



AMATEUR BOAT BUILDERS' ASSOCIATION

February March 2018

WHAT A COLLECTION OF CLASSICS!



Gentleman's
River Boat
"Vectis"

30 Square
Metre
"Joyous"

Tumlaren
"Haze"



22 Square Metre
"Flame"



Based on a tip-off from Chris Davis about some special boats in his workshop, shipwright Steve Ward was approached about a visit and generously opened his doors to ABBA on the afternoon of Saturday 10 March. Inside he had three yachts designed by Knud Reimers and a classic launch. Two of these boats have special historical significance to some ABBA members in addition to the general interest of all members.

FLAME

Flame was originally built by Vic Leggatt, father of past member Peter Leggatt and grandfather of former ABBA President Geoff Leggatt. She was launched at Royal Perth Yacht Club in 1953, not long after the club moved from Perth Water to Crawley. Geoff was present on the day to reconnect with some of his family history.

Following Vic Leggatt's ownership, Flame was raced successfully for many years on the river and offshore by Syd Muhling from RPYC before passing to a number of owners including a cousin of Peter Leggatt's for a period of time. She was also converted from the original fractional rig to a masthead rig and a spade rudder was fitted, replacing the original that trailed from the aft end of the keel.

At one stage, she was refitted in the yard at Royal Perth Yacht Club. Around 2010, the then owner removed this new deck and coach house to undertake further refitting work which did not proceed due to the owner becoming ill. Flame remained in this state until she was recently rescued from where she had languished at the Legend Boat Builders premises in Naval Base (see photo in ABBA newsletter Nov Dec 2010).

Steve has copies of the original plans and Flame will again have a keel fitted rudder and a fractional rig. The chain plates will be replaced. The running backstays will be removed in an effort to make her simpler and closer to the original design though the new owner wants the boat to be painted in "Flame Red". The seams have been machined and splined and the hull will be epoxy sheathed. The 38 ft vessel will weigh about 2.25 tonne and carry 22 square metres of sail.





“Flame” stripped down and ready for sheathing. She’s been pressed pretty hard at times but is in exceptional condition—testament to the quality of the original build.



Timber below the waterline and the lead keel are very sound. The new timber rudder to the original design has been initially fitted.

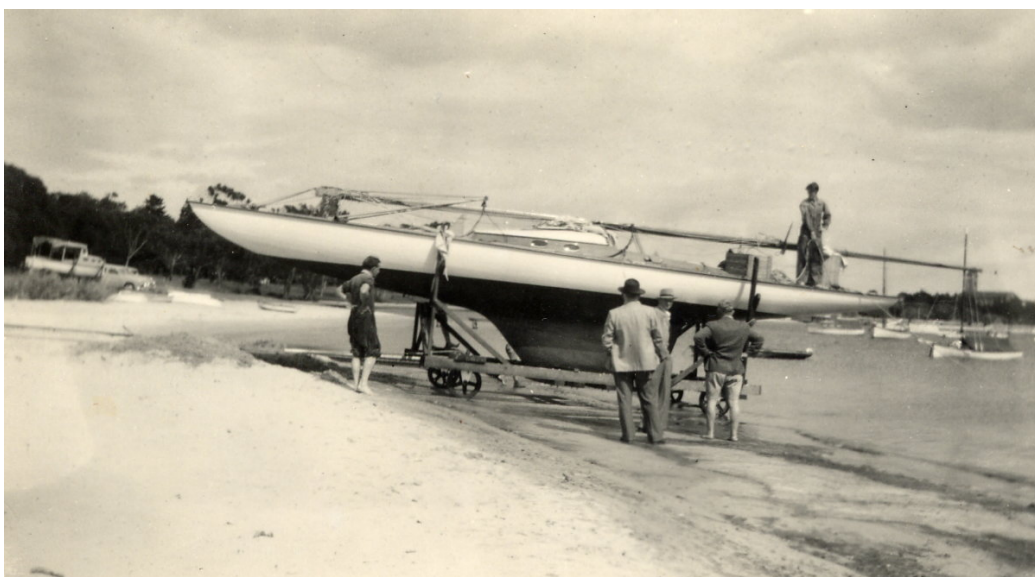




"Flame" rolling down Beaufort Street, 6th December, 1953.



"Flame" near the flying boat hangers, RPYC Crawley, 6th December, 1953.



"Flame" launching, RPYC Crawley, 6th December, 1953.



1950's, "Flame" with the wind astern and the spinnaker setting well.



1950's, "Flame" on the wind with small jib.



1970's, "Flame" with mast head rig and large genoa.

HAZE

Haze is a metre boat with a sail area of 20 square metres. The hull is made from New Zealand kauri timber. The boat is generally in good condition but there has been some worm attack along one seam due to long periods in the water. Steve and his team will replace the small section that has been affected. She has been out of the water for about four months and may be epoxy sheathed to extend her life.

Steve has been a long-time admirer of Haze and now owns it.

In the June 2015 edition of the Royal Freshwater Bay Yacht Club magazine Tidings, Basil Twine wrote the following;

“Haze is a Tumblaren class built in 1938 by Hudson Bros for Phil (Tubby) Masel at RPYC for the princely sum of 350 pounds. The designer of the class was Knud Reimers who described it as a cross between an archipelago cruiser, a canoe and a Norwegian 19.5 square metre Spidsgatta. (A bit like a submarine with sails really.)

This Swedish design is 27 feet (8.38m) in length, double ended and narrow beam. It has a long keel making it quite stable under spinnaker and a high aspect ratio of 3:1 which allows good windward efficiency. Despite the narrow beam it has good buoyancy due to a powerful turn of the bilge. As a result it ships little or no water even when knocked down.”

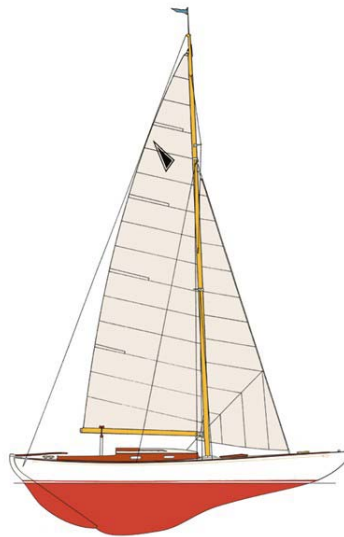
Haze was raced successfully out of Royal Freshwater Bay Yacht Club by Merv Finn. During this period, she competed in many of the well known ocean races on the WA coast. Most recently she belonged to Bill Leonard whose exceptional boat building skills have ensured that she has remained in very good condition.



“Haze” on the Swan in her heyday.



A sister ship on the wind, the fine bow 'cutting' the water with little disturbance.



The Tumlarren has a long keel, keel hung rudder and a fairly high aspect sail plan



Difficult to photograph "Haze" in the tight confines of the separate shed but her pleasing lines are very evident.





Ed, Luis and Harry inspecting 'Haze". She was definitely long and narrow.....but is in very good condition.



Not a lot of space in the cockpit or in the cabin. Ed imagining what it would be like 'down below' in a good sea off Cape Leeuwin!

The winches (just two of them) were truly bottom handle types—under the deck in fact.



JOYOUS

JOYOUS is another Knud Reimers designed yacht. She was built by Arthur Darnell, with help from his friends, in the yard of his home in Como, Perth. The plans were dated 1958. She was launched in 1962 at South of Perth Yacht Club but subsequently sailed from the Royal Perth Yacht Club with sail number R8. She was sold in 1992, to her second owner, Bill Robertson. On Bill's early and sudden death, she was again sold and until relatively recently spent an extended period on the hardstand at RPYC. Rumour has it that she was perilously close to being introduced to a chain saw when Steve and colleagues rescued her—an absolute tragedy averted.

Her length overall is 12.54 m (41 feet), width 2.16 m (7 feet) with originally 30 square metres of sail area. The hull is Oregon above the water-line and jarrah below. Steve has had to replace 8 rotten sections of planking and some other timber around the keel. The hull was one of the first boats to be built with a painted dynel skin but has been strengthened with a single layer of 650 gsm glass all over, 2 layers in the mid section and 3 layers on the keel. The original cabin sides, cockpit combing, king plank and deck edges were jarrah. The original deck was planked with Queensland beech. At some time, the original rudder from the trailing edge of the keel was replaced with a spade rudder mounted further aft but Steve has restored the original design.

Early photographs show she originally had a wooden mast and spars, and a fractional rig. That mast was lost in a sailing mishap and replaced with a shorter, aluminium mast and masthead rig. Under her second owner, the galvanised steel ribs were replaced with stainless steel. In about 2003, when there was need for a complete new set of sails, the mast-head rig was scrapped in favour of a fractional rig which is planned for her refit.



“Joyous” long sleek hull glassed and ready for final fairing.

“Joyous” deck, cabin, cockpit and hatches - largely original except for the sprung deck which was replaced by her second owner.





“Joyous” aft sections and the completed replacement rudder to the original design.



Geoff Leggatt admiring the sprung deck on “Joyous”. Her narrow ends and the good original condition of all the deck fit out other than the beech deck itself are evident.



Restoration work on “Joyous” is well advanced .

Note the good crown in the top of the original coach house which creates some room (but not standing room) inside the narrow 7 foot beam hull.





“Joyous” - The view forward (above) and aft (below). Note the knees and beams in lieu of a kingpost under the mast



Launching “Joyous” 1962.



1960's "Joyous" sailing downwind with a full spinnaker on Melville Water, the Majestic Hotel on the hill in the background.



"Joyous" in more recent years, on the wind (left) and downwind with full spinnaker Melville Water.

VECTIS

Steve's father, Stewart Ward started as a 14 year old apprentice under Sam Lawrence of Perth boat builders W&S Lawrence. The 30 ft canoe sterned Gentleman's River Launch, Vectis was built by W&S Lawrence around 1915-17 for Sir Robert McMillan who became Chief Justice of Western Australia in 1914.

Vectis was bought by Alan Skinner for \$1 in 1995 when half submerged at Maylands Boat Yard and the boat has been out of the water since then. Initially she was re-timbered with sawn frames and planks at Maylands but was later moved to Alan's property near Mandurah. Unfortunately Alan Skinner passed away in February of 2018 and was unable to enjoy a cup of tea and a cucumber sandwich on board Vectis while moored at Elizabeth Quay but the family intend to have her motoring on the Swan again before long.

Vectis originally had a hard top with roll-down canvas sides but Steve has built a new cabin extensively using local sheoak from a small timber mill near Busselton. The timber hull has been strengthened using 2 x 650 gsm layers of double bias glass cloth and epoxy resin.

ABBA member, Ron Lindsay who's grandfather was the "W" (William) of W&S Lawrence, has restored KEIWA which was another product of the same boatyard. Ron was very struck by the similarities between VECTIS and KEIWA as he excitedly poured over the vessel, drawings and photos that were on display.



"Vectis" showing the open cockpit area forward of the enclosed aft cabin and below the high, plumb stem, fine bow and substantial freeboard





“Vectis” new aft cabin, beautifully constructed entirely of clear finished sheoak. The glazed window frames are also complete and in the course of being varnished.

It was somewhat of a unique Toolbox afternoon being able to inspect and appreciate four such special vessels being restored to such a high standard by master craftsmen in the one location. The restoration process was at different stages across all four vessels which also gave members the opportunity to observe the beginning to end process on the one afternoon. ABBA is indebted to Steve for his generous support of our members and for facilitating this visit at short notice given the perfect opportunity presented by the various stages of restoration of these vessels at this particular time. Thank you Steve Ward.

FREMANTLE VOLUNTEER SEA RESCUE GROUP — Jim McGinty

The Hon. James (Jim) McGinty was a member of Western Australia Legislative Assembly from 1990 to 2008. He served as a minister, most notably Attorney General, Minister for Justice, Legal Affairs, Electoral Affairs from 2001, as well becoming Minister for Health from 2003 to 2008. After retiring from public life, Jim has been an active volunteer with the Fremantle Volunteer Sea Rescue Group (FVSRG) for the past nine years. He is currently one of the FVSRG's Skippers. At our February meeting, Jim kindly gave us a presentation about the history, current operations and some of his experiences with the FVSRG.



Facts & Figures

FVSRG has 100 volunteers and 1 part time office worker. Of that 100, 20 are Skippers and 80 are radio operators, crew etc. The radio service operates 24/7. The operations centre at Cantonment Hill, Fremantle, is manned from 7 am to 6 pm every day of the year but operates from various volunteer's homes overnight.

Rescue Boats

R100 is the largest and is based in Challenger harbour. It is a 10 m cat with twin 400hp Volvo engines capable of 34 knots.

Resolute, based at Aquarama is a 9 m cat with twin 300hp stern drive engines capable of 38 knots.

Rover 2, based at the RPYC Annexe in Fremantle is a 9 m cat with twin 300hp Suzuki outboards capable of 42 knots.

The Fast Response boat, Gemini is based at RPYC Crawley. It is an 8.5m single hull RIB with twin outboards capable of 56 knots.

2 Jet skis for getting a tow rope into shallow or rocky water or for use at congested events such as the Rottnest Swim.

History

In 1972 the launch, DEB-B-LYN hit a submerged object on the way to Rottnest and 2 people died as a result. In response, the East Fremantle Yacht Club liaised with other yacht clubs and developed a radio communications service with a search and rescue capacity using private boats. In 1977, Fremantle Sea Rescue obtained its first boat, interestingly named the "R100 – Miss 6PR".

There are 38 Volunteer Sea Rescue Groups along the coast of WA. FVSRG is the busiest in Australia judged on a number of measures. They deal with about 600 emergency responses and handle 30,000 radio calls each year.

Rescue Operations Centre

The former operations centre was in the old Harbour Master's tower in the Fishing Boat Harbour and was in a poor state of repair. The FVSRG became aware that the Federal Government had handed over the entirety of Cantonment Hill to the City of Fremantle. This included the signal tower, naval stores and adjacent bushland. FVSRG responded to an expression of interest by the City to use the tower. Built in 1956, the tower was only used for its intended purpose for about a decade before the Radio Communications Centre on top of the newly built Fremantle Port Authority Building at Victoria Quay took over the role.

The Fremantle City Council spent about \$350,000 restoring the heritage value of the building's exterior including repairing the mast on top. FVSRG's own volunteers, with help from a range of local businesses, completely renovated the interior of the building. Care was taken to ensure that the fitout was sympathetic with the heritage value of the building especially because it was restored to its original purpose of communicating with ships at sea. The top floor houses the radio communications centre, the second floor is a training room with the administrative headquarters on the bottom floor. The City entered a 10 +10 year lease with FVSRG for a peppercorn rent of \$1 per year plus GST. FVSRG have been operating from the tower since November 2016.

The tower has views beyond Rottnest and up the Swan River. Its height suits line-of-sight communications however modern radio-over-IP technology allows communication from anywhere using the internet. One volunteer had to visit England and conducted a night shift from London using her mobile phone. The height of the antenna is 64 m which means that they can hear communications outside the FVSRG area of responsibility which can be a problem in peak periods.

Funding

Historically, FVSRG was ferociously independent of government agencies and authorities but in 2013, aligned with the Department of Fire and Emergency Services (DFES) for financial reasons. The cost of replacing boats was becoming so great that the time spent on fundraising events such as sausage sizzles outside Bunnings was detracting from frontline rescue operations. DFES now make a capital contribution to new vessels and fund most of the operating costs but the FVSRG is still very much reliant on income from memberships and donations. As an example of the costs involved, the total for the two latest vessels, Resolute and Rover was 1.32 million dollars to get them in the water. DFES contributed \$566,000, Lotterywest another \$100,000 but the balance was from memberships and donations.

There are no charges for users of the FVSRG's services but they do send out a letter requesting a tax deductible donation of between \$50 and \$400 depending on the size of vessel and the level of assistance provided. The average donation is about \$250 but only about one third of the people who are rescued make a donation. The FVSRG Operating Charter requires them to take vessels in distress to the nearest safe harbour. The exception is for the over 4,000 affiliate members who pay \$50 per year. For this they will be towed back to a place of their choosing. If a non-member boat owner is safely moored at say Aquarama, but can't get their engine started, FVSRG is not allowed to provide assistance due to insurance requirements and DFES policies.

Day to Day Operation

Many members and non-members log-on and log off using VN6DI, 27 Meg channel 90 (88 emergency) and VHF Ch73 (16 emergency). What many people aren't aware of is that when you get away from Fremantle, particularly on the north side of Rottnest, radio communication can be problematic. There is a repeater on Rottnest (Channel 81) and one at Pinjarra (Channel 82) for those sailing south. You can also log on and off by phone on 9335 1332.

If you log on and say you will be at Thompson Bay by 10:00 am but haven't logged off by 10:30am, the protocol is that FVSRG will try to make contact with you by radio or other means using what information they have about you recorded in their system. After another 45 minutes without making contact FVSRG hand it over to the Water Police who have access to up to date registration details and other sources not available to FVSRG. REMEMBER- IT IS IMPORTANT TO LOG OFF.

Calls for assistance can be made by radio or phone. The radio centre is not a control centre. The radio operator takes messages and passes them on to a Skipper on duty who manages the incident. Every weekend and at times of high activity there are between 2 and 4 boats on the river and ocean. At night they operate on a call out basis.

First Aid

FVSRG vessels are equipped with radar, infrared cameras, spotlights, and a full first aid kit including a defibrillator, spine board and oxygen. The Skippers and crew are fully trained in first aid but among the volunteers are some paramedics and doctors that, although not working in their professional capacity, the Skippers are very happy to have on board.

In 2010, a "Swim With the Dolphins" tour guide was bitten in the leg by a shark at the southern end of Garden Island. It took just 12 minutes for the rescue vessel Gemini to cover the 10 nautical miles to get there at an average speed of 48 knots. An English paramedic on the tour boat was able to effectively use the FVSRG's medical equipment. Jim still has vivid memories of the blood and screams of intense pain from the victim.

Recent Incidents

Of the 600 calls for assistance each year, most are due to engine breakdowns, hitting a reef, running aground when cutting the corner at Pelican Point or sometimes even Point Walter. One vessel ran aground at Rowe Point near the East Fremantle Yacht Club. The boat was carrying a number of young women. Jim asked the boat's skipper to "raise his leg" to help get off the rocky surface. One of the young women obliged with a high kick which created some amusement but didn't help the recovery in any way.

Jim feels that most rescues are unavoidable accidents but there are some situations he can't understand. One of these involved a 45ft cabin cruiser that ran out of fuel on its way back from Rottnest. "If you can afford a one million dollar boat, surely you can afford to put petrol into it." The six people on board were all very well primed and became seasick in the rough conditions. They suffered even longer as it took an hour to free the anchor from the reef they had dropped it on. Once the tow had begun, the passengers all went below with the steering rudder locked to starboard which made an interesting approach to the bridges in Fremantle. Jim's crew shortened the tow rope to a few metres but the big vessel still drifted sideways between the bridges. Jim had to apply full power to get it back behind the rescue boat and through the second bridge while all on board the cabin cruiser were oblivious to the anxious time Jim was having.

Recently there was an incident when three people fell overboard coming back from Rottneest. It should have been a call out but Jim was just finishing a job on the river around 8pm when he was asked by the Water Police to proceed out to sea at full speed. He needed no second invitation to fly through Fremantle Harbour at 35 knots with blue lights flashing. In the 30-35 knot winds and 2m seas there were at least 6 sea rescue vessels and pilot boats involved in the search but it was a tender from an oil rig in the area that found them. This vessel was equipped with all the latest search equipment but the rescue crew actually heard them calling. The Water Police have sophisticated computer systems that account for wind, tide, current and wave movements for a boat or a person in water that usually work well, but in this case the 3 people were found 2 miles north of where police were searching. This case was made more difficult as the skipper had turned around and saw that the 3 people had gone but didn't know where splash point was.

One incident involved an elderly woman from a nursing home who suffered dementia and depression and was confined to a wheel chair. It was thought she may have deliberately gone into a nearby section of the river. Jim and his crew were asked to look for her along the shore of the upper reaches of the Swan River around Midland. Fortunately she was later found alive.

Suicide Searches

Unfortunately Jim and the other Skippers and Crew are sometimes involved in searches with less pleasant outcomes.

As part of a suicide pact, a man had murdered his aged wife who had a terminal condition. He then tried unsuccessfully to electrocute himself. He was charged and pleaded guilty to her murder but unusually for murderers, the judge released him on bail. At 10 pm one night, Jim was informed that a man's car and clothing were left abandoned at Floreat beach and he was asked to conduct a search. Just after midnight a body was found but it wasn't until the next day that Jim realised it was the husband who had taken his own life.

Jim felt that the saddest case was of a young mother of two children who suffered badly from depression. She was a powerful swimmer who had completed the Rottneest swim. She decided to swim out to sea and keep going until she died. The rescue team performed a grid search as far out as Rottneest over two days. Jim was involved on both days but on the second day the weather was horrendous and Jim was skippering the smallest of the 10 boats involved in the search. Unfortunately her body was never recovered.

Safety Precautions

It is essential to maintain your vessel, be aware of the conditions and use the appropriate safety gear. The boat that the three people fell overboard from carried all the possible safety gear but no one was wearing it especially as they were coming back from Rottneest in a small boat in rough conditions. REMEMBER TO LOG ON TO PROVIDE THAT EXTRA MEASURE OF SAFETY.

Senior Skippers

Jim said that the Senior Skippers are unbelievably good. When Jim was a relatively new Skipper they saw a boat laying over at 45 degrees on Natural Jetty. The Irish sailors on board had raised their anchor before getting the engine started in a southerly breeze which soon had them aground. Jim called a Senior Skipper who was nearby and he arrived within 10 minutes. He attached a line and had one engine in forward idle to put a very slight pressure on the line. Slowly the boat turned to face him and came upright directly into the wind and waves. After about five minutes, a wave came through that was very slightly bigger than the rest and the experienced Skipper gave his boat full throttle and off they came. Jim felt it was "Poetry in Motion".

In another incident, early in Jim's time with the FVSRG, a flare sighting was reported off the South Fremantle Power Station. There were no details such as where the flare was, how high or how far it was out to sea. Many reports of flares are hoaxes and false alarms and they didn't expect to find anything but in a howling southerly, the experienced Skipper started a search pattern using radar, infrared camera and search lights. They found a very small rubber duckie with water lapping over the sides. It contained a man with his wife on the floor in the foetal position. They had been out squidding with no anchor, no oars and only one flare which they fired and luckily it was sighted. Jim thought it was incredible how the Skipper managed to find these people not knowing what he was looking for or where to search. This incident greatly impressed Jim and gave him a lasting impression of how good some of these Skippers are at their job.

The Final Word

Jim commented on how impressed he was with the initial and ongoing training for all FVSRG volunteers and the high standards they work to. The FVSRG is not your usual volunteer outfit. The people are hard on each other in pursuit of doing things very, very well but a great spirit of comradery exists among all of those involved. The volunteers are always ready to go out in any conditions to provide this essential public service. There are few other volunteering activities that give you such an adrenalin rush as sea rescue.



This was a most interesting talk from an obviously very well practiced and professional presenter. We are reminded of how unforgiving the sea can be and of the very professional job done by so many volunteers to provide a service to those who do get into trouble when out on the river or ocean. This was a very informative night enjoyed by all members present. We thank Jim McGinty for sparing the time to enlighten us on so many aspects of the good work done by FVSRG and volunteer rescue groups more generally.

ADMINISTRATION NOTES

ABBA COMMITTEE

President	Ken Potts	0421 178 991
Sec/Treasurer	Bruce Cadee	9259 0844
Newsletter Editor	Chris Davis	9387 5042
Library	Rosemary Nayler	9455 1470
General Committee	Rob Bingham	9246 0202
	Ed Essers	0406 050 989
	Neil McKenzie	0424 533 063
	Keith Glenn	0477 172 881

APRIL MEETING

Our next Technical Meeting will be held on Wednesday 4th April in the Heritage Room at the South of Perth Yacht Club. 7:30 pm for an 8:00 pm start. Your Committee has purchased a DVD copy of the film "Vanishing Sail", a very interesting documentary and story that reflects on the risk of our traditional boat building skills being lost to the upcoming generations. A Synopsis of the film follows;

There is a small group of islands in the Lesser Antillies where the traditions of boatbuilding were once crucial to the survival of local communities skimming a living from the sea. Hundreds of sailing vessels were once launched here, more than anywhere in the West Indies.

Today there is no more trading by sail, and these skills have vanished elsewhere in the region.

"If this thing gone from here, everything gone you know....."

ALWYN ENOE, MASTER BOAT BUILDER

Alwyn Enoe is one of the last boat builders practicing a trade passed down the generations from Scottish settlers that arrived in Carriacou in the 18th century. Approaching his 70's and with no more orders coming in, he decides to build one last sailing sloop with the hope that his sons will continue the trade.

Stories of trading by sail and smuggling contraband told by some of the last old Caribbean sea characters weave through the film like the currents of the Grenadines.

With the family's hopes & resources now in the wooden vessel, Alwyn tries to complete her in time to race in the Antigua Classic Regatta – five weeks & three hundred miles away – here traditional West Indian and metropolitan elements fuse to create the final resolution of the film.

"A haunting, captivating story that will pull heart-strings and etch in the mind of every viewer.....captivating"

CLASSIC BOAT MAGAZINE

All welcome to attend.

MAY TOOLBOX VISIT

The next Toolbox will be a visit to Yacht Grot at 57 Queen Victoria Street, Fremantle. Our host, Trevor, has kindly offered to accommodate this event after closing time on Saturday 5th May from 12.30pm onwards.

Please note the earlier start time.

ADMINISTRATION NOTES (Cont'd)

RISK MANAGEMENT AT ABBA EVENTS

ABBA Members and friends are reminded of the risks that are associated with the environment that prevails at many ABBA events, particularly at the normal Toolbox visits. Whilst ABBA has recently taken out appropriate insurance cover, the Association's primary concerns are for the wellbeing of those who attend such events. All attendees are reminded that their safety is best managed by their own attention to the risks that prevail for them at each ABBA event.

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.
