LOA cruising sailboat Southern Cross 77. Most of the plans are oriented towards amateur construction and include round bilge and multi-chine hulls, sailboats and motor yachts, mono-hulls, a catamaran, offshore and coastal yachts, cruising boats and racing machines, boats to be built in plywood/epoxy, wooden lamination, foam sandwich composite and aluminium.

Some of their most successful stock plans which sold impressive numbers, or managed to accomplish something special are as follows:

Dinghy Andorinha (swallow in Portuguese)

This plywood/epoxy dinghy is intended for amateur construction. Astrid and her husband Luis built one of them in Rio de Janeiro some ten years ago. They tried to bring her to Australia but the cost of freight was prohibitive.



THE ANDORINHA BUILT BY ASTRID AND LUIS

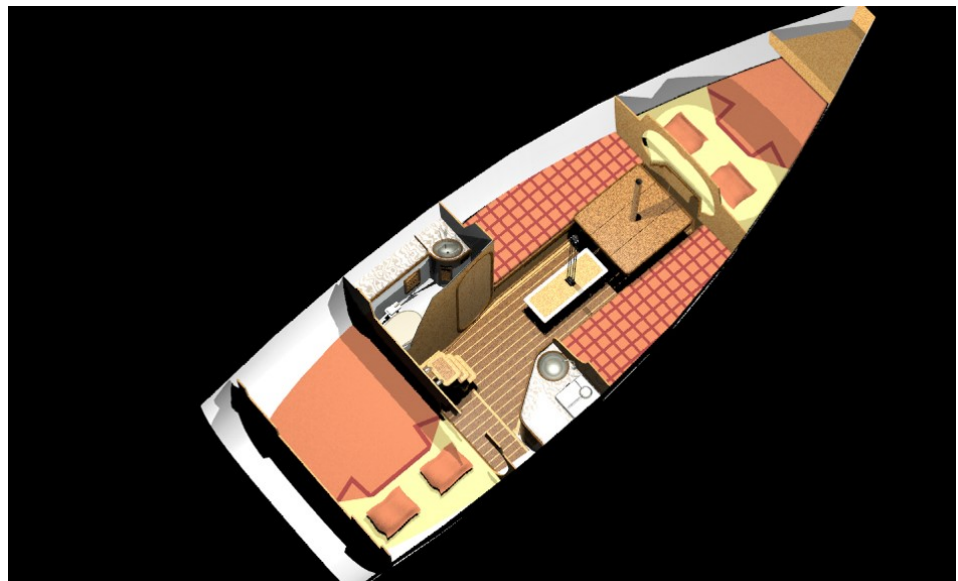
Pop 25

This was Roberto's last design, with almost ninety clients, boats have been built or are sailing in 15 different countries, including Australia and New Zealand. The Pop 25 is an innovative approach in sailboat projects for amateur construction. It has a flat-bottomed hull with twin keels and twin rudders. It is made in plywood/epoxy, but with a difference from other boats built by the same method: the topsides and superstructure are double walled, to ensure good thermal insulation and contributes to it being virtually unsinkable, this being one of its main features. The Pop 25 has many other unique details, for instance having the fin-keels made of galvanized steel plates and the bulbs being machined in a lathe from ordinary steel rods.



Pantanal 25

The Pantanal 25 (meaning swampland in Portuguese) was designed to be towed. It is well suited to the average Australian cruising sailor. Robert Boyd, from New South Wales, is a Pantanal 25 enthusiast. Another amateur builder of the Pantanal 25 is Paul Greblo, from Bendigo, Victoria.



Hi Luis,

Just a quick note to let you know that the plans were received today, Tuesday, as noted in your last email, although I have only had a brief look at the drawings I am already very impressed. I can see the value of many years of experience on these drawing sheets. I commend you and your team of architects and draftsmen on a highly professional presentation.

Robert Boyd

New Lambton. NS.W, Australia. By e-mail

Bora-Bora 28

The Bora-Bora 28, designed by Astrid Barros is their only catamaran design. She liked the plans so much that Astrid and her husband Luis Gouveia, built one for themselves but unfortunately it was too expensive to bring with them when they settled in Perth. Other Bora-Boras 28 were built and the design proved to be fantastic for coastal cruising. A good example is "Flor D'água (Water Flower), built in Salvador, state of Bahia, Brazil.



ROBERTO AND EILEEN'S GRANDSON, CHRISTIAN ABOARD THE CAT BUILT BY HIS PARENTS ASTRID AND LUIS



MC28

The MC 28 is the second biggest seller with almost 200 copies sold to fifteen different countries. The Maitairoa cockpit wasn't very spacious for prolonged passages. The MC 28 was designed with a wider and longer cockpit, the seats extending to the transom, where an external rudder could be fitted.

The next Barros family boat was the MC28, Fiu, launched in 1999. Eileen and Roberto lived aboard her for more than two years. She was by far the sailboat they liked most of all they had owned.

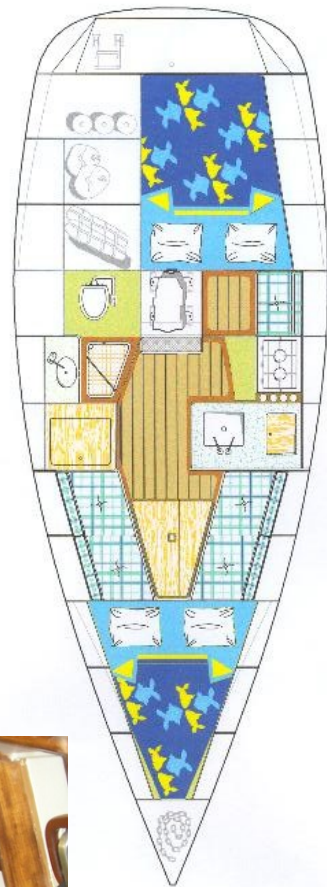


THE YELLOW CARAVELA 1.7
TENDER WAS DESIGNED FOR THE
MC28



Samoa 28

Following the success of the MC28, it was decided to design another 28 foot cruising sailboat, that differed from the previous model in hull shape and method of construction. The Samoa 28 is a round bilge hull, built employing the strip-plank sandwich method of construction. This boat has the option of a round bilge or multi-chine hull, depending on personal preference. This boat is not just a round bilge version of the MC28. As well as the proven internal layout, the cabin trunk extends forward of the mast step, enhancing headroom in the fore quarters and giving the impression of a larger boat. It also has a wider transom, enhancing dynamic stability while improving spaciousness on the cockpit area and inside the aft cabin.



Pop Alu 32

This project was designed for aluminium construction. It shares the concept of two keels and two rudders with the Pop 25. It isn't too large, making her affordable for many, and she makes a perfect cruising boat.



Samoa 34

The Samoa 34 is a popular mid-sized yacht well suited to offshore cruising. It has two cabins with double berths, able to sleep six adults overnight. There is also a head with headroom to install a shower with sump. There is a small fleet of Samoa 34, some of them having performed outstanding cruises like crossing the Atlantic in both directions.



MC36

This is basically a larger version of the MC28 using already tested sailing lines. At 36 ft LOA, it has an extremely roomy interior.



AN MC36 BEING BUILT IN
NEW ZEALAND



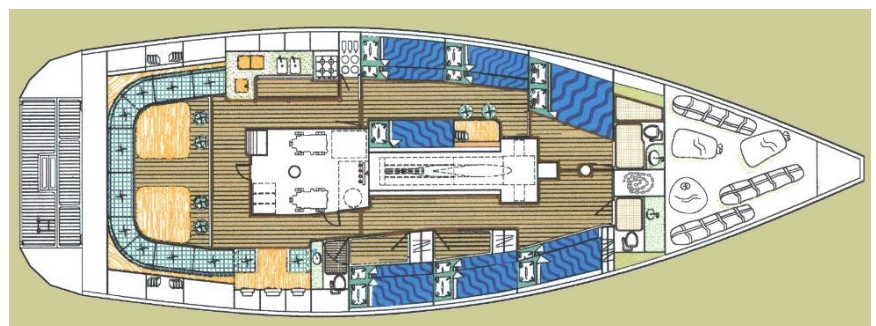
Explorer 39

The Explorer 39 is a sophisticated design of a round bilge, composite construction offshore yacht of variable draught. This ambitious project may not be suited to the average inexperienced amateur builder but due to the detailed information on how to build it, a number of people have taken the challenge and obtained excellent results.



Polar 65

The flagship of the fleet is the Polar 65. Even though not many have been built due to the high cost, one of these boats completed a round the world voyage and visited the Antarctic Continent. Fraternidade (Fraternity), owned and built by the Ukrainian engineer Alexis Belov, made a good impression wherever she called, as being an authentic expedition boat.



Motor Yacht Plans

After being commissioned to design Sea Baron, a luxury 57 foot speed boat for the Formula One driver Felipe Massa's family, the office decided to no longer be involved with plans for speed hulls. They felt it irresponsible to spend so much on fuel just for leisure. From then, only displacement power boat plans have been produced.

The top of the line displacement motor yacht is the Curruira 42. A multi-chine plywood hull and superstructure being sheathed with a thick layer of fibreglass to give a long lasting, low maintenance vessel.



CURRUIRA 42



PILOTINA 25

The Office Moves to Australia

In 2007, Roberto's daughter Astrid started working as an Engineer in WA. It was decided to close the Rio office, with Roberto and Eileen joining Astrid, Luis and family in Perth. Roberto had planned to sail their MC28 across the Southern Ocean bound for Fremantle and living aboard after the arrival. However Eileen didn't feel fit enough for the challenge, neither trusting Roberto for such a hard journey at his age, and on reflection, it didn't seem a wise idea. The boat was sold and the trip made by plane.

Astrid then took a job in Asia, where they stayed for a couple of years. Before departing Perth, Astrid and Luis Gouveia opened the new office, B & G Yacht Design. Astrid and the family returned to Perth where they intend to stay. Roberto has returned to his origins and became an amateur boat builder once again. He is now the happy owner of a Caravela 1.7 stitch-and-glue plywood/epoxy sailing dinghy.



ABBA members are very lucky to have the experience which Roberto and his family bring to our membership. Thank you Roberto for a most interesting presentation on your life's adventures.

Another Look at the Pearl Lugger Rose-F

It was a beautiful sunny afternoon but a very hot early summer day for our return visit to the good ship Rose-F at Fremantle Cruising Yacht Club. The otherwise somewhat uncomfortable conditions were however nullified by a large purpose built deck tent which channelled the cool sea breeze along the length of the vessel.



'Before' - March 2016



'After' - November 2016

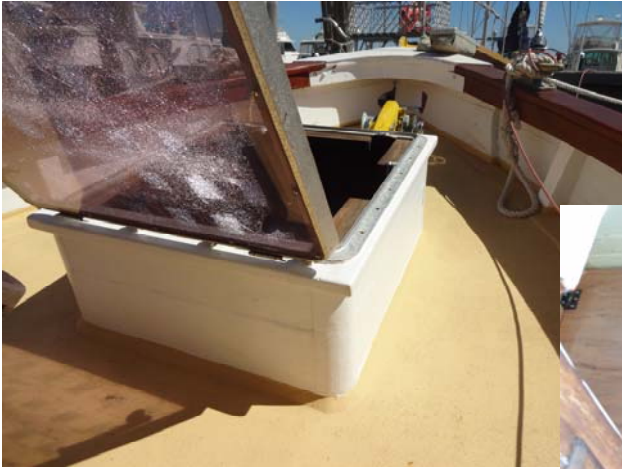
It was immediately evident on our arrival that our hosts, ABBA members, Jeremy and Andrew Eagleton, had completed an enormous amount of restoration maintenance work since our first visit in March 2016. For all the background details to this huge project and to get some sense of the progress shown in the photos that follow, refer to the February March 2016 newsletter at http://abba.org.au/wp-content/uploads/bsk-pdf-manager/103_201602-ABBA-Newsletter-Feb-Mar-2016.pdf



The major focus has been on renovation and painting of the deck and everything external above the deck. The bulwarks have been painted internally and externally and the capping has been sanded clean and clear finished. Beading has been completed around all the areas that stand above the deck including the front hatch, galley, wheelhouse and aft boot. This has provided a seal prior to application of 'Treadgrip' deck paint to the entire deck area.

Other work in progress is a clever design of hatch over the motor room access way that prevents a catastrophic fall from the wheelhouse to the sole of the motor room but doubles as a fairly spacious kids' bunk. In addition, a set of draws have been fitted within the wheelhouse to provide convenient storage in this area.

Removal of oil/sludge residue from the bilge has continued and a figure of 300 litres of waste being sent to the recycle station was mentioned in discussion. Significant restoration work has also been undertaken elsewhere on the tender dinghy.



As work is progressing, the pleasant look of the new paint colours and the quality of the work is emerging. The neutral tones of the colours and the warmth of the clear finished timber is replacing the weathered red and yellows that we observed on our last visit.



And there was even a genuine diver's helmet to talk about

By the time this piece goes to print, Jeremy and Andrew may well have also completed the next big stage of the project which is to have the Rose-F hauled out at Fremantle Sailing Club so that they can identify and attend to maintenance required to all areas below the waterline, give her a fresh dose of antifouling and get her back in the water as soon as possible.

This was a most enjoyable afternoon aboard which included a sausage sizzle provided on the aft deck. Thanks to Jeremy and Andrew for their hospitality and we wish them well as they continue their work to give the Rose-F a new lease of life.

ADMINISTRATION NOTES

ABBA COMMITTEE

President	Ken Potts	0421 178 991		
Sec/Treasurer	Bruce Cadee	9259 0844		
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Event Coordinator	Vacant			
Library	Rosemary Nayler	9455 1470		
General Committee	Ed Essers	0406 050 989	Damien Bourke	9249 9439
	Neil McKenzie	0424 533 063	Rob Bingham	9246 0202

OCTOBER TECHNICAL MEETING

Our next Tech Meeting will be on Wednesday 7th December, as usual in the Heritage Room at South of Perth Yacht Club for an 8pm start. This will be a follow up to the April meeting video presentation of "Two Men in a Punt – In the wake of the Huon Piners". In the video, an ex-logger and a mate follow the trails of the old Huon Pine loggers in the Tasmanian forest east of Strahan. It's a gentle documentary, un-staged and lots of friendly banter, with cuts to a number of interesting interviews with various old loggers. There is a strong connection to Tassie boat building through the Huon Pine subject matter, and there's a reasonable smattering of pictures/films/discussions on boats. The second half of the video focuses on how the journey seen in the first half video was developed and the background to the making of the first half video including much of the unused footage of the wilderness through which they were travelling, which is stunning.

DECEMBER (YES — DECEMBER) TOOLBOX VISIT

The next Toolbox will be one and a half weeks after the Tech Meeting — that's on Saturday 17th December, as usual 2.00pm. As the normal cycle Toolbox would fall in the first week of January, we have resolved instead to repeat the customary Christmas gathering and sausage sizzle at Maylands Boatyard in mid December. Peter Russell has kindly offered once again to supply the BBQ and to obtain the blessing of the owners for us to gather on the premises. So make a date in your diary and come along and have a sausage or two, chat with like minded members and wander around the yard to view the various projects.

SUBSCRIPTIONS NOW OVERDUE

Hon Treasurer Bruce Cadee has advised that whilst many members have paid their subs, those that have not to date may pay him at the December meeting or alternatively subs can be paid electronically to the ABBA account, details as below. And please include your name in the payment details.

AMATEUR BOAT BUILDERS ASSOCIATION

BSB 066130

Account 10168343

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.

ADMINISTRATION NOTES (Cont'd)

BOATING EQUIPMENT FOR SALE

Anchor Winch

Goiot 308 manual anchor winch with 30m of 10mm short link chain.



Very good condition

\$600

Please call Stuart 0451534687
Fremantle