

# AMATEUR BOAT BUILDERS' ASSOCIATION

DEC/JAN 2000

## ABBA COMMITTEE

|                       |                    |                   |                |
|-----------------------|--------------------|-------------------|----------------|
| <b>Geoff Leggatt,</b> | <b>President,</b>  | ph 9410 1422 (Wk) | 9367 3595 (Hm) |
| <b>John McKillop.</b> | <b>Secretary,</b>  | ph 9410 1422 (Wk) | 9313 7442 (Hm) |
| <b>Chris Davis,</b>   | <b>Treasurer,</b>  | ph 9222 5664 (Wk) | 9387 5042 (Hm) |
| <b>Mike Beilby,</b>   | <b>Newsletter,</b> | ph 9397 6209 (Hm) |                |

Contact any of these four people for clarification of association activities.

## LAST MEETING

We were treated to some interesting insights into the operations of the Fremantle Wooden Boat Works at the last meeting, held at MBSC on Tuesday, 26 Oct. We were fortunate to have the principal, Graham (Tupp) Lahiff on hand to explain everything from the administrative beginnings of the school to his favourite glues, with all the planks and ribs in between.

As Tupp explained, the Boat Works grew out of a Maritime Heritage Association initiative some years ago, situated in a small workshop between the Historic Boats Museum and the STS Leeuwin maintenance shop, all a part of B Shed and under the auspices of the WA Museum. MHA Committee Member, Brian Phillips, was the first man in charge but Tupp took over, and adopted the present name, a year or two later.

The space was really too restricted for what Tupp had in mind, and so the move to bigger premises in Slip St became inevitable. These days even that space seems tight at times with

anything up to six or eight projects on the go at any one time.

Since 1993 the backbone of the work conducted has been pre-vocation training programmes for youth as the Works is a fully accredited school through the State Training Board. Many trainees then go on to full apprenticeships with noted boat and ship builders such as Wavemaster and Austal, or into other trade entries. Tupp's plans for the future include a Diploma of Accreditation for a full two-year boat building course, to include design theory and possible sharing of exchange students with other countries, notably Italy and South Africa, at some time further down the track. Also in the pipeline could be some short Adult Ed. courses at TAFE rates in the New Year. Tupp pointed out that such costs would be in the low hundreds of dollars for most courses whereas in Tasmania similar courses, without the benefit of TAFE subsidy, cost thousands.

On the practical side projects at the works

extend from 7'6" dinghies up to a reasonably large, power/sail boat completed for Naval Architect, Len Randall. Another interesting project coming up is a 28' whaleboat for the Rottneest Island Authority. This will use ply planks and will be for display purposes only, but will serve to illustrate the very earliest communications between the island and the mainland and the piloting techniques of the time. The small dinghies can be produced in as little as five weeks although owner-builders may take any thing from twelve weeks to a year depending on circumstances. Many of the small clinker dinghies are of glued-seam construction,

meaning ribs become optional, but the ribs often go in later for the traditional look and the associated exercise in steaming skills.

On one point Tupp is adamant; one can not assume any prior woodworking knowledge in the background of a new trainee. The teacher has to start from the most elementary skills of the use of saw and chisel and build up from there. Even if the student does not end up a boat-builder, he or she will find a focus in life and progress to further skills. His fellow teachers, Brian Axcell, Rod Lines and Jack Rowse agree.

### **CRUISING COMFORT - A TOOL BOX VISIT.**

Our last tool box visit was to the Yanchep workshop of Bruce and Colleen Taylor. As indicated in our last issue, the Taylors have been a very long, but thorough, time building an Adams 40 cruising yacht, currently housed in a factory unit at the Yanchep industrial estate. This boat is BIG - a farmer might build it at home, but no one else could. Bruce and Colleen started the exercise nearly twenty years ago but work has not been continuous, rather interrupted for professional career reasons and so on, but building is proceeding apace now. In fact, the building history is so extended that the "40" is thought to be one of Joe Adams' first, if not his very first, design. Certainly the shape is a far cry from some of his later designs, especially racing butter knives like the Adams 10.

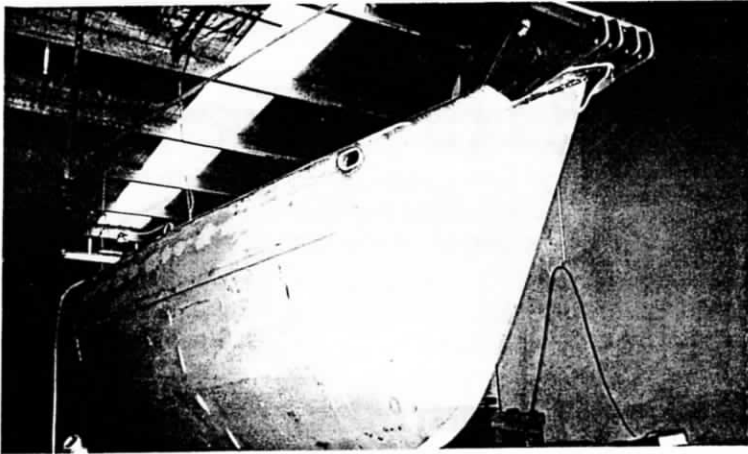
This yacht is a big, beamy, deep-drafted vessel which with its centre cockpit and huge aft-cabin simply exudes space and comfort. The hull features two chines, the lower one being so obtuse as to be barely discernable, the upper one being more obvious but largely hidden by the water line. She is built in 4mm steel with 3mm decks and on frames made from 30X6mm and the first thing that strikes the viewer is the beautiful fairness of the hull despite the fact that it has not been filled or faired yet. Bruce may be an amateur boat builder but he's not an amateur welder by any means. The chines are all smooth and fair and there's not a ripple in the skin anywhere.

The hull shell was finished in the first building

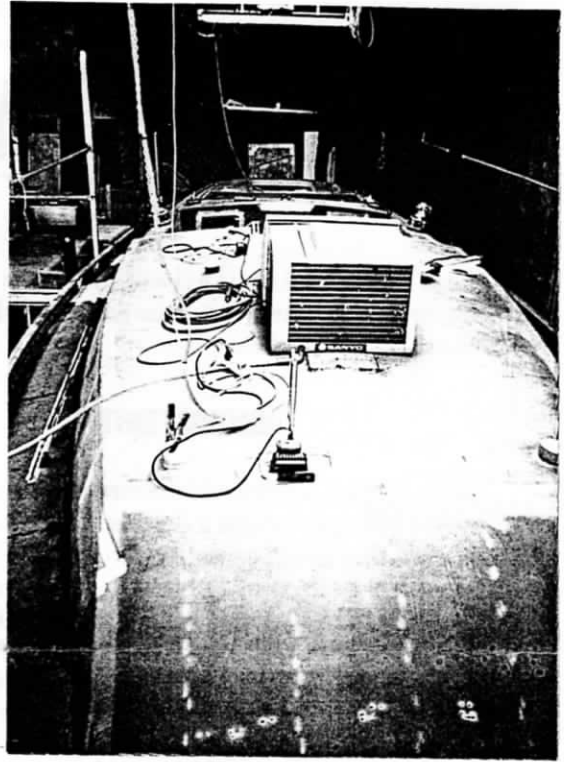
phase a long while ago and was Dimet-coated so that the long wait for finishing has had no ill-effects in the rust department. The shell might just as well have been completed only last week. Now it's fitting out time and the Taylors are using a combination of sub-contract and their own labour. The motor is in place; it's a 57hp, 4cyl, 2401E Ford which should have more than enough push for the job. It's already mated up to the prop shaft and the three stainless steel fuel tanks and all their associated plumbing is installed, plus a fourth tank for fresh water. The rudder is in place, too, and most of its hydraulic drive system at least as far as the auto pilot unit cunningly hidden under the double bed in the great, aft cabin. Some minor deck surgery will be necessary to equip the system with an emergency manual tiller and this is on the agenda. The binnacle/helm is on the floor of the workshop, awaiting installaion.

The central saloon/galley area was lined and fitted out by contract and is pretty well complete. Here the basic dimensions really impress. The beam seems just as great inside as it does outside and the headroom is around 1.9m, generous! The galley, although quite well appointed, needs only a small corner of the huge saloon space. Bruce is currently in the process of fitting out the great cabin himself in the same style as the saloon. This doesn't have standing head height, of course, but is wide enough to have lashings of locker space for clothes as well as a generous amount of floor space at the foot of the double bed. I'm not sure what's planned for the forepeak ahead of

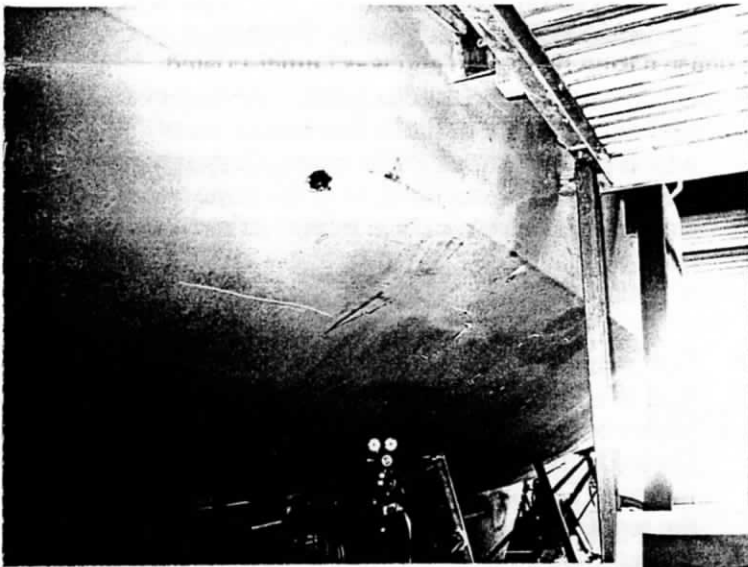
**BRUCE TAYLOR'S ADAMS 40.**



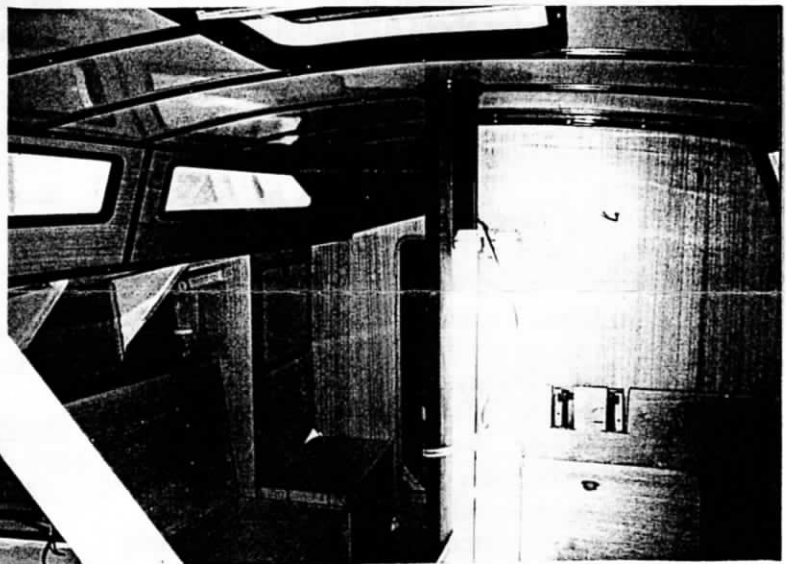
There's beautifully smooth steel work in Bruce's hull construction.



The Adams from the bow aft. Air-con is the sign of a man who likes to be comfortable when he works!



The lower chine is so faint it just looks like a rounded bottom..



The saloon looking forward. Light timber finish helps the light levels.



The Adams' galley even runs to a double sink. Still doesn't look crowded.

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