



AMATEUR BOAT BUILDERS' ASSOCIATION

MAY/JUNE '01

ABBA COMMITTEE

Geoff Leggatt,	President,	ph 9410 1900 (Wk)	9367 3595 (Hm)
John McKillop.	Secretary,	ph 9410 1900 (Wk)	9313 7442 (Hm)
Chris Davis,	Treasurer,	ph 9222 5664 (Wk)	9387 5042 (Hm)
Mike Beilby,	Newsletter,	ph 9397 6209 (Hm)	

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

MARINE STEAM, ANOTHER APPROACH

On the 27th of March we were addressed by a two-man team in the form of Lindsay Adams and Doug Baker on the subject of steam power. Lindsay and Doug have put together a very neat roadshow on the subject and had no trouble holding our attention for a couple of hours in between talking, overhead projector diagrams and working models.

Lindsay started off with diagrams to explain how steam engines work, the first being of a basic single cylinder engine, cut away to show piston, cylinder, steam chest and "D" valve, etc, etc. About the only improvement on this would have been a wooden cut-away model to show the piston and "D" valve in progressively different positions. (I was going to make such a model for the B-Shed engine display some years ago, but never got around to it). Another diagram showed boiler and

engine and included such details as condensing and re-use of exhaust steam. Another cylinder/steam chest diagram allowed us to study the induction-exhaust process in clearer detail before a much more complicated diagram of a compound twin engine in which the exhaust steam from number one cylinder (the High Pressure cylinder) is allowed to expand further by being used in the number two cylinder (the Low Pressure cylinder) - the LP cylinder has to be of considerably greater bore and capacity than the HP one. In full size practice, when very high boiler pressures were available, triple and even quadruple expansion engines were built.

Lindsay then explained that the hobby of the model steam enthusiast can be as cheap or as expensive as one likes, depending on how much basic work the model engineer is prepared to

do. Lindsay himself seems to make absolutely everything from scratch, spending just peanuts on raw materials. Even his miniature pressure gauges are scratch built and yet look immaculate - of course, his background as an instrument maker probably helps at times. He had a large model display board that included four engines and a relatively large vertical fire-tube boiler (gas fired) and Doug had also brought along the medium-sized double expansion engine from the 26' Edwardian steam canoe owned by his Adelaide-based brother, Roger. Lindsay then described the features of the model engines, in particular a horizontal mill-type engine, a twin simple (not compound) launch engine and an exquisite, old-fashioned beam engine.

Doug took over and described his brother's canoe and the reasons for the engine's sojourn in WA (valve timing adjustments), before moving on to his own Victorian river launch, a sister ship to that of Alan Mathie (wrongly quoted as Maffey a couple of issues back following the Association's visit there) before moving on to what appears to be his favourite subject, boilers. To underline the obsolete nature of the steam enthusiast's hobby, Doug pointed out that Worksafe WA no longer has any regulations or specifications to do with

mobile boilers at all. However, clubs do have boiler inspectors, of whom Doug is one, who instigate codes of practice and building standards to ensure that budding steam engineers don't blow themselves up or parboil themselves with unsafe boilers which can all too easily become bombs in operation. It seems that any boiler should be inspected during as well as after construction to ensure that it starts out safe and remains that way.

Towards the end of Doug's talk, Lindsay fired up the display boiler and it had steam available very quickly. In steam were the beam engine, the twin cylinder launch engine and a little vertical boiler pump which was so effective most of its output was directed back into the water storage tank, the boiler needing very little replenishment after supplying the two small engines. The engines could be throttled back to operate with magical slowness which made a study of all the moving parts very easy and fascinating.

Once again we had been given an insight into the attractions of another's hobby, one allied to our own, and we are indebted to Lindsay and Doug who went to no small effort to produce the talk and working models for our benefit. It was much appreciated by all who attended.

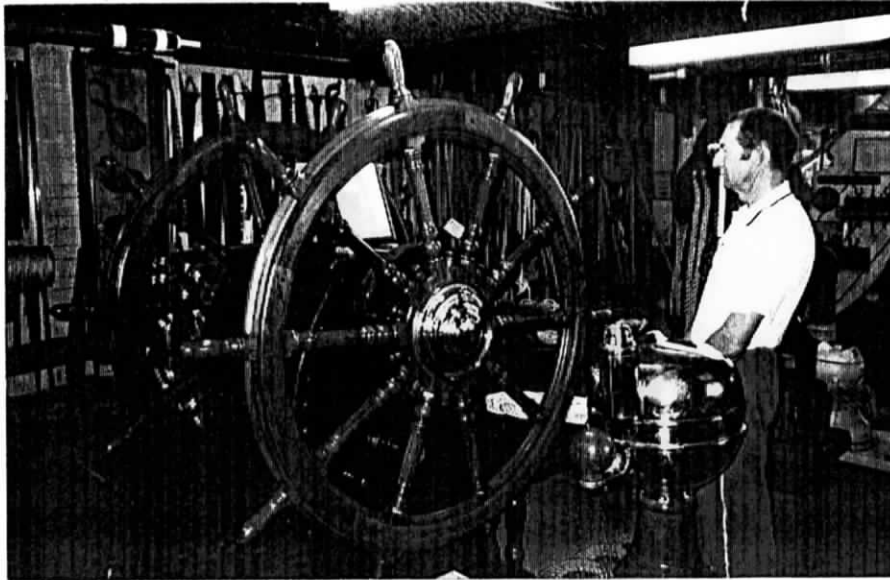
A TREASURE HOUSE IN SUBURBIA

On Saturday, April 7, we were treated to an opening of Barry Hicks' private maritime museum beside his house in suburban Cannington. The opening was extremely well patronized, not only by our own members but by quite a few other people as well - as Ross Shardlow pointed out, word does get around about these openings, when they occur.

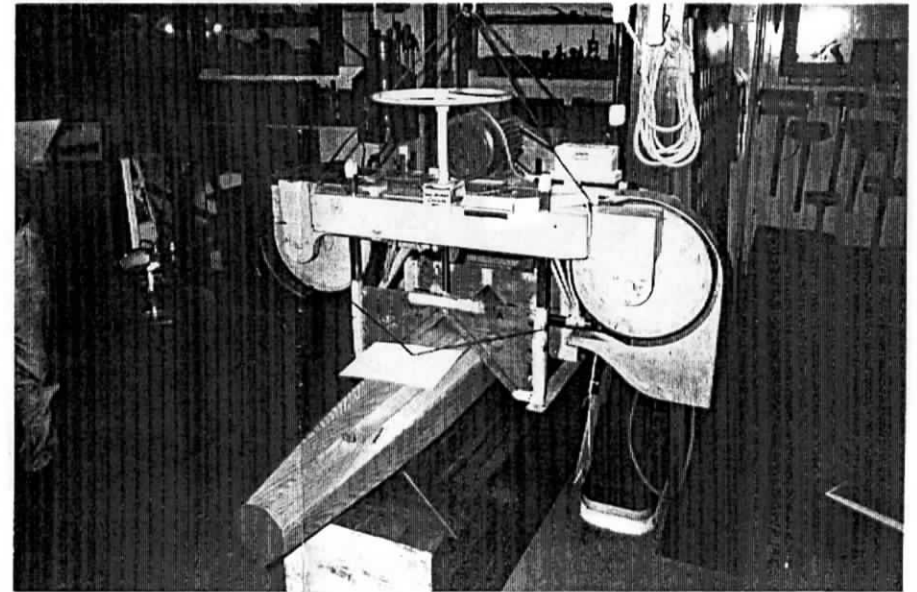
On the way up to the museum one passed two

small, but full-sized dinghies, plus a part-finished 12' Herreshoff pulling boat, the latter a project of Barry's son, Robin. But it was inside the main building where the display really began and where description gets difficult. I suppose the artifacts break down into four main groups; tools, original small boating parts, modern replica parts and Brian Lemon's models.

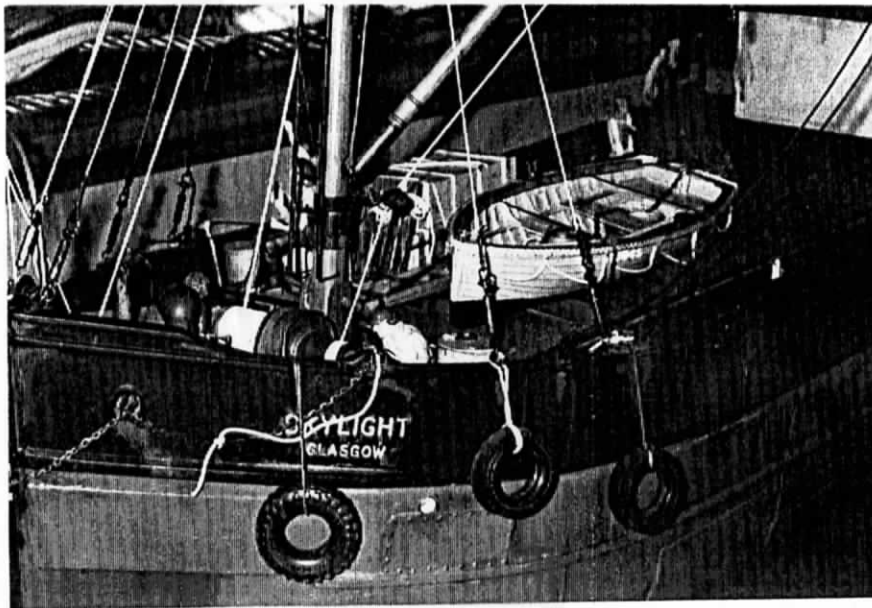
A MARITIME MUSEUM IN THE SUBURBS



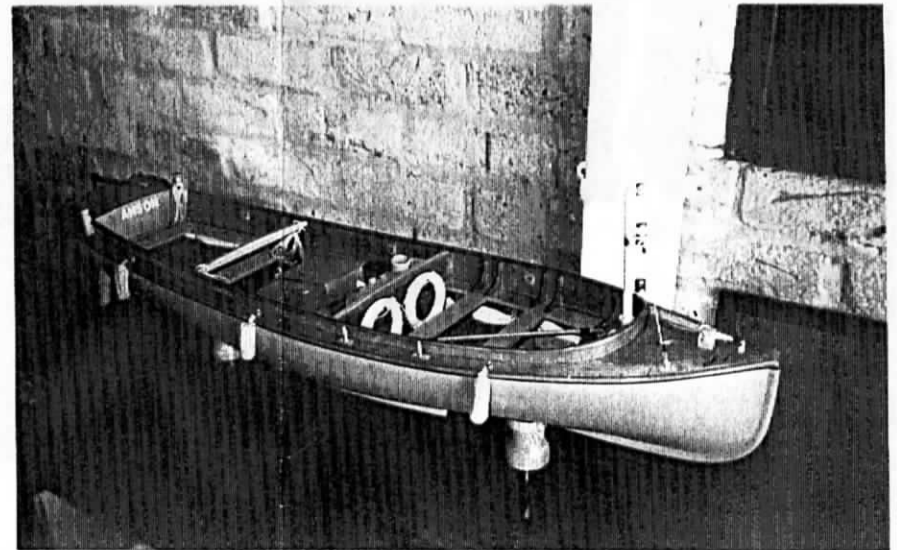
The Moshulu double helm replica - 2m high!



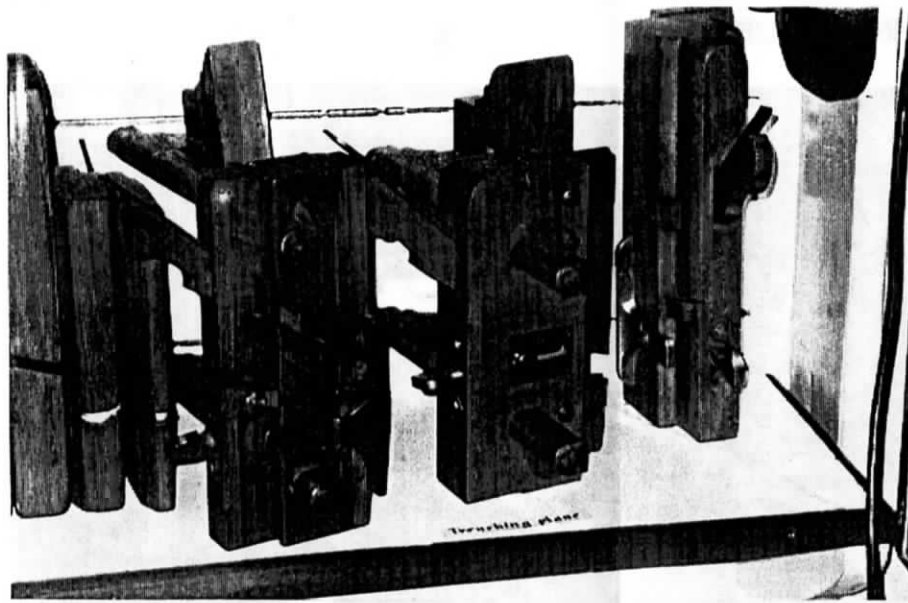
The horizontal bandsaw set up for rounding spars.



Delightful Clyde Puffer, Skylight, by Brian Lemon - one of many models.



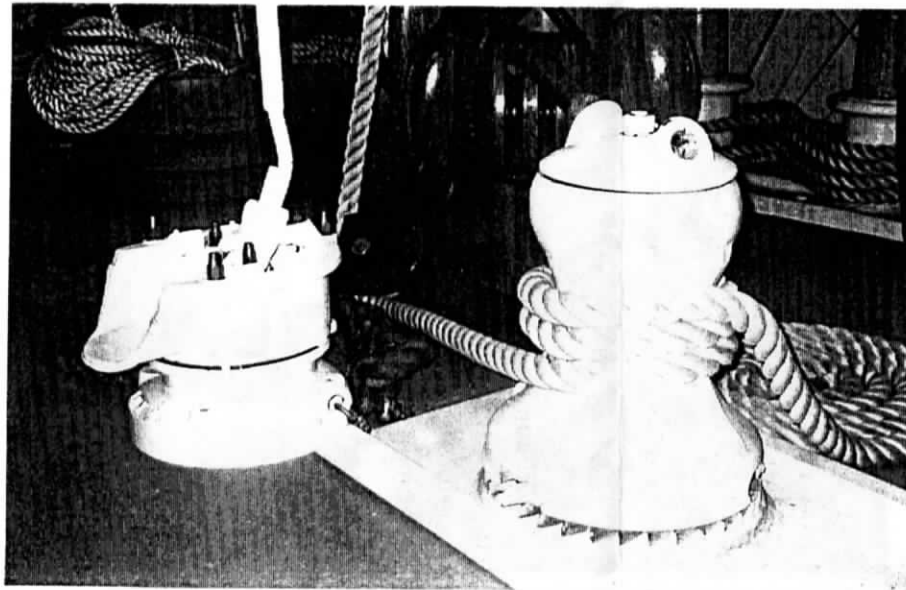
Another Lemon masterpiece, a naval pinnace sadly relegated to the outside lean-to, no room inside!



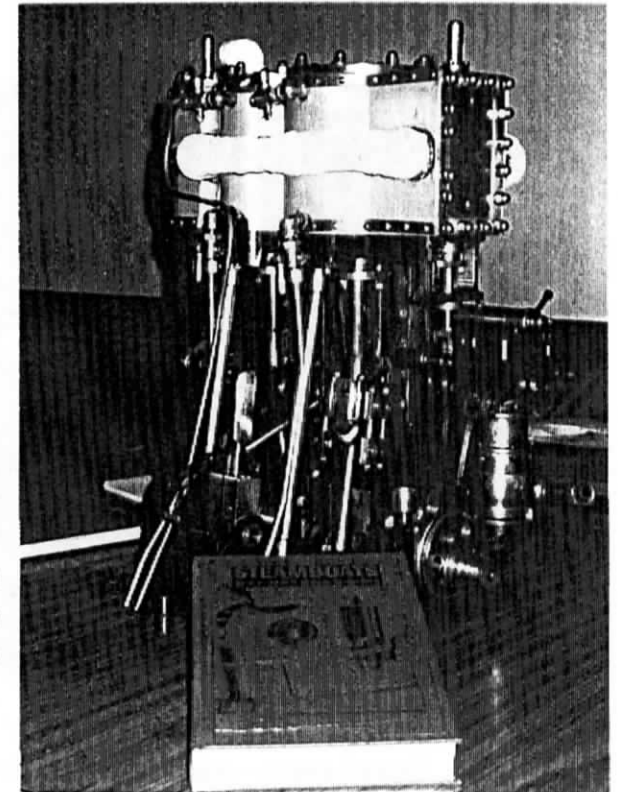
A case of trenching planes - one of many tool displays.



Lindsay Adams (L) and Doug Baker with their working model stand.



A cast iron bilge pump beside a small, two-handle capstan.



The twin compound steam engine from Richard Baker's steam canoe. Adelaide based but here for adjustments. Large book gives scale.

The tools ranged from dainty little auger bits of about 3/16" through several wall cases of conventional, moulding and rabbetting planes up to a quite large horizontal band saw set up to trim spars down to eighths, sixteenths and thirtyseconds before hand rounding. This was last used by Ray Millar in rigging STS Leeuwin. A small forge glowed with electric light and at least four hand-operated drill presses adorned the walls. There were also two sailmaker's benches complete with chests, fids, marlin spikes, etc. One dangerous looking adze was well locked up in a wall case although I saw no sign of saws or spokeshaves to match it.

Many of the original small boating parts were spars slung in the roof but they were backed up by the remains of quite a large wooden rudder (at least from a 40 footer), a large spotlight, sets of navigation lights, two or three small two-bar capstans and an intriguing cast iron pump, probably a bilge pump. There was also a small patent helm from a small motor or sailing ship to back up the larger replica helms made by Barry and Robin.

When it comes to modern replica parts it seems that the main stock-in-trade of Barry and Robin has been wooden pulley blocks and I believe they've made these for the Leeuwin and the Endeavour as well as many other applications. A couple of mast stumps were festooned with these products in all conceivable shapes and sizes, single, double and triple sheaves, side-openers, large and small, you name it. Most intriguing were the ones using a rope stop rather than a metal eye for hanging, these need extra large half cheeks to contain the rope stop and remind one of some weird fruit. A great deal of rope work was also on display; mats, splices, rigged

through pulleys and so on. Laminated tillers and boat hooks shared a case with the adze while the afore-mentioned Moshulu double helm occupied centre stage. Moshulu was one of the last great grain ships operated by Erickson out of Marieham to South Australia up until World War II. She was immortalized in Eric Newby's "The Last Grain Race" and apparently now survives as a restaurant ship in Philadelphia, but without her massive helm. The replica was produced from Ross Shardlow drawings developed from photographs.

And what can one say about Brian Lemon's exquisite models? They range from dainty little dinghies taking around two weeks to make up to huge Clyde puffers and the reknowned "Krait". (I noticed he'd added a folding canoe to the Krait display since I last saw it); in between there are Windermere launches, London tugs and their barges and an ever-increasing set of West Australian subjects. In the latter category we saw at a recent evening meeting his model of the Rottnest pilot boat. That was on display again but beside it was another addition - a Swan River barge of the 19th century. This was based again on Ross Shardlow research and illustrates the general workhorse of the period. Photographs attested to the fact that the model is completely framed up and constructed as the original would have been. It has been constructed for the City of Melville's new local history display.

The Hicks's, Barry and Irene, played the hosts superbly, with never-ending teas and coffees available, and there were always a dozen people to talk to about the fascinating exhibits. A couple of hours were as minutes in their treasure house of nautical memories and we were very fortunate to be part of it on this occasion.

ADMINISTRATIVE

MAYEVENING MEETING

Once again we will have multiple guest speakers at the May meeting (29th) because we had members at both the Australian (Tasmanian?) and South Aust Wooden Boat Festivals recently. Peter Leggatt visited the Hobart event as part of a Tasmanian holiday while Mike Igglesden and Clive Jarman visited the South Australian festival at Goolwa, near the mouth of the Murray. We've seen nothing like these events since the Leeuwin Foundation-sponsored Classic and Wooden Boat Festival ceased several years ago. Now's the chance for all of you to find out how it's done on the other side of the black stump. Peter, Mike and Clive will have a bundle of photos to illustrate their talks and lend realism when they set out to describe varnished wood, oily steam, venerable old boats, either kept or restored, and new, vintage-style creations. Both have their share of on and off the water events and it's a pity, in a way, that the two events are so close together on the calendar. However on this occasion we can get the feel of both festivals on the one night. Might not be quite as good as actually being there but it should go close - don't miss it.

JUNE TOOLBOX VISIT

Clive Jarman stars yet again when we visit his place on the 9th of June to see progress on his Ian Oughtred-designed "Eunamara". This is a 6.5m glued lapstrake yawl that he's building and in contrast to the several boats we've seen which have been all but finished, this one will be only half planked allowing us to see the actual process of glued lapstrake (or clinker) in action. Incidentally, I'm told the designer recently suffered very severe injuries, including a fractured skull, in a rock climbing accident and may not be able to design again - a great

blow for amateur builders of small boats. We can only hope he recovers. Fortunately he already has an extensive catalogue of very pretty boats for us to choose from and Eunamara is one of them.

If you've never built a small wooden boat and would like to, or feel like graduating from hard chine dinghies, then you must see Clive's Eunamara in its part-finished state. That's at 26 Vermont St, Nollamara (off Wanneroo Rd) at 2pm on the 9th of June.

GENERAL

We're making enquiries to purchase "Cruising Multihulls" by White and will let you know when it's available. The only other piece of breath-taking news is that your editor is expected to be absent for the next issue, touring the far north by campervan. Hopefully in his absence, Geoff, John and Chris will be able to put the newsletter together enough to keep everyone in touch. In fact, if there's anyone out there who feels like being a deputy editor for an issue (especially if you've got basic computer skills) why not give me a ring on 9397 6209 and we can discuss it.

CALENDAR

Tues 29 May

Peter Leggatt, Mike Igglesden, Clive Jarman on two E.S. Classic Boat Festivals.

Mounts Bay Sailing Club.

Upstairs, Perth end.

7.30 for 8pm.

Sat. 9th June.

Toolbox Visit.

Clive Jarman's glued clinker yawl.

26 Vermont St, Nollamara. 2 - 5pm.

Mon, 18th June.

Committee meeting, 7.45pm.