



AMATEUR BOAT BUILDERS' ASSOCIATION

November '05

ABBA COMMITTEE

	President		
Molly Coy	Secretary	0407 799 230	
Alan Coy	Treasurer	04142 666 77	9204 3043 (Hm)
Mike Beilby	Newsletter		9397 6209 (Hm)

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

69 years on the swan



On a sunny Sunday afternoon (8th of October, the last toolbox) eight intrepid ABBA members, set out for a potter across the river to Matilda Bay for afternoon tea aboard Seafarer, Alan and Molly Coy's (new) very old boat. She has a 30' Jarrah Carvel hull, Oregon superstructure, with the original canvas over red lead covering. Powered by a Mercedes 300D engine which pushes her along at a comfortable 6 knots (it's the journey not the destination).

Seafarer was built for Jack Maitheson (a Commadore of Royal Perth Yacht club) by V.L. Hunt in South Perth and launched in 1936. She was basically a fishing boat hull and Jack designed the super-structure himself, so she would go under all the bridges up the Swan River. She came second in the inaugural Fremantle to Rottnest power yacht race, and was the original Number 100 when time trialing started on the river. She spent most of her life in Royal Perth Yacht Club and was their start boat for some time. There is a Seafarer Trophy, and a model of her at the Club.

When we bought her she was in a critical condition, 48 hours without the bilge pumps would have seen her go under. So the first move was up to Maylands and a week of furious work, then back in the water, quick. A week in the water and back out for a weeks work on the drive train. A previous owner, worried that he kept going through starter motors (they were sitting underwater a lot of the time) had the bright idea of lifting the motor! He not only lifted it he leveled it, so that the prop shaft needed to be shortened, a lay shaft inserted, to allow for the increased incline. Then to add insult to injury a self centering bearing was attached to the ribs. The upshot of this activity was of course that the thrust was no longer through the engine bearers, but the ribs and consequently she was shaking herself apart. Due to a change of engine the prop was also no longer the correct size or pitch. Her top speed was about 3.5 knots, labouring and blowing smoke. \$4000 later (new propeller with new shaft, cutlass bearing, stuffing box and lowered engine) she will now reach 7 knots, revving cleanly and sounding sweet.



On the slip at Fremantle Sailing Club for the pre-purchase hull survey



Some seafaring tales expounded on anchor.



Main saloon too comfortable for some...

Innovative, Economical, Efficient & Practical

Technical presentation by Damien Smith Design

Damien Smith is an award winning Naval Architect who, after working in Western Australia's world leading fast ferry industry for a number of years, has now established himself in private practice. Damien Smith is dedicated to producing innovative, economical, efficient, and practical designs for both the commercial and pleasure markets.

Designing a custom boat is easier with modern technology and is now a much more realistic proposition than it used to be. An idea can be taken from a sketch on the back of an envelope, to 3D computer model, to computer controlled cutting machine for less than a dealer would expect to make in commission. Savvy owners have known for years that working with a designer to create something that meets their needs is the most rewarding way to become a boat owner.



This 12.5m trimaran is arguably one of the most exciting and innovative new small motor yacht designs currently available. Under construction for a private client this vessel shows how individual requirements can be transformed from the computer screen to reality using modern technology.

Replica Inuit Kayak

Damien builds his own boats as the fancy takes him, a recent one being a replica Inuit kayak. Weighing only 14 kg, these remarkable craft are covered in canvas and held together only with lashings and wooden pegs, with no glue or nails used in the construction.

This 1000 year old traditional classic design is amazingly structurally efficient. Conventional structural analysis of the Inuit kayak suggested that the kayak should break up. A more detailed analysis of the kayak's frame, using high tech Finite Element Analysis showed that the traditional scantlings are a perfectly balanced piece of design. The flexibility of the ribs, keel and chine stringers are matched to shed localised peak loads into the surrounding structure.

Traditional structures are often well adapted to their environment, the available materials and construction



techniques. Modern interpretations of traditional designs require sympathetic application of modern naval architectural principles to avoid losing the lightness and fundamental character of the designs

24' Electric Picnic Crusier Length 7.3m Beam 2.4m

Solar electric power is a practical alternative for many boaters and is ideally suited to a modern interpretation of a classic steam yacht. While limited in power, solar electric will allow you to cruise at 4-5 knots all day, the same speed you could expect from a similar sized sailing yacht and a perfect speed to take in the beautiful environment of our waterways, while imbibing a cold bottle of something nice from the fridge. This boat is not about arriving somewhere quickly but getting there in style.

Making this design work relies on matching the hull, drive motor, batteries and photovoltaic cells to the use of the boat. Many of us will use our boats on weekends, for at most, a few hours at a time. The travelling is done at slow speed with the company of good food and friends. Left alone for a day or two the solar cells will easily fully recharge the batteries.

The hull shape is optimised to operate at a speed of 4 knots, using a fraction of the power of most power boats at this speed which are designed to be operated at speeds of over 30 knots. A custom designed large diameter and slow revving propeller will be around 80% efficient rather than the 55% efficiency typical of small power boats. By carefully optimising the design of the hull, propeller and motor to a 4 knot cruising speed, it is possible to limit the amount of power required so that even in winter, the energy used travelling 100km over a weekend would be recovered in two or three days, with enough left over to run the refrigerator.



A.G.M.

The Annual General meeting was conducted prior to the commencement of our last technical meeting. The presidents report was tabled and followed by a concise report on our financial position.

As the groups main expenditure is the Newsletter (ink, paper and postage) it was agreed that membership fees would be changed to \$20.00 per annum for members willing and able to receive email newsletters and \$30.00 for those requesting posted hardcopy Newsletters.

So this will be your last newsletter in the post unless the \$30 subscription is paid.

Due to family commitments our president has resigned, thank you Geoff for your years at the helm. Vince Rogers was away on business, but had previously indicated that if there were no other nominees he would be willing to stand for President.. In the absence of any other nominations, the proposal to elect Vince to the position of President was put by Geoff Leggatt, seconded by Mike Beilby and carried unanimously. Alan Coy was re-elected Treasurer and Molly Coy as Secretary.

LATE NEWS

VINTAGE SPEEDBOAT DISCOVERED

Marine artist, Ross Shardlow (President of the Maritime Heritage Association), who addressed us at a Technical Meeting some time ago, has turned up an interesting speedboat from the 1940's. It's a single-step hydroplane, missing engine and steering but generally pretty sound, which was about to suffer from the wrecker's ball at a house demolition site in Nedlands. This has now been taken on by Alan & Molly Coy as a restoration project. Progress will be posted to both ABBA and MHA.

ADMINISTRATION NOTES

We have a crisis on our hands!

Due to pressure of work, Vince Rogers has had to bale out of the President's office already.

We now need a new president. The job is not onerous (none of the committee positions are) but we do need someone so that the committee is made up of at least four people. To simplify matters still further, we are thinking about holding committee meetings in the half hour before a Wednesday evening technical meeting, reducing the number of meetings per year by six. But we do need a president. If you can help, please ring Mike Beilby (9397 6209) or Alan or Molly Coy (9204 3043) sometime before the next technical meeting (30 November), or be prepared to nominate at that meeting. **If we can't get a volunteer Alan, Molly and I will have to seriously consider shelving or closing ABBA down.**

CALENDAR

30 NOVEMBER (Wednesday), **Technical Meeting** at South of Perth Yacht Club, Mike Beilby on recent US tour. 7.30 for 8pm. Don't forget, there's a good meal at the venue.

10 DECEMBER (Saturday), **Toolbox Visit** to Mike Wade's, boat turning over 2pm at 15 Enid Rd, Kalamunda.

Annual subscription now due

fees for the Financial year 2005 / 2006 are due, please either post to the treasurer, Alan Coy, 6 Stow Court, Wembley Downs 6019 or bring to the next meeting.

New fee schedule

\$20 per financial year with email newsletters

OR

\$30 per financial year with paper newsletters posted to you

Please note: In the new year newsletters will no longer be sent to non financial members