



AMATEUR BOAT BUILDERS' ASSOCIATION

June July 2018

FRANK'S SAMOA — A BIG BOAT COMING TOGETHER

Our Toolbox on Saturday 7th July was to see ABBA member Frank Morrah's project. He is building a 47 foot Van De Stadt Samoa design in round bilged steel. The hull is 4mm thick with a 3mm deck. The keel is 8mm with a 10-15mm sole plate and ballasted with 6.1 tonne of lead. A number of us independently commented on the attractive lines of the hull, even in its bare form.



This is a very large and very, very long term project that started when Frank was serving in the Australian Navy. While stationed in the UK, Frank purchased a set of plans on a visit to the Van De Stadt offices in Wormerveer near Amsterdam in The Netherlands. On his return to Perth, Frank had the hull professionally built and stored on his property in Southern River. After a number of moves, the hull now resides in a purpose built shed at the back of Frank's block in Oakford.



The welding and fabrication began in 1989 and was done by highly respected Perth boat builder Jack Hofland with whom Frank became great mates. Frank started out as a novice welder but picked up a lot from Jack while working as his assistant and is now quite proficient. The hull was built upside down and then carefully rolled over and lifted onto a steel cradle. Due to the relocations, Frank has another complete cradle stored outside. When you build a timber boat you end up with a collection of wood. With Frank's boat he has a collection of carbon steel and stainless steel around his property.







Along the way Frank has collected many of the components needed to build and fit out his boat. The mast and boom were built by LaMER Spars of Melbourne. He also has the sails and rigging to go with it.



Frank had decided that the Perkins M80T Turbo Diesel was the engine he wanted to power his vessel. Many years ago he heard about a great deal on this model as it was soon to be superseded. While he procrastinated, he was contacted by the agent offering an even better deal which saw him getting a new engine for less than half the original asking price.



Frank has also accumulated a serious air compressor together with sandblasting and spray equipment just waiting for him to curtain off sections of the hull to start garnet blasting and painting. "How hard can it be?" He has enough paint to complete the job but is worried that it has been in storage so long that the hardener may have gone off.

Also ready to be fitted is a set of B&G instruments though when Frank bought them, the company was known as Brookes and Gatehouse!

When asked about the future, Frank talked about his plans to sail off into a Pacific Island sunset. Hopefully these images of some completed Samoa 47's will help keep his dreams alive.



Maybe it was the weather, the school holidays or the distance from Perth but it was a shame that so few ABBA members were in attendance considering the effort Frank made in preparation for our visit. It did mean that those who attended were able to enjoy more of the delicious homemade sausage rolls and muffins made by Frank's wife. Many thanks Frank and Libby for providing a very enjoyable and entertaining afternoon.



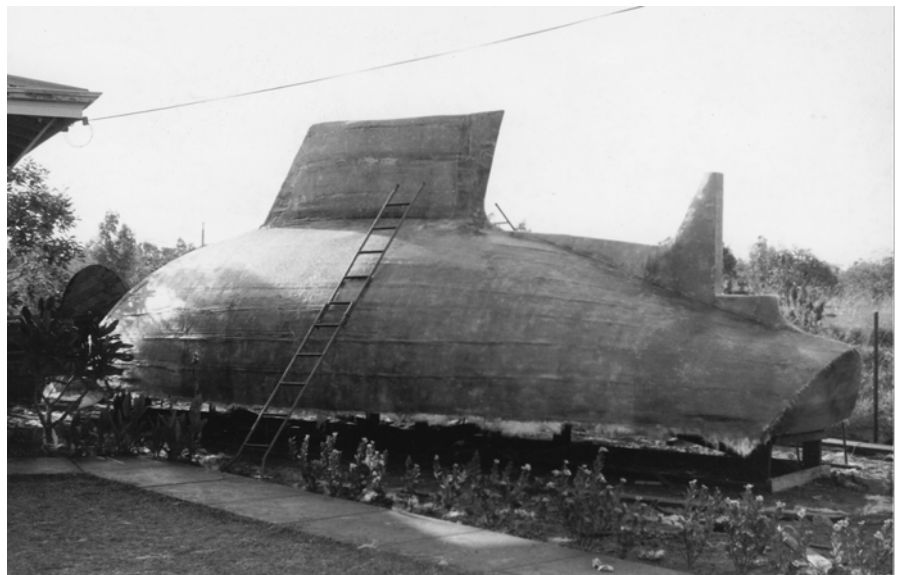
PETER WORSLEY ON A LIFETIME OF BOAT BUILDING

Our presenter at the June meeting was Peter Worsley who members will remember gave us a very interesting presentation on WA shipwrecks at our April 2017 meeting.

Peter and his wife Jill are long time volunteers with the WA Museum Shipwrecks Collection. Together they have written four books on WA shipwrecks. Peter's involvement with the West Australian museum goes back some time. An association going back more than 50 years. Bringing together the stories and history of early maritime Western Australia. The museum will shortly launch a new book by George Forsythe about the first harbour master. He is continuing to contribute as editor of the Maritime Heritage Association newsletter, a job he has done now since the early 1990's.

Peter's first foray into boat building began at the tender age of 10 or 11, flattening a piece of corrugated iron, closing the ends, seal with tar, and ta da. A simpler time maybe but one where creativity and ingenuity were really the answer to most problems. And the lessons learnt in the construction of these simple vessels has proved invaluable over the years.

About 1974, while living in the northwest, Peter embarked on his first large build, a Roberts 34. Dismantling and reusing the ends of large cable drums supplied all the timber for the frames, a new product "Seaflex", a type of fibre glass plank for the hull and a 44 gallon drum of resin and some glass matting and he was well on his way.





Later after moving to Geraldton, the next big project was the purchase of a hull and deck moulding of a Colin Archer inspired 33' double ender. In consultation with the designer, some changes were made including increasing the cabin width to the full beam of the vessel.





Still many things had to be done, rigging, deck equipment and the interior took some time. The sail plan consisted of a gaff main, topsail and head sail all hanging on a hand built mast of Oregon. The bow spit came from a friend and had been part of the mast of a pearling luggers. The remaining 11 plus feet was sufficient to make a bow spit which added another 8' to the overall length. In total the vessel displaced 8 ¼ tons.





The mast was deck stepped with a jarrah support inside, with the lining boards all being made of Western Red Cedar, concealing almost all the hull material resulting in an appealing living space. Jarrah was used around the cabin for hatches, hand rails etc. with bronze chain plates cast and steel rigging from a commercial supplier favoured rather than from a marine supplier and with a Vetus 4 cylinder 34 hp engine installed, many a fine weekend was spent on the water. As priorities change so must vessels be sold although Tebake found an interesting next life as the live aboard residence of a scientist studying birds at the Abrolhos Islands.



The building of the Endeavour was happening in Fremantle and Peter came on board late in the process but in time to work on the painting, sails and sea trials. Engines tested check, anchor winches trialed and tested check, cannons fired check (and you don't get to say that often these days). All tests passed with flying colours.



The Duyfken came next, and this was from the ground up. Peter laid the keel and worked up from there. Traditional methods and materials were used exclusively throughout this build and what a great vessel it has turned out to be.

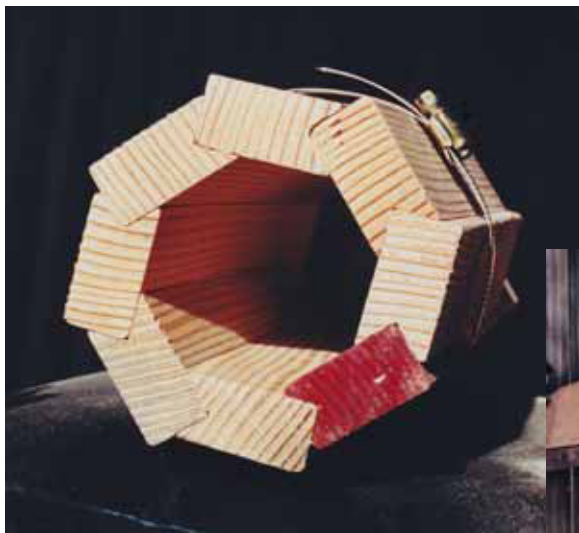




In 2000, Albany called. The TAFE was running a Cert VI in boat building, 2 by 15' plywood dinghies were built along with a 29' whale boat.



The whale boat is an interesting mix of clinker and carvel construction designed for strength and stealth and included 5 single sweep rowing stations and a helmsman operating a 23' steering sweep. Because of the uneven number of oars, the side with 3 oars, the oars were shorter than the side with only 2 oars. These robust and sea worthy vessels could be rowed or sailed depending on conditions.





These days Peter is still bending on planks and carving stems and horn timbers, piecing together keels and sheers but on vessels a little more modest, the current build is a 1/16" scale model of a whaleboat. Jill reports that this has taken over the dining room table but is about to be replaced with another vessel of similar proportions.



Thank you to Peter for another very interesting presentation on his 'hands on' projects during a lifetime associated with boats and boat building in Western Australia.

VALE Mike Igglesden 12 June 1930 – 9 June 2018

It is with deep regret that we note the passing of Michael Igglesden, a highly respected wooden boat builder and long standing member of ABBA.



Mike was born in Dover UK and made his first association with boats at a very early age. He was always keen to tell of his many adventures on the English south coast in an old boat that he repaired in his very young days. He later sailed as crew on a Brixham trawler that was home to his former manual arts teacher and his wife who became lifelong friends. Mike's family migrated to Tasmania in the 1950's to take on an apple orchard and Mike undertook a boat building apprenticeship with Jock Muir at Battery Point. This was a very special time for Mike which he reminisced about for the rest of his life. And his family took him to the Australian Wooden Boat Festival in Hobart in 2017 during which time he was able to visit old friends and enjoy somewhat of a trip down memory lane around his old haunts. During his time in Tasmania, he build several boats including a beautiful huon pine tender for the Bruny Island light service.



During a road trip to Darwin, Mike met his future wife Mary and moved to WA where he became a manual arts teacher and was ultimately posted to Hollywood Senior High School where he taught your Editor and many others for many years.

In the mid 1960's, Mike built his first Jack Holt designed GP14, Tintookie and several years later another wooden GP14 Merry Jest which he later sailed to a win in the national titles in 1965. Sailing these boats, Mike launched the GP14 class in WA at Mounts Bay Sailing Club. Subsequently, Mike and Mary became stalwarts of the class association for several decades and the class prospered for many years.



The building of wooden GP14's also became a project at Hollywood Senior High School and this led to Mike taking time out to undertake intensive training as an RYA coach during a long service leave spent in the UK. He returned to establish the Education Department Sailing School based at Mounts Bay Sailing Club and initially using the eminently suitable GP14's built from Hollywood High. The fleet expanded with a number of fibreglass GP14's and over the years Mike's hard work and enthusiasm resulted in hundreds of WA high school students having access to sail training as a physical education option. This included many students from country centres and in its infancy the program provided training for UWA Physical Education students on Saturday mornings. Some years later, Mike retired and this facility became the basis of the Yachting Association training program in WA.



In retirement, Mike could not exist for long without some involvement in a boat building project. An 18 foot clinker gaffer built in teak by Thorneycrofts during WWII and transported to Perth at war's end was located in Mandurah. She was in very dilapidated condition with the deck removed and in need of a complete restoration – a process which Mike enjoyed over the next

several years. Since her relaunch, 'Oriol' has provided Mike's family including his children and grand children with many hundreds of hours of wooden boat pleasure . This included camping trips to Rottneest and Garden Island as well as trips on the Swan and up river to Guildford. With Mike's passing 'Oriol' remains in the family.



Earlier in the year, Mike suffered a stroke at home and was undergoing rehabilitation at Osborne Park Hospital for several months. Unfortunately, full recovery was not to be and other complications set in. He was moved to palliative care at Besthesda Hospital where he gained some final enjoyment from the panoramic view over Claremont Yacht Club marina and Freshwater Bay, a yacht club he had sailed from during his early years in Perth and a bay that bought back so many happy boating memories. He passed away peacefully on Saturday 9th June, just three days short of his 88th birthday.

A Celebration of Mike's Life was held at Mounts Bay Sailing Club on the following Friday afternoon. Most appropriately, it was a sunny day and a large number of sail training students were out on Crawley Bay just as they had been after Mike established the sailing training centre many years ago. As part of proceedings, friends and colleagues had been invited to relate their own stories about Mike. Your Editor was pleased to represent ABBA in this regard and also to relate a number of anecdotes on his own 50 plus years of friendship with Mike. (I have circulated my talking notes with this newsletter for those who may be interested)

Michael Igglesden was a very special person who will be remembered for his quiet nature but very dry sense of humour amongst good friends. His knowledge of boats and boat building was immeasurable and he was always keen to share this with all those around him. We extend our deepest sympathy to Mary and to Mike's extended family.

We will all miss Mike, his quiet friendliness and wise counsel.

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

AUGUST MEETING

Our next meeting will be on Wednesday 1st August, as usual in the Heritage Room at South of Perth Yacht Club, 7.30pm for an 8pm start. This Meeting will be a presentation by Tony O'Connor from Rockingham based O'Connor Wooden Boats. Tony will be talking about his CNC cut kits for home building of a range of small boat designs and will also give us an insight into the wooden boat building projects he has completed in his own workshop.

Tony is a wooden boat builder and custom cabinetmaker with over 25 years experience in England, Ireland and is now in Rockingham, West Australia. This will be a very special presentation which will focus very sharply on the core purpose of our Association.

Some background: The O'Connor family have been carpenters and boat builders building traditional Shannon River punts at Castle Connell on the river Shannon in the west of Ireland since the mid 1800's. Tony originally graduated from University College Dublin in 1986 with a BSc in Physics and Mathematics. Whilst working in London in 1988 he started to attend night classes in boatbuilding tutored by Jamie Clay (see www.jamieclayboatbuilding.co.uk) and in 1990 he left his job in communications and retrained at the International Boatbuilding Training Centre in Lowestoft.

Tony is Membership Secretary of the Old Gaffers Association in Western Australia and regularly sails with the C - Fleet of trailer sailer boats.

SEPTEMBER TOOLBOX VISIT

The next Toolbox will be on Saturday 1st September, as usual 2.00pm to 4.00pm. Please pencil this date in your diaries.

Your Committee is currently pursuing several options for this next Toolbox so please stay tuned and more information will be forthcoming shortly.

ADMINISTRATION NOTES (Cont'd)

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.