



AMATEUR BOAT BUILDERS' ASSOCIATION

MAY/JUNE '02

ABBA COMMITTEE

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

SHOW AND TELL, 2002

There was some fear and trepidation on our return to MBSC for the March meeting. This turned out to be justified because, just as in January, we were locked out. (there was not the usual Management meeting in progress and the place was like a morgue) This time RPYC was not as suitable as before so after a lot of stuffing around involving phone calls and the assistance of one nearby club member, and the promise to part with \$100!, we were finally let in about an hour late. Something will have to change for the next meeting, so study the back page closely.

And our troubles didn't just end as we stepped through the door, either. The first speaker off the rank was Harry Speight, who's building a folding trimaran. Harry had set up his own computer-projector to show his pictures and for some reason the programme wouldn't run. Neither would the disc operate on the other set of gear supplied, I think, by Chris Davis. Harry and Chris gave the problem a lot of attention to no avail so eventually all we could do was give Harry a big hand off the stage. Fortunately we

were all to be able to see the whole project in the flesh a couple of weeks later at Harry's place so he was in some ways expendable on this occasion.

The first successful speaker was Clive Jarman who brought us up to date with progress on his Oughtred-designed "Eun Mara". We've had two workshop visits to this exercise - the first when the boat was just two planks a side and the second to help turn the painted hull over to upright. Clive's still not letting the grass grow under his feet (although he's not so sure). He's fitted a fair amount of partitions and internal furniture, the main deck beams and cockpit seats. The cabin sides are up, looking a bit boxy and vertical but fairings will fix that. The cabin now needs coachroof beams and a laminated decking. Already occupying the outboard well is a very business-like Honda four-stroke outboard. This exits through the smallest possible hole and will be almost permanently down - after all, outboard props are not all that big.

Clive might be concerned about his speed of progress but he seems to be doing pretty well to me - it shouldn't be long before we see this Eun Mara in the water.

Mike Wade's following talk was about his workshop. Sheer honesty here - no boat, just workshop. The building itself is quite new, being a standard all steel, BHP design, with knee and ridge brackets from Phoenix steel. The roof is pitched at 28 degrees, which is too steep for most people to climb on but gives plenty of internal head clearance and keeps the rest of the shed cooler. Natural light comes in the form of several clear plastic skylight panels in the roof, with more clear plastic in the end gables. At night there are quite a few double fluorescent lights, acquired when they were taken out of a local school. (to this old teacher it only seems like yesterday that fluoros first went into schools - now they're replacing them with something brighter, in businesses that operate 99% of the time in daylight - don't mind me, Chris, it's just my soap box).

Mike reserves a retaining wall outside the workshop for his heaviest workbench. It means he can hammer and panel-beat to his heart's content with the ground absorbing the shock easily. No need for a heavy structure inside at all. Able to operate inside and outside are pedestal grinders and planishers. These mount on stands made from truck axle tubes and diff casings and connect to extension cords. For big jobs, at least, they can be rolled and used outside where the mess is less of a worry. Inside there are a wide range of power tools all presided over by a large Woodfast dust extractor, which can be hooked up where ever it's needed. One of the more dangerous instruments is a man-sized spindle moulder which no doubt gives the dust extractor a lot of work to do. Mike explained that it was very difficult to have effective guards on a spindle moulder and this one would just laugh at skin and bone, given the opportunity. All the usual power tools are there, like bandsaws and drill

presses and this workshop even includes a sand-blasting cabinet so that all steel work can be properly prepared and painted. We weren't given much idea of the sort of work that emanates from this shop, but it's clear Mike could turn his hand to anything in it.

To conclude Geoff Leggatt brought us up to date with progress on the new dinghy for his father, Peter's, yacht, Restless. This was the exact opposite of the previous talk. The building of the boat is the aim - nothing else matters (although Peter's got a pretty good workshop anyway). For Peter and Geoff getting there is ALL the fun, I decided. There will be a big void in all Leggatt hearts when this project is finished - and finished it nearly is. Some new photographs showed the ply skin rebated into the chine stringers to avoid having to shift from overlap to mitre joins, while older ones reminded us of the double floor which aids camping storage. New photographs also showed the twin, lifting rudder blades and the twin, transom-mounted sculling locks. Yes, this boat is beamy enough at the stern to take both Peter and Geoff practising their synchronised sculling skills (say that slowly) even though it's only 9' long. Along the way Geoff has shaped up very scientific sculls and a centreboard. The sculls needed a section that was symmetrical in two planes so that they could be grabbed and used in a hurry, yet was efficient in the sculling mode. Geoff found one in a Naval Architects' tome, somewhere and shaped up a pair. The centreboard uses the NACA 0010 section but it took him two tries to get the section accurate to the millimetre for its entire length. If the board has any thing to do with it, this dinghy will sail to windward like an 18'er. Oh, and looking on the pessimistic side, they've even tested the board for strength on the bench against righting from a capsized. And I forgot to mention all the special mounting hardware that has been developed to clip the dinghy onto Restless's foredeck. Bronze castings, buffed but not yet drilled, were at the meeting, along with their original patterns.

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IF AT FIRST YOU DONT SUCCEED - TRI AGAIN

No, don't panic, Harry Speight is having plenty of success at his first tri (maran). The title is merely a weak attempt to underline his inability to talk about it at the club evening, followed by our very successful visit to his workshop on the 6th of April.

We made the pilgrimage to Harry's place in the hills in Hovea and up his winding, brick-paved driveway (how will he get the finished boat down it?) to his modern, well lit workshop to find a very complicated project underway. Briefly, Harry is building an Ian Farrier-designed F82A folding trimaran, in strip plank. It's 8.2m long and 6m in beam when rigged, but the amas fold in to reduce the trailed beam to only 2.5m, so it's a large, trailerable tri. At the present stage the two amas are finished and gel coated on the outside and the port side of the main hull is almost complete in its building jig.

Both the amas and main hull are built in female moulds (as opposed to the male mould system used by Nigel Winter for his sea kayak which we saw recently), so the mould frames sit outside the construction and only half of each frame is needed. The half-hull is laid up in the mould, deck included, while lying on its side. When finished, that half is hoisted out of the mould and the mould frames are rearranged to produce the other hull half (one port and one starboard). The two halves are then placed together and glued and 'glasses into one unit. If nothing else, this leads to a significant saving in particle board for the mould frames. As I see it, the female mould system would make it easier to remove surplus adhesive from the inside of the hull, (usually a difficult task) too.

Harry must be a bit of a calendar watcher because he was able to say, straight off, that

construction to this stage has taken 2 years and 3 months. He'll be at least that long again to finish, given that he's still to tackle the engineering challenge of the cross-beams and folding systems. Incidentally, Harry doesn't have time mid-week for the project, and it's all weekend work so far, so he's making pretty good time. Unlike Nigel, who sawed up his strips from solid, Harry purchased his strips, ready machined to 25mm by 9mm in Queensland, from West Marine. Having bought the appropriate cutters, Harry machined all the strip ends for finger joints as an easier alternative to scarf jointing. He says that compared with the cost of sails and the folding hardware, the timber was cheap. (after all, a ship is called a she because her rigging costs more than her hull!) One quote that he's had for the folding hinges and associated fittings is \$10 000. This seems unbelievable and by the end of the visit Peter Leggatt was going over all the drawings very carefully, considering the pros and cons of doing the job in his workshop, instead.

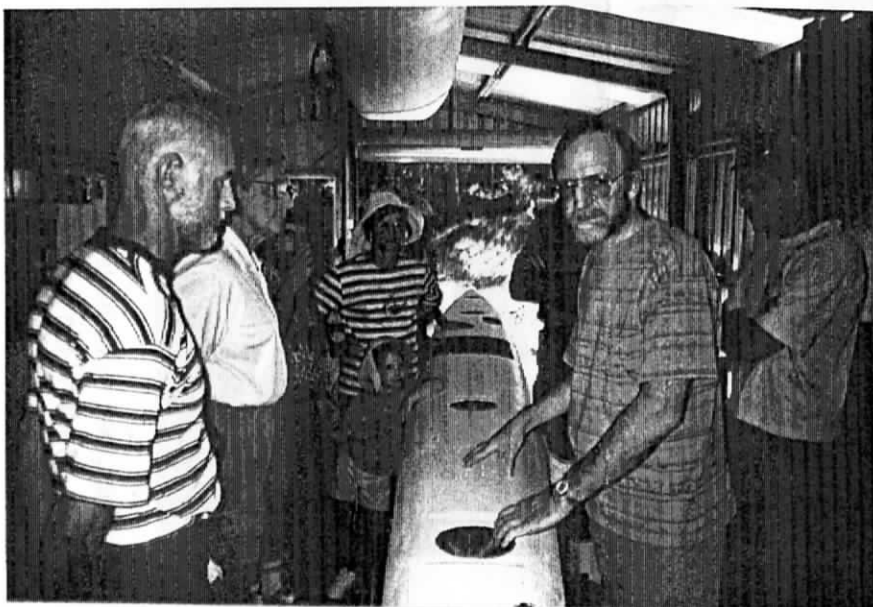
Going by the drawings, the actual cross arms themselves are a pretty big job, being cut out of sheet ply and boxed up with plenty of glass and carbon reinforcement, and large boxes need to be built into the hull fore and aft on which to mount the hinges as well. That work, together with conventional fitting out of the main hull, is going to keep Harry's weekends well occupied for quite some time to come. It's a complicated construction but as a consulting engineer none of the technical problems faze Harry for very long, it just takes time to put it all together. We can only wish him the best of luck and speedy progress. It will be interesting to make another visit in about a year's time to check on how it's going. Thanks for the visit, Harry, it was extremely valuable.

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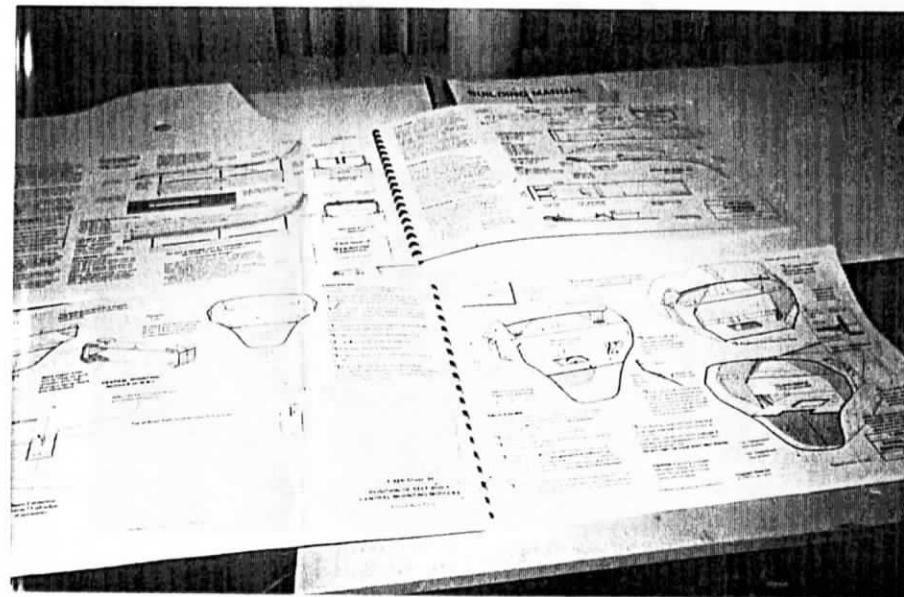
Many thanks are due to the three speakers who entertained us, with condolences to Harry, but

with the late start three filled the evening more than adequately. Once again, an absorbing evening.

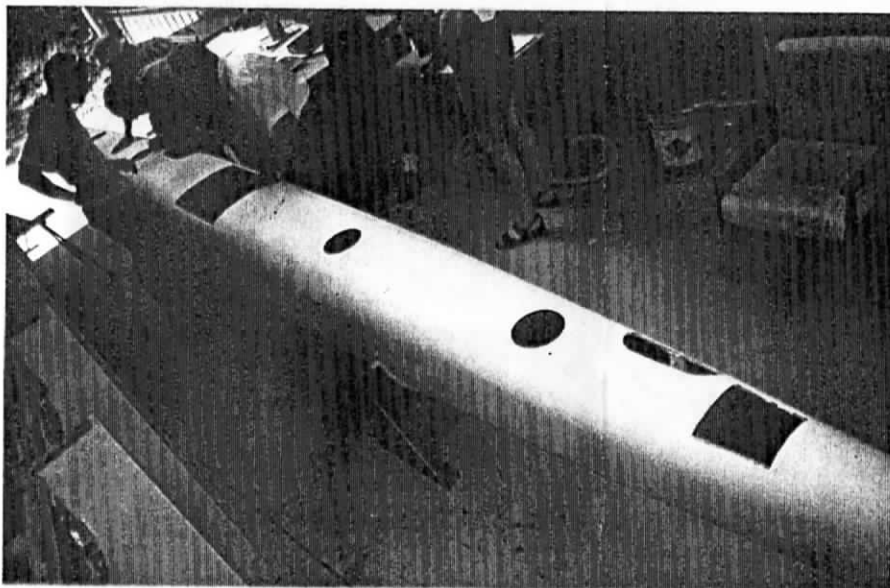
A FOLDING TRI IN THE HILLS



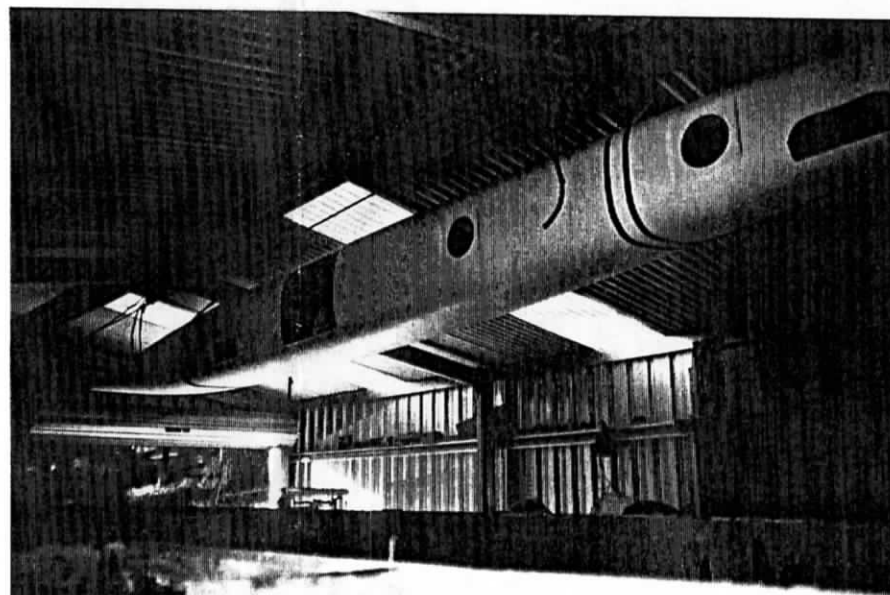
Clive Jarman (l) and Harry Speight at the port ama.



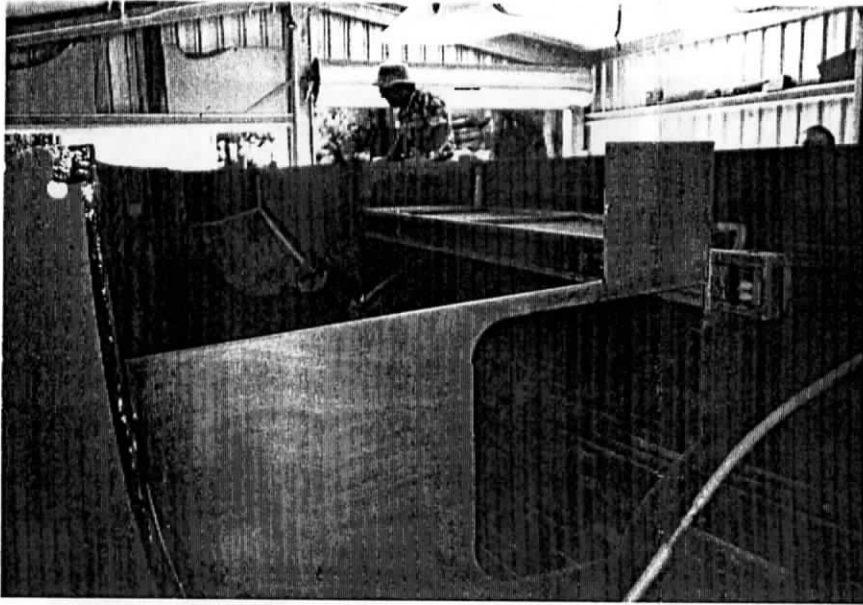
Generous sets of diagrams accompany the how-to instructions and plans.



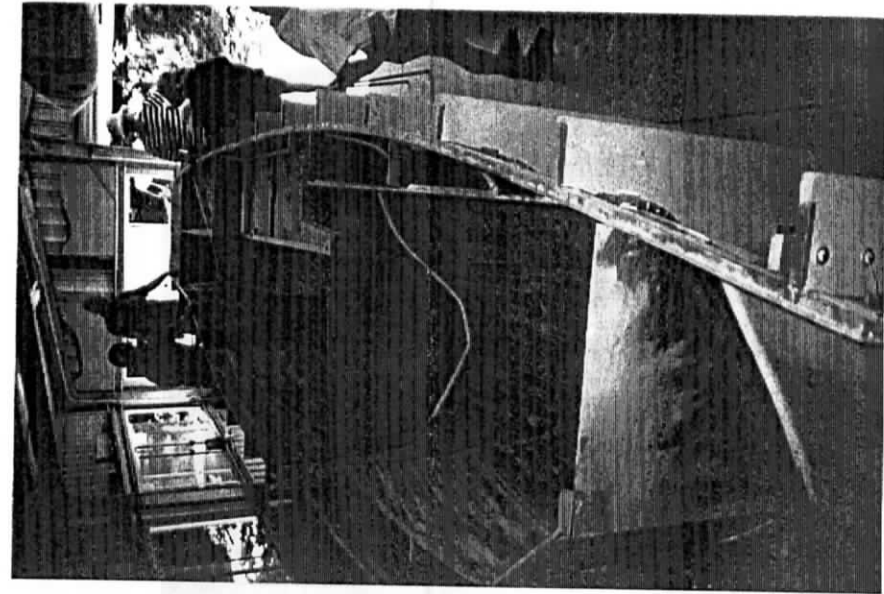
Port ama, in stands, at ground level, gets ABBA inspection.



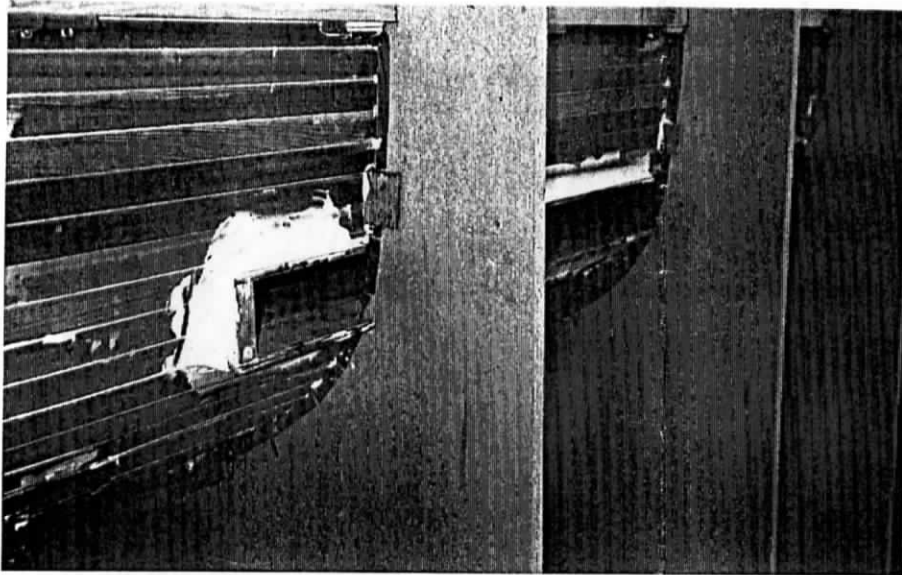
This is the starboard ama, 'glass sheathed and hung in roof. Inspection ports, hatches, etc, cut out.



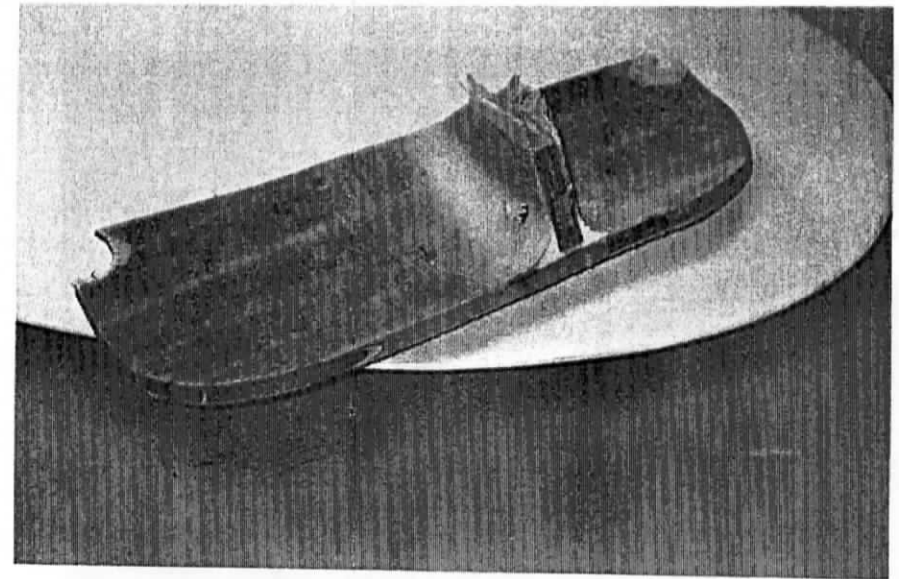
Main bulkhead, immediately forward of the cockpit. Note off-centre centrecase.



Main hull, port side, on its side in the jig, looking forward. Built IN the jig, not on it.



The off-centre centrecase protrudes below the hull in its unfinished state. Plenty of micro-balloon filling evident here.



Waste cut from one ama shows internal sheathing and generous bulkhead fillets.

ADMINISTRATION

NEXTEVENING MEETING

This will be Tuesday, 28 May, and we're leaving MBSC it. The meeting will be held next door, in the RPYC Junior Clubhouse. This is the single-storey building between the MBSC and the main, two storey RPYC. If the RPYC gates are open, parking will be available on the right as you enter. If not, there's the large, grassed parking area over the road. Who's speaking? Mike Lefroy of the WA Maritime Museum, on the subject of the new museum at the seaward end of Victoria Quay, specifically on the Swan River Leisure and Recreation displays with which he's most involved. Mike's already given this talk a couple of times so we can expect a polished performance. At any time Mike is a most engaging and entertaining speaker and this will be a presentation not to be missed.

We need a good roll-up to this meeting because there is a small amount of business to be discussed. Briefly, if we are to transfer to RPYC permanently we will be faced with a rental charge of \$50 per night and this may necessitate an increase in membership fees. Come along and find out all about it and present your opinion. The library book topic will be

Cruising if you're interested, and this will be the time to return any thing borrowed at last meeting.

NEXT TOOLBOX VISIT

We're back with the pro's again on June 8th. We'll be looking at Greg Norman's monster yacht, nearing completion at Oceanfast. I know we've seen other luxury vessels on a couple of earlier visits but nothing to equal the size of this whopper. It should be quite an eye-opener. The new Oceanfast works are at 18 Clarence Beach Road, just north of Tenix Ship Building.

CALENDAR

Tuesday 28 May.

Mike Lefroy speaks on the new Maritime Museum.
RPYC Junior Clubhouse.

Saturday, 8 June. @1230

Greg Norman's yacht at Oceanfast, Henderson.

Monday, 17 June.

Committee meeting.

FOR SALE

Auto Helm 1000. Suit 30' boat. Electronic wind vane for tiller steering. \$500.
Set of plans for Roberts 31', in timber or steel. \$400.
Contact Hans Harskamp, ph 9401 5256.

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