



**Neil Dunstan:**

## *Stage 2 - New Paint, Engine Switch*

**S**ince my last piece on the rebuilding of the thirty eight year old Dehavilland Trojan 6.4 metre plate alloy boat which I bought on Ebay a couple of months ago, I have been hard at work on the rest of the project and enjoying myself immensely.

Some times I get so keen on a particular aspect of the project that I can't wait to get up in the morning to get started. Currently I am waiting for a phone call from Darren Brand at BBB Engineering in Mackay to tell me to come and pick up the boat as he will have finished the custom windscreen and alloy hardtop I am having fitted and I can't wait to see how my ideas have turned out. I guess it is a welcome respite as I have been pushing myself pretty hard in the hot and humid conditions and get a bit buggered by the end of the day.

In the last little while I have altered my plans a fair bit about some of the aspects I had in mind. After preparing the outside



## *Ebb & Flow... The Trojan Resurrection*



*Hats off to Neil - well, hat's on, actually, as Neil was determined to keep the hardtop high enough to enable to wear his hat all day if he chooses to. He's certainly got heaps of space to play with, eh?*

of the hull I obtained the colour code of the new F&B Trailcraft which the editor has had painted in a 'wattle yellow' colour and which I was quite partial to, especially as my old Stacer was painted a similar colour.

I had some paint mixed at a local supplier in the Y12 Wattle colour as recommended, and took it home to learn how to paint

with a spray gun. I have only tried spray painting once many years ago so it was quite a steep learning curve but the paint supplier recommended that I use a quick drying formula paint that would be less inclined to cause runs and this seemed to work. However, I found that it was critical to have the right amount of thinners mixed in to get a decent finish. I completed

the outside of the hull and I must admit that the yellow was a bit overpowering, but I reckoned that as a safety feature, the boat would be visible from the moon.

A couple of days later I had a visit from a family committee, namely my wife and daughter, with an ultimatum, "The yellow paint must go - it looks terrible!"



*The single Parsun 25hp 4-stroke was finally passed over in favour of Neil's 50hp Suzuki off his Quintrex Dory which now has a 25 hp 4-stroke Parsun sitting economically on the transom. With the right prop, the high revving 50hp Suzi 4-stroke should push the Trojan along very nicely at 10-12 knots.*

As one of my friends had also mentioned that it looked like it had been painted with baby poo, I decided that maybe my lovely yellow was a bit over the top so it was to be white hull and light blue interior and cabin with some dark blue highlights, all a bit conventional but all agreed that it would be better.

My original plan was to fit a 25 h.p. Parsun four stroke outboard motor as the main engine, which I reckoned would get impressive fuel economy while maintaining a reasonable cruising speed of about six knots and a top speed of maybe nine knots. This sounds pretty slow for the rushing around types, but with fuel costs set to spiral out of control via a combination of scarcity driving the price up and the Australian dollar coming back to a normal level we will probably see prices around \$1.50 a litre plus as the norm.

A friend of mine has a twenty eight foot Cougar cat with two Yamaha 200 hundred h.p. two stroke

engines and he can't afford to take it out for a full day's fishing unless he takes along a crew of five or six to help pay for the fuel, so for someone like me who likes to head off on my own for a week or more, that kind of setup would be totally unaffordable.

As a point of interest he tried to sell the cat and he couldn't give it away so he is stuck with it. The Parsun I had in the shed for this purpose was obtained from my friend who owned Sarina Marine and was the agent for Parsun outboards when he was engulfed by the Global Financial Crisis and had to close his doors. He had this 25 hp motor left over, and I got it at a giveaway price as it had been robbed of some parts to complete some other Parsun motors he had sold. It was missing the gear change mechanism, the shallow water drive and the tilt lock device.

These parts were easily obtained from Island Inflatables, the Australian importers of Parsun outboards and I was

amazed at the ridiculously low price of spares for the Parsun.

I was able to complete the motor for next to nothing.

The next thing that was a problem was that the motor was a manual start with manual tilt, and I really needed electric start and power trim as when it was fitted to the Trojan, access to the engine would be limited by the rear of the hard top and the large bait preparation board.

The power trim was not a problem as I could get an aftermarket unit such as a Panther system for under a thousand dollars, but the electric start was a major problem. To convert a manual start engine to electric start requires not only a starter motor and solenoid system but also needs to have an alternator to charge the batteries which most small outboards don't have and a completely new fly wheel to suit. This was starting to get mighty awkward and expensive.

I thought about just trading the Parsun in on

something more suitable but I really like the Parsun 4-stroke as it runs really smoothly. Because it is a carburettor engine, it is not quite as economical as a fuel injected motor, but it is far more likely to survive crook fuel or water in the fuel and this can cost thousands of dollars to repair.

It was then that my wife Dorothy said to me that she was not happy with the big boat having only 25 hp. She believed that while this would be okay for normal circumstances, it was unlikely to be enough for the Trojan in seriously bad conditions, and that the rig would not be as safe as it could be.

I then decided to take the 50 h.p. Suzuki 4-stroke off my Quintrex 4.45 dory and fit it to the Trojan. This was a much better fit, as it has all the electrics needed, was still a very economical engine and it has only done less than a hundred hours. I then removed the side console from the Quintrex and removed the steering box, steering wheel and steering

*This is one of those times when pragmatism overrules style - and Darren Brand from BBB Marine in Mackay has done a good job building a hardtop and the forward facing windscreen . With side curtains in place, this is going to be one very comfortable cruiser.*



cable to suit the bigger boat and am now in the process of fitting it and the Suzuki to the Trojan complete with all the gauges and controls.

The other good thing about this setup was that I installed the Parsun on the Quintrex Dory and the manual start etc is no problem on the tinnie, as I can easily reach all the engine stuff and it handles the Quintrex easily - with fuel economy to die for.

So as soon as the Trojan comes back from Darren's BBB Engineering in Mackay with its new hardtop and windscreen, my wife is getting ready to make up the drop curtains and I will finish the

painting, install the engine and fit the electronics which I have already put aside. Then I plan to take her out for trip down to the Cape for a week or so to see how everything works - then complete the fitting of the cabin, bunks, seats, iceboxes and the other requirements, most of which I have in the shed.

I can't wait to get started again!

**Update:** Since I finished this piece I have brought the Trojan home from BBB engineering complete with the hard top and windscreen (see pics). So far I am very happy with the job and will elaborate on what we have achieved with it next time around.

Also I have managed to complete the installation of the Parsun on the Quintrex and took her out for a bit of a fish and a test run. We caught a nice feed of stripey bass or spanish flag and I was able to get a bit of an idea how she performed.

As the motor was brand new, I had to go pretty steady but it seems that it will plane with two up quite easily and makes about sixteen knots at around three quarters throttle. Although the engine is still very stiff, it got to about eighteen or nineteen knots at full throttle.

I felt that the engine was not getting full revs, so I will give Steve at Solas

Props a ring to get his advice on the correct prop to fit.

I reckon when the correct prop is installed I should get about twenty two knots which is plenty for me, considering it is only a 25 hp 4-stroke pushing a 4.5 metre Quintrex fully loaded with two up.

The best part of that trip was that when I checked the fuel useage, I found that I had travelled approx. eight n.miles and had used the tiny amount of one and a half litres of fuel. This is looking good.

- Neil Dunstan,  
Sarina FNQ

**F&B**