

# Avon Dreamer

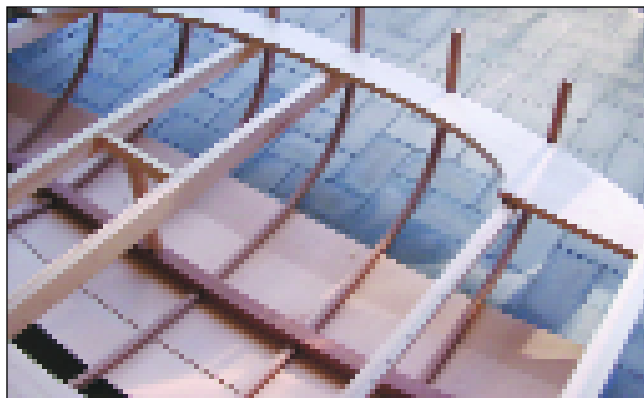
by JEFF GITTUS

**T**HE Avon Dreamer started out as a challenge to see if we could still build a small dinghy in the traditional way. We purchased some plans for a much larger boat, and after many hours trying to work them out threw them in the bin.

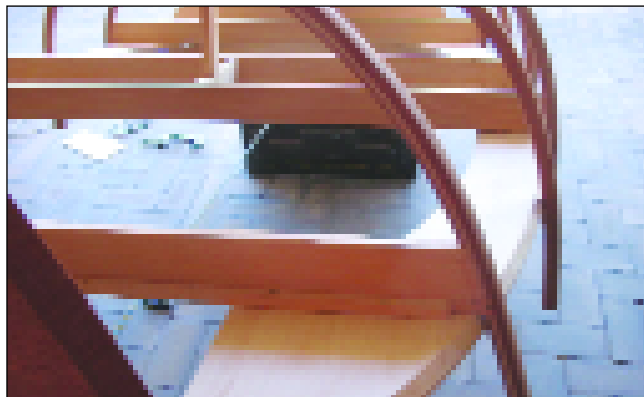
So I started to work out some plans of my own, I decided on a classic clinker style dinghy and went about purchasing appropriate timber. Another hurdle, most or the classic boat building timbers have either vanished or priced out of the market, so we ended up with double sided American Beech marine ply for the clinkers with solid American Beech for the seats and floors. Using Red Meranti for the main structure was a nice contrast and was easily bent when laminated into shape. The whole project took around three weeks to complete and



The first step of the manufacturing process. All ribs are fixed to the main keel. Note the seat supports, they are already connected to the ribs to ensure the dinghy maintains its correct shape.



Once the main seat rails and transom are in place, the skeleton is complete.



Turn the skeleton upside down and planking can begin.

after varnishing the timber the finished product was something to be proud of.

The following day came the big launch, we put the dinghy into the back of my ute and set off to the river making one stop for petrol. It took us an hour to get out of the garage, people just kept coming over and commenting on our dinghy, it was quite a pat on the back. To the river, the ramp was quiet except for a few boys fishing so we unloaded and



The aim is to construct the dinghy without seeing any screws on the inside. The final timber on the gunnel is glued and clamped covering all screws along this line.



The completed dinghy. Once it's varnished it takes on its classic colouring.

placed it in the water, no leaks and it sat perfectly. We had just sat back to admire our handy work when again we were inundated with people milling around asking similar questions to the people we had left at the garage. The most common questions were where did you get it? What sort of timber was it made of and how long did it take to build? The interest was overwhelming and got us thinking along the lines of a small business.

I did a little research and found there was no one building classic dinghys in kit form in WA so I booked a stand at the Canning Show for two days just to see the response, it was terrific. I registered a business and we jiggged up and started manufacturing all the components required to produce this classic dinghy, we now have many kits ready for sale and are interested in anyone who may be looking for a business opportunity.

All parts are labelled and unlike all other designs this dinghy does not require a solid jig to form its outer shape. This makes the craft available to all who enjoy a challenge.



The Canning Show.

RGB Wooden Boat Yard assures the builders success in completing the building process. The kit provides everything to complete the task and the step-by-step plans are easy to follow.

This is not your average model, but a piece of fine traditional timber boat building that you can achieve. The total kit sells for \$1500 plus delivery. ■

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**FOR SALE**

**CLASSIC SOUTH AUSTRALIAN PILOT BOAT**

*Sir Wallace Bruce*



**Large saloon/dining room, walkaround engine room.**

Looks scruffy, but very sound dry hull, deck and cabins, some gunwale needs replacing, painting and tidying work required. Currently liveaboard, moored American River, Kangaroo Island.

**LOA 21.18m 69'8" x beam 4600 15' x draft 1900 6'4 (aft)**

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Sleeps 10. Full facilities. Large aft saloon/dining room. Huge deck area and wheel house.

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