



Neil Dunstan:  
*Ebb & Flow*



come up with a good second hand unit or maybe a demo model by chance. We got a really good offer from the Honda people on a 90hp Honda demo unit, but I was worried that the power would be a bit marginal for a 6.4 metre boat, so we kept looking around. I also investigated a couple of excellent offers on a new Mercury Optimax and also on a Tohatsu TLDI which I was also considering.

At this stage I decided to start preparing for a new motor of around 115 h.p. by offering for sale both the 50 h.p. Suzuki 4-stroke from the Trojan and also the 50 h.p. Mercury 2-stroke I had on my Quintrex to see which one sold first - and the one left over would be used on the Quintrex.

As it turned out, the Mercury sold almost immediately and the Suzuki was then moved back over to the Quintrex. It seemed to me that this was an indicator of the general financial situation in North

Queensland late last year around Sarina and Mackay, as I had plenty of offers for the cheaper two stroke, but not a lot of interest in the four stroke which was much dearer.

The next job was to remove the Mercury from the Quintrex with all the controls, cables, instruments (etc) then do the same with the Suzuki after which I installed the Suzuki back on the Quintrex ready for the next crabbing and fishing trip.

This took a week or so, as the weather was stinking hot and I could only manage the heat by working early and late, but eventually it was all completed, and the Mercury was sent off to a new home with a young family where it was going onto a 4.3 metre tinnie. The kids reckoned that it was going to do lots of water skiing and tubing, but I think that Dad had other ideas.

Around this time I got a call from the editor to say

## Bringing The Trojan Up To Speed

**A**s I have mentioned in some recent articles, I have reluctantly decided to upgrade the motor on my Trojan 6.4 metre alloy cabin boat.

As I originally set her up to operate in displacement mode the motor I fitted was the 50 h.p. Suzuki four stroke which I had on my 4.5 metre Quintrex Dory.

This was a sweet little motor and pushed the Trojan along at the optimum hull speed for displacement mode at just 1800 r.p.m. which achieved 5.5 knots and incredible fuel economy. Normally I ran her at around 2000 r.p.m. and six knots and loped along in the most comfortable manner whilst enjoying the scenery and smelling the roses, metaphorically speaking, however if I had to travel any longer distances it took a hell of a long time. In the same article I explained how the increasing scarcity of fish along the shore within tinnie range necessitated travelling well out to sea to around twenty five n. miles to just begin fishing which at six knots was becoming totally impractical, and begrudgingly, I had to be able to travel faster - which meant a bigger motor.

For twelve months or so, I checked out all the local marine outlets as well as what was advertised in the papers and on the internet, as I was trying to locate a reasonably recent model second hand four stroke which I could afford. Being a pensioner, the price of a new 115 h.p. four stroke was just a bit too much for my budget, so I thought that a good quality second hand unit would suffice. However the only motors I came across were too old and too expensive for what was on offer. Eventually I asked the editor if he could check out the suppliers to see if they could maybe

*Above: Smiles all round as Brett Griffin from Mackay's Reef Marine congratulates Neil on the purchase and installation of the Suzuki 115. Below: Top Reef Marine tech Warren Bax finalises the Suzuki installation on Neil's hard-working 6.4 (1974) Dehavilland Trojan.*

*Footnote: Cyclone Dylan unfortunately stepped in and ruined Neil's plans to get out amongst 'em, but not to worry, we'll catch up and see how it all comes together next month, cyclones permitting! (-PW)*



*Neil is understandably excited about the new Suzy, and so is young Ollie the pup! Trouble was Cyclone Dylan put paid to getting a result before our publishing deadline, so we'll all have to wait until March issue to get the full results! (Another nice pic from Neil's wife Dorothy Dunstan, who is becoming a very handy photographer).*



that he had received an offer from the Haines Group to supply a demo model 115 Suzuki four stroke at an excellent price. It transpired this motor had only been removed from the shipping case and bolted on to an engine stand for various boat shows and had not had any running at all.

### Neil Dunstan's *Ebb & Flow*

Of course it was technically several months old, I suppose, but that didn't bother me one iota. The paint work had a few small scuffs where it had been shipped around to some of the larger dealers for its display 'work' but that was all that differed from a brand new, current series 'Lean Burn' Suzy.

I contacted the senior Queensland sales manager for Suzuki, Craig Cornford, and arranged to pay for the motor and have it shipped to Reef Marine, our local Suzuki and Yamaha dealers for installation and pre-delivery service, and water testing.

I was very happy when this deal was arranged as I originally had a 115 h.p. Suzuki fitted to my Barcrusher 5.3 metre half cab some five years ago, and this was without doubt the best outboard motor I had ever owned, with its super quiet operation, its smoothness and great fuel economy. When I took a prospective buyer for the Barcrusher out for a test run, he was so impressed with the Suzuki that when we

got back to the boat ramp he wrote out a cheque on the spot. Better still, this new motor was the model with the latest lean burn technology, so I am expecting great things from it, especially if it doesn't scare the old Trojan or its driver too much with its hyper performance!

Yesterday I collected the rig from Reef Marine in Mackay, brought her home and parked her in the usual spot to prepare her for the first trip. Brett from Reef Marine said that during the on water test, (it is pretty unusual to find a distributor who does a full on water test) he reckoned that during prop-testing she ran a 19 inch prop to 6,000 r/min, and registered 33 knots on the speedo! This is pretty scary, as I would be quite happy to cruise at 18 to 20 knots with a top speed in the mid twenties - so it looks like there is plenty of power available.

As can be imagined, I am looking forward to the first trip in the next couple of weeks when all the kids go back to school, the large tides at this time of the year back off a bit, and the new cyclone abates, so I hope that my next article will have pictures of giant red emperor caught out wide in the shipping channel.  
*Neil Dunstan.*  
*Sarina Beach.*



*One of Neil's summer jobs ("when the wind is too strong to fish") is to refurbish the hull paint on the Trojan, a task that is surprisingly difficult for an amateur to handle - especially on a rivetted hull like this. Regular paint strippers were ineffective, sanding discs are problematic on and around the rivet heads, so paint stripper combined with an old fashioned paint scraper and lots of elbow grease proved the best - albeit painstaking - solution.*