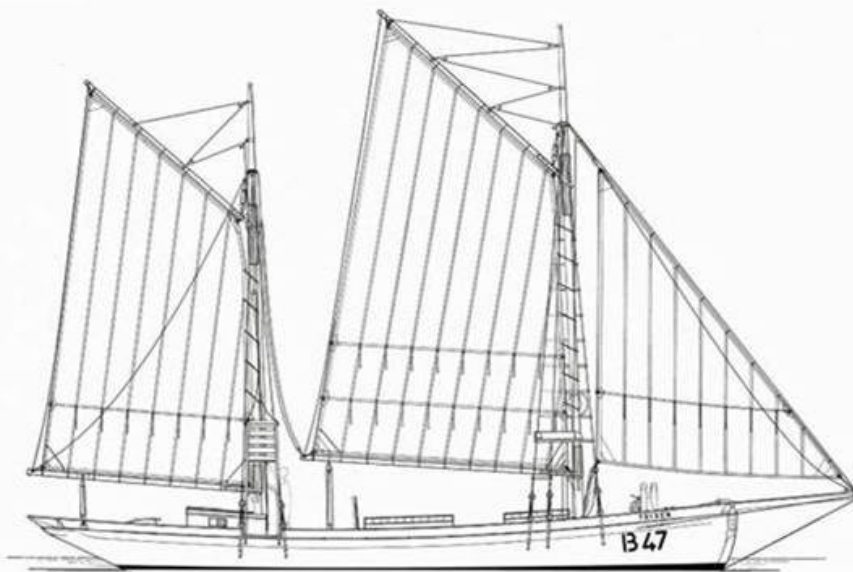




AMATEUR BOAT BUILDERS' ASSOCIATION

December January 2016

A UNIQUE MARITIME RECORD



Trixen

WATERCRAFT

HISTORIC FISHING BOATS OF WESTERN AUSTRALIA

BILL LEONARD

Our presenter for this technical meeting was Bill Leonard, Boat Collection Manager with the Maritime Museum. Bill was born into a Scottish shipwrighting family and, after many years in this and the shipbuilding trade in the UK and overseas, he migrated with his family to Western Australia in 1986. Soon after arrival, he entered the world of aluminium yacht construction, working on America's Cup defenders and challengers. In 1988, he became involved with the initial lofting for the Endeavour, and ultimately became the Master Shipwright for the project. During this time he came to realise the importance of technically documenting endangered historic watercraft. This realisation was reinforced by his role in interpretation of the construction of the Duyfken on behalf of the Maritime Museum. The museum then asked him to undertake the restoration of many of their watercraft exhibits prior to their display in the new museum building. Given his prior experience with the Endeavour and Duyfken, Bill prepared comprehensive as-constructed drawings of a number of these boats as part of their restoration. After the new museum opened in December 2002, he was appointed to the role of Boat Collection Manager, and has continued his documentation efforts since that time.

Bill commenced by explaining why it is so important to undertake this documentation. Western Australia is losing many of its historic watercraft due to advancing technology, obsolescence, decay and abandonment which has resulted in many of these fishing vessels that have made such an impact on the lives and communities of Western Australians being disposed of or simply being broken-up. The associated stories and that of the people that used them then become extinct. The Western Australian museum maintains its position as the primary trustee of Western Australia's material culture. However, it is simply not feasible for the museum to collect and physically preserve all the State's historic watercraft. Given that we cannot necessarily save these vessels, it is important that we immortalise them with technical documentation of their details and their history.

The documentation involves both the very fine hand drafted drawings that are the product of Bill's unique skills but also includes the collection of the vessel's history and details of its ownership over its (in most cases) long life. Bill takes off the lines of each vessel and through a forensic type process pieces together the most accurately possible detail of the vessels layout and fitout. He has recorded all of this information in a complete drawing set for each vessel. Whilst he shared the lines drawing and the construction drawing for each vessel with us during the presentation, your editor noted that in most cases the title block indicated that these were a part of a set of around 5 to 6 drawings. In the case of the pearling lugger Trixen, restored prior to being displayed in the Fremantle Maritime Museum, the set amounted to 15 drawings.

Bill's presentation comprised a 'travelog' from Broome in the north to Albany in the south covering 15 historical vessels that have their origins or bases as working boats of the past at towns along the way. Much of the material which was presented on the night will be included in a book which Bill is compiling as part of his Museum role. It is expected that this will be published later in 2016. It is not therefore appropriate that great detail be included in this newsletter. Hence, your editor has restricted the material here to that of a general nature or which is substantially in the public domain already. The Trixen photos below have been sourced from the museum website rather than Bill's presentation.



Trixen sunk in the Swan at Maylands Shipyards

The presentation commenced in Broome with the story of the above mentioned lugger Trixen B47 which some members may remember in later years as the ferry/supply vessel plying between Palm Beach and Garden Island before the Navy took over. Later she was moored adjacent to the 'Natrass' boatshed in Crawley and finally ended this phase of her life sunk by the stern at Maylands shipyards. She was donated to the museum in 1981 and has been restored for display as she was in 1959.



Trixen restored and on display in the Maritime Museum Fremantle

The presentation moved on with another three pearlers, Ancel from Broome and Garbo and Galli Curci, initially working in Shark Bay. Ancel and Garbo are now in museum storage. Garbo is the vessel that some members may remember viewing on a previous toolbox visit which Bill Leonard hosted at the museum's 'A' Shed storage at Fremantle. This was the vessel where the sides had physically fallen away from the stem post and been supported in a tailored frame to allow the internal construction details to remain available for inspection. (See the ABBA newsletter Sept Oct 2009). Galli Curci has been restored and returned to Shark Bay in the care of the local council. She hangs on her own mooring in her own dredged pond opposite the Interpretive Centre in Denham.



Galli Curci in Denham

Moving further south, Bill spoke about a crayfishing boat from Geraldton (the Dove) and a Swan River fishing boat LFBP5 before our 'travelog' arrived at Fremantle and the Mafalda—a fishing boat built by the Gourley Brothers in 1926 and still seen around the river and at Rottneest. Other fishing boats with origins in Fremantle which Bill had documented included the Doria, now on display in the Maritime Museum and City of Perth which is ashore in Spearwood.

Moving south, Bill touched on the Peel Inlet boat known as the Wilson Tunnel Hull, a design that evolved in the 1950's specific to the shallow Peel-Harvey Inlet. And then it was to the south coast and a number of fishing boats based in Denmark (Little True, now part of the Museum collection in Fremantle) and Albany. These include the double ended fishing boats, Wildflower, which the original owner brought from Victoria in 1998, the IMG built in Albany along similar lines and Little Frothy, an early example of the locally developed design known as the Albany Flattie suited to the shallow waters of the Oyster Harbour area.

The final vessel that Bill has documented is the Ariel, a fishing boat designed and built by Lionel Austin for Swarbricks in Albany in 1944. A beautiful 11m traditional deep keel yacht by today's benchmarks, she is restored and still sailing around Albany waters.

Bill Leonard has very kindly arranged a number of presentations and toolbox visits for ABBA over the years, each of which has been of outstanding interest to members. This tech meeting was no exception, capturing the essence of Bill's skills, applied in the detailed documentation of this state's maritime history for generations to come.

We thank Bill for his contribution and look forward to the publishing of the fully documented works in book form later in 2016.

Christmas Toolbox Visit — Maylands Boatyard

This year we resolved to repeat the customary Christmas gathering and sausage sizzle at Maylands Boatyard in mid December. Peter Russell kindly offered once again to supply the BBQ and Alun Dufty obtained the blessing of the owners for us to gather on the premises. Big thank to Peter and Alun for their support and to Michael Wade who assisted in the drinks department.



Chief Chef Peter ably supervised by new El Presidente Ken Potts. Don Davis ready with the stick to drive the troops.

Alun Dufty's beloved dog attracted more attention than the boats!





Peter Russell making a finer point to Alun Dufty.

An opportunity for a more informal discussion—Klaus, Ken, Anthea and the owner/restorer of Que Sera.



Harry seeking out Intel for next year's meetings and toolboxes! Michael Wade trying to make the billie boil faster in the background.

ADMINISTRATION NOTES

ABBA COMMITTEE

President	Ken Potts	0421 178 991
Sec/Treasurer	Bruce Cadee	9259 0844
General Committee	Rob Bingham	9246 0202
	Ed Essers	0406 050 989
	Harry Speight	9295 4518
Newsletter Editor	Chris Davis	9387 5042
Library	Rosemary Nayler	9455 1470

FEBRUARY TECHNICAL MEETING and MARCH TOOLBOX VISIT

Harry Speight has organised a great double header for this first cycle of events for 2016, with thanks to members Jeremy and Andrew Eagleton.

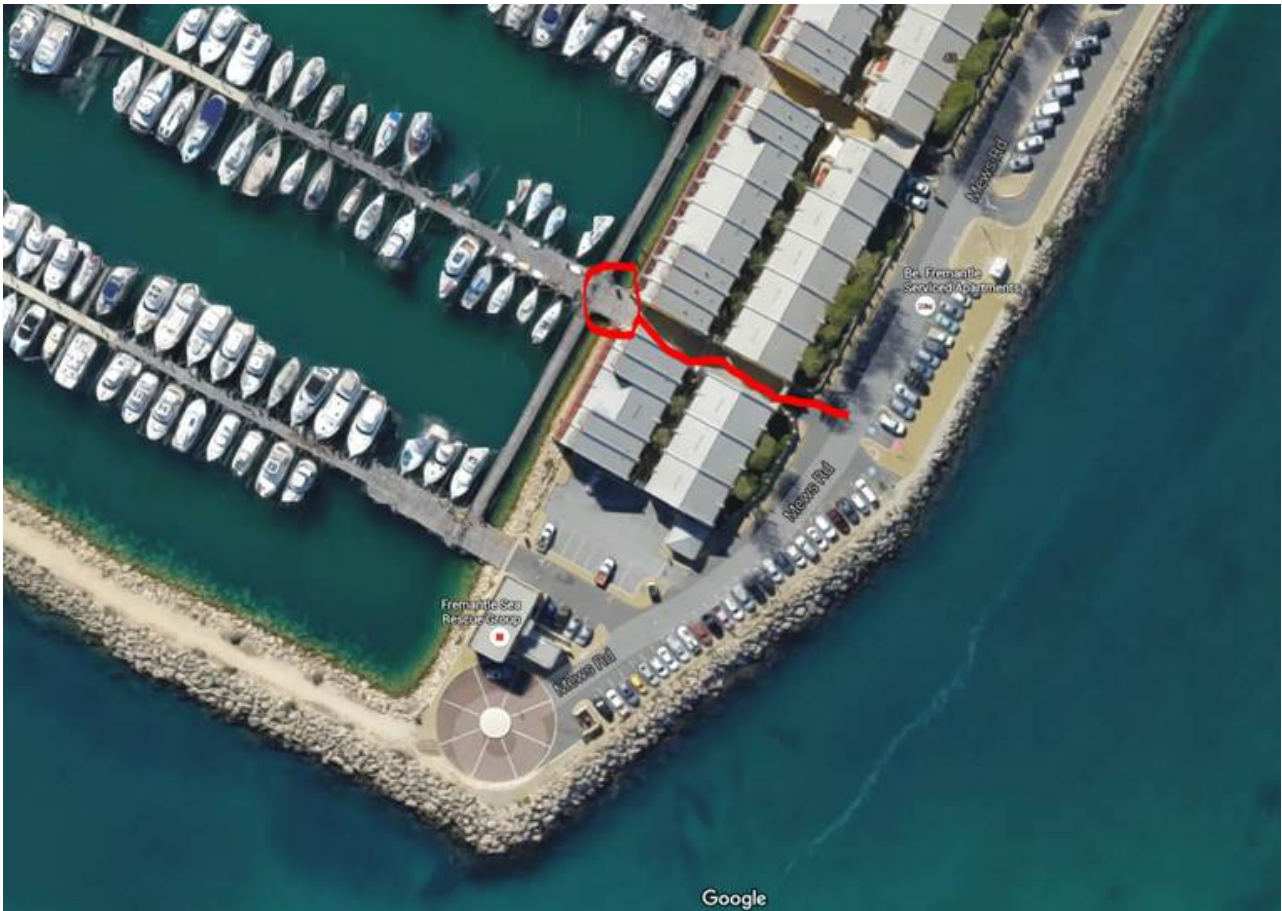
The subject of both the Wednesday 3rd February Technical meeting (that's next Wednesday) and the Saturday 5th March Toolbox meetings will be the pearl lugger, 'Rose-F', purchased about a year ago by brothers Jeremy and Andrew Eagleton:

- Jeremy will be presenting details of her history and their plans for her at the Wednesday 3rd February **Technical Meeting** at South of Perth Yacht Club (7.30pm for an 8.00pm start).
- The brothers will be hosting our visit to see her at the Fremantle Cruising Club on our Saturday 5th March **Toolbox Meeting** - 2.00pm at the Fremantle Cruising Yacht Club (Note: that is **NOT** Fremantle Sailing Club – see location details below).

Weighing around 20 tons, Rose-F was built in Fremantle in 1903 as a sailing pearling lugger. She was built by W. Mooney in 1903, a builder who was apparently not one of the well-known "names" of WA boat building. After completion she was immediately sailed to Broome where she commenced her pearling trade. Eventually she was moved down to Shark Bay, the Abrolhos and Geraldton where she was used for cray fishing. In 1945 she was briefly requisitioned by the navy and at some stage she was converted to a motor-sailer, though she still carries enough sail for Jeremy and Andrew to sail her from Bunbury, where she was purchased. In the 25 years up to that point she had a single owner who initially used her for fishing and then, during the 90's, converted her hold to deck-house-covered accommodation. Eventually her upkeep became too much for him and he sold her to the brothers. They will be using her for family recreation and intend to return her to her original sailing configuration. They will be doing much of this work themselves and have the necessary complementary skills. Jeremy is in the building trade, is a sailor and jack-of-all-trades, and is doing much of the routine carpentry and shipwrighting. Andrew, with his mechanical experience as an engineer working on prawn trawlers in the gulf, will be doing much of the engineering.

The Fremantle Cruising Yacht Club (which has no clubhouse as such) is on the 2nd jetty from the Fremantle Volunteer Sea Rescue, Mews Road, Challenger Harbour. Access to the jetty is via the passage from the car park as shown in the picture below. Please note that we have to pay for parking.

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

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

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](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](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.