



# AMATEUR BOAT BUILDERS' ASSOCIATION

**February March 2019**

## **SHOW & TELL**

Our February meeting again demonstrated what a talented, inventive and interesting group of individuals we are. The varied presentations went on for over 90 minutes and many members said afterwards how much they enjoyed the evening.

### **Britannia—Bob Harrap**

Bob has spent 250 hours building a magnificent model of the yacht Britannia. The varnish had literally just dried as he only completed the finishing touches the day before our meeting. The model is based on a kit purchased from Sydney with some embellishments not included in the basic instructions. Bob's craftsmanship and attention to detail are clearly evident. This is Bob's first model and he found the process "quite relaxing as it takes your mind off other things".

According to the interweb, Britannia was built for the Prince of Wales (later King Edward VII) in 1893. It was one of the most successful and famous yachts of her day. During her first season, she placed first in twenty races - nine more than her nearest challenger - and over her entire racing career, which lasted off and on until 1935, she won 231 first prizes in 635 starts.

Changes in the racing rules made Britannia less competitive and in 1897 the Prince of Wales sold her. She passed through several owners until 1902 when, after his ascension to the throne, Edward VII bought her back for cruising. Britannia remained in the Royal Family, passing to George V upon the death of his father.

In 1921, she was re-rigged for racing, and there followed several modifications until a more streamlined Bermuda rig replaced her gaff rig in 1931. Following the death of George V, Britannia was towed into deep water off the Isle of Wight and sunk. In her long career, she had amassed a racing record of 231 victories and 129 second or third place showings out of a total of 635 starts.



## Repairing the Hull of a Cole 26 — Ken Potts

Ken was given a Cole 26 yacht that was almost complete apart from a hole in the starboard hull. The following photos show how he repaired it.



After breaking its moorings in a pen and hitting the jetty



Damaged at bulkhead



Initial cutback to sound fiberglass & feathered inside



Ply strips screwed to hull



Strips marked and trimmed



Strips kept horizontal for appearance if faring not good



Vertical battens to form shape of hull



Cutout marked on inside



Strips & battens closely match contours



Stiffeners glassed in place



Mould removed, bought inside and faired



Wax applied for gelcoat



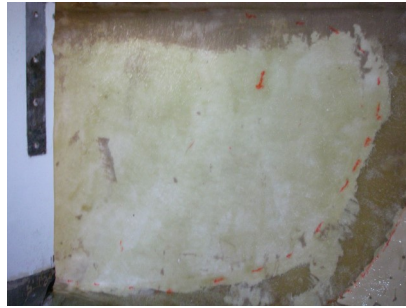
"Gosh, it's Fiberglass-Man"



CSM precut



Prepared mould re-attached



After the gelcoat, 5 layers of CSM, 1 layer of Biaxial cloth then another 4 layers of CSM were applied using vinyl ester resin. Each layer was applied 12 hours apart.



So good it made Ken smile



The start of filling and faring

The finish was generally good ...



Safety was paramount throughout the entire project as these pictures attest. All of the innovative engineering worked perfectly.

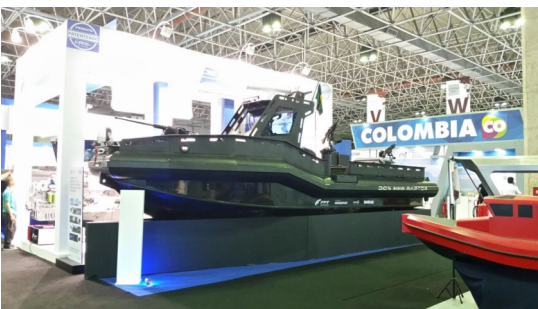


## Disappearing Tools—Ed Essers

Ed would like to know if anyone has a solution to the problem of tools disappearing while building a boat. His only answer thus far has been to go and purchase replacements. Please contact Ed directly if you have the solution.

## The Ultimate Plastic Boat—Luis Gouveia

Luis is a Naval Architect and proudly showed us some pictures of the construction, and videos of the sea trials of a plastic vessel he recently designed for the Brazilian Navy. The jet powered HDPE fast attack multi-mission craft has a fully armoured cabin and hull and can achieve speeds in excess of 35 knots. It has a very low radar signature. The very shallow draft allows it to go where many conventional craft can't. Being fabricated from HDPE plastic, it requires minimal maintenance.





### **Sneek Preview of the Latest Design — Roberto Barros**

Roberto's love of off-shore cruising made him want to make a living as a yacht designer. To achieve this he also had to become an amateur boat builder. Roberto showed us some pictures of the boats he has designed for more than 2000 customers worldwide.

Roberto handed around some magnificent hand drawn preliminary sketches of an offshore sailing yacht he is currently designing. As with most of his designs, it is intended for amateur construction. Roberto has promised to keep us informed of the progress of this project.

### **Home-made Diesel Injector Tester — Robert Bingham**



The 1943 Halvorson that Rob restored is powered by two 6 cylinder Perkins 6354 engines. They were blowing a little smoke and needed some attention. Just to test the twelve injectors, Rob was quoted \$200 per injector with extra charges to correct any problems that were found.

Being the resourceful person he is, Rob decided to make his own injector tester by modifying a hydraulic jack.

A good injector should give a fine uniform spray of diesel from 4 very small holes (0.010" dia). The injector should crack open at the correct pressure (2,200 psi) and crack shut again after delivering the fuel with no little dribbles. The cracking pressure can be altered by adjusting the spring and any dribbling stopped by lapping the needle and seat with fine lapping paste.

### **Tracking Device—Bruce Cadee**

Through RAC Insurance, Bruce was able to obtain insurance for his 1952 timber motor-sailer without a survey. The only condition was that the boat needed to be fitted with a tracking device. After a bit of googling he found Radar One, a Perth based supplier of a feature packed GPS tracking device that was affordable and was locally supported even though there have been no issues in more than 9 months use. In addition to the tracker, you need to purchase a SIM card or have it supplied by Radar One. A 12 or 24 volt to 5 volt power adaptor is also required. All of this, including \$15 of data which should last 12 months was less than \$200. It comes with full instructions.

You can remotely monitor the location of your boat, car, caravan etc on your i-phone or android device and/or via the internet. You can set an boundary and receive text messages if you boat goes outside that boundary. You can even remotely disable the engine.



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\$139.00



### **Queensland Wooden Boat Association—Bruce Cadee**

While working in Brisbane recently, Bruce attended a number of monthly meetings of the Queensland Wooden Boat Association. He was made to feel most welcome and very much enjoyed the entertaining and well run meetings. Bruce encouraged any members in Brisbane on the second Tuesday of the month to go along. Meetings start with a BBQ from 5:30pm. He also encouraged members to visit their website [www.woodenboat.org.au](http://www.woodenboat.org.au) to read about their activities and newsletter. You can easily join the association and have the latest newsletter e-mailed to you.

## THREE CLASSIC BOATS IN ONE AFTERNOON

Many thanks to Rob Bingham for organising our March Toolbox Visit, and what a visit it was. Those who attended were able to hear about and board three fine examples from the Classic Boat Club of Western Australia. Our thanks also go to the owners who gave up their time to share some history, show us the results of their many hours of toil and answer our many questions.



### AVONITA

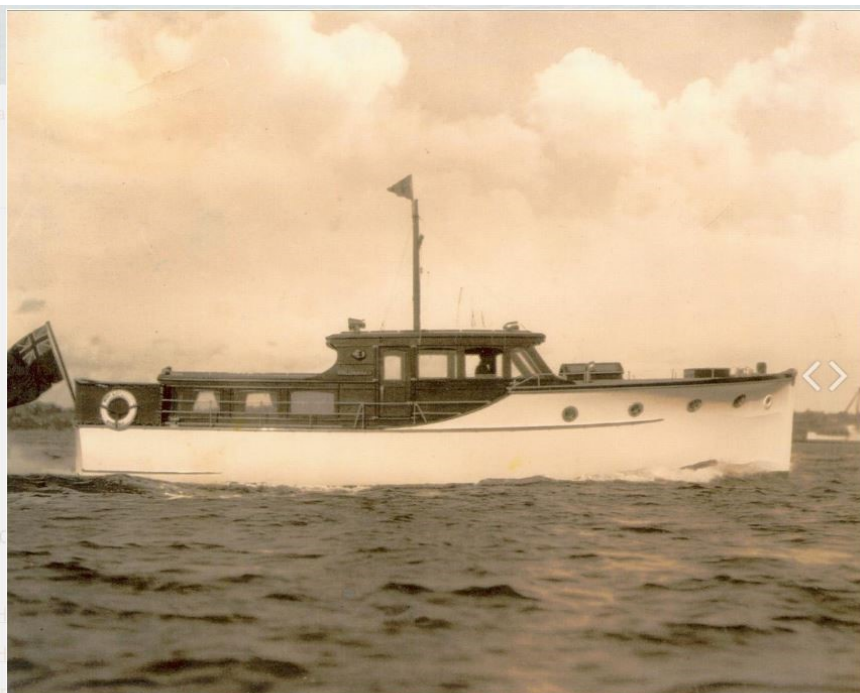




The following information was sourced from the Australian National Maritime Museum website.

AVONITA was launched in 1934 as POLLYANNA II and is an example of a luxury cruiser from the prolific and long standing firm of Lars Halvorsen, later Lars Halvorsen Sons. Designed by Lars' son Harold, it was displayed at the 1934 Royal Easter Show in Sydney NSW. In 1936 it was taken to Western Australia, where it remains.

AVONITA was planked in New Zealand kauri, with teak decks and Queensland maple superstructure. It has a bridge deck layout with dual helm stations. It was built for Richard Strelitz of Sydney as job number 114 at Halvorsen's Neutral Bay facility and delivered in April 1934, just after it had featured on Halvorsen's stand at the Royal Easter Show.



AVONITA just after it was launched in 1934 and undergoing trials on Sydney Harbour when its original name was POLLYANNA.

Australian Motor Boat and Yachting Magazine Monthly wrote about AVONITA (as POLLYANNA): "It was well that a charge of 6p. admission was made (to see the boat) otherwise the crowds would have been uncontrollable."

Strelitz sold AVONITA in 1936 to Western Australian businessman CE (Peter) Prior who took it to Perth and the Swan River. Renamed AVONITA by Prior, he sold it in 1938 and since then it has been owned by a number of well known business identities. For most of its life it has been kept at the Perth's Royal Freshwater Bay Yacht Club.



During World War II, AVONITA was requisitioned by the Royal Australian Navy and used as a patrol craft, based in Fremantle. It was given the number 712 and based at HMAS LEEUWIN II. A Vickers 303 machine gun was fitted over the aft cabin, and two depth charges were mounted at the stern.

The original Morris 6 cylinder petrol engines were replaced in the 1960s by two Chrysler slant sixes which are still in service. It has also had a flying bridge helm position added above the saloon cabin.



AVONITA was based at HMAS LEEUWIN II during the Second World War, in Fremantle Harbour

## HIAWATHA

Hiawatha is a Halvorsen step deck cruiser built in 1938 and launched in 1939. She was built in Neutral Bay, Sydney and arrived in Perth around August 1939 and has been at Royal Freshwater Bay Yacht Club ever since.

The Royal Australian navy commandeered Hiawatha during World war II as an auxiliary patrol boat. She proved to be a peaceful warrior, with depth charges fitted on her stern causing more than a little annoyance for marine life!

She then became a corporate warhorse for the West Australian newspaper hosting many glamorous and famous guests.



A guest visitors on our Toolbox was Les Edmiston who worked for the West. and was a member of the Hiawatha Club. He even bought along his badge and hat to prove it. Les enjoyed 15 trips to Rottneest whilst a member of the club. Being on Hiawatha again bought back some great memories for Les.



## WINNILYA



WINNILYA is a medium-sized, 14.3 m (47 ft), bridge-deck pleasure cruiser built in 1938 by the long-standing Western Australian firm of W & S Lawrence boatbuilders. It is a typical recreational launch from the 1930s with a long association with the Fremantle area.



The 14.30 metre long carvel-planked motor cruiser was built for Mr F Boan with a raised fore-deck, and a bridge deck over the saloon. The styling and proportions compare well with the contemporary designs of this period for what were then relatively luxurious vessels.

W & S Lawrence are well known for building fishing and pearling vessels, and this is a fine example of the craftsmanship they applied to all their craft, including the many pleasure craft they built for WA clients.

Soon after the start of World War II, WINNILYA was requisitioned for war service and used in and around Fremantle for patrol work.



The craft remained with Mr Boan until about 1970 when he passed it to his son-in-law, G Bingham. The current owner has had WINNILYA for the last 29 years and still gets great enjoyment from using and maintaining her.



## ADMINISTRATION NOTES

### ABBA COMMITTEE

President	Ken Potts	0421 178 991
Sec/Treasurer	Bruce Cadee	0419 508 785
Newsletter Editor	VACANT	
Library	Rosemary Nayler	9455 1470
General Committee	Rob Bingham	9246 0202
	Luis Gouveia	0477 172 881
	VACANT	
	VACANT	
	VACANT	

You can see there are a number of vacancies on the committee that need filling in order to spread the load and ensure that the Amateur Boat Builders' Association can continue to provide high standard Meetings and Toolbox visits and the other benefits of membership. Please talk with any of the existing committee members or contact Bruce Cadee on 0419 508 785 or [cadeefamily@bigpond.com](mailto:cadeefamily@bigpond.com) about joining the committee.

### SPECIAL ADMIN NOTE:

**Our number of Financial Members is down on last year and our Treasurer would dearly love to report an increase in membership at this years' AGM following the efforts of many members at events to promote ABBA. If you haven't yet paid your 2018/19 subs, please pay in cash at a meeting or pay your \$30 annual subs by bank transfer from your computer or phone app. Our BSB is 066130 and account is 10168343. Please include you name in the description. Contact Bruce Cadee on 0419 508 785 or [cadeefamily@bigpond.com](mailto:cadeefamily@bigpond.com) if you want to check if financial.**

### APRIL MEETING

Our next Meeting will be on Wednesday 3<sup>RD</sup> February, as usual in the Heritage Room at South of Perth Yacht Club, 7:30 for an 8pm start. Be aware that this meeting is only a few days after our Toolbox Visit.

Bruce Cadee has an MB24 yacht with a cast iron keel. He slipped the boat for the first time in June 2014 and found the keel was in poor condition. He could only have the boat out of the water for 4 days in very cold weather to complete the job but working on his own he was able to treat the keel, rub back and antifoul the hull and polish the topsides. Due to circumstances, it was nearly 4 years before the yacht could be slipped again and Bruce expected the worst. He was pleasantly surprised at how well the keel treatment had stood up. With the aid of photos, Bruce will detail the steps and products used to treat his cast iron keel and the lessons he learnt along the way. Please come along and share your experiences (good or bad) of treatments for keels.

### MAY TOOLBOX VISIT

Following a request by a number of Members, our May Toolbox will be a visit to a meeting of the Westralian Old Outboard Club to see, touch and smell some old outboards in operation. The Club have said we are welcome to attend their May meeting but as yet they haven't set a date. Details to be advised as soon as possible.

### ABBA IN THE COMMUNITY

Despite handing out many ABBA Brochures at recent events without much success, a recent new member learnt about us from a Brochure he picked up at East Fremantle Yacht Club. If you are a member of a club, association or workplace where you can leave some of our brochures, please contact Bruce Cadee on 0419-508 785 or at [cadeefamily@bigpond.com](mailto:cadeefamily@bigpond.com) who will happily arrange a supply for you.

## **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](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](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.