



**Neil Dunstan:
Was It
Worth It?**



Ebb & Flow... The Trojan Resurrection



Above: Not a bad looking rig, is it? Neil's done a nice job combining the necessary pragmatism you've got to have in a real fishing boat - but with sensible hardtop and side curtains for protection overnight and in poor weather at the anchorage. Below: Mark Lowth's been upgrading his fishing 'ticket' with Neil - and it is (obviously) going well. Nice trout, Mark!

The Trojan Resurrection:

After nearly eight months, the project is nearly finished, and only requires a bit more painting of internal fittings such as the galley and bunks plus the floor, a bit of tidying up of the wiring and some other clean-up jobs.

I ran the wiring without a lot of support as I intend to install small cable ducting to enclose it, but for the time being I will leave it as it is because I am sure that I will be changing a few things as time goes by.

As far as the floor is concerned I was going to install carpet, however I really don't like carpet as it gets smelly and holds moisture which is not good for the plywood floor.



Presently the cockpit floor has a coat of wood primer and two coats of undercoat and I liked the ease with which I am able to keep it clean, so I have decided to paint it with some hard wearing paint such as floor or paving paint.

Even if I decide to use something else in the

future, it still needs painting so I will see how I feel after a while and then make up my mind. For the first six months of the project I put in a fair bit of time to get it to the stage of water testing, and then I used these tests as an excuse for me taking off for a few days at a time on

the pretext of in-depth testing.

I did a lot of trials to try and determine the best prop situation for the old girl as the initial trials changed my thinking when I discovered that she would get up and plane with the little Suzuki 50 on the transom. I originally only expected to be able to travel at displacement speeds but then realised that she would also plane so I thought that if I needed to use the planing ability to get home if the weather turned nasty, it might be useful.

This caused quite a bit of head scratching and trials by myself, the editor and mainly Steve Evans of Solas props until we reckon we have achieved the best compromise as

discussed in a previous article.

A couple of things that may be of interest are the attachment of the aft cabin bulkheads.

As I wanted to be able to remove the ply flooring at least once a year I needed to be able to detach the floor sheets from everything else so I attached the bulkheads to an alloy bracket with stainless steel self tappers which allowed me to remove the bracket and slide the floor sheet out from under it.

Also, the bunks are made as a stand-alone unit, and by removing several screws holding it in place they can be removed and will fit out through the cabin door. The main seats are similarly removable, too.

The cabin privacy curtain works surprisingly well, as I sewed in a load of sinkers along the bottom edge to keep it down.

I also made up the cockpit drop curtains so that they will hang down over the side of the boat

and keep all water outside. They are held in place by rubber loops from a ute cover, but I still have to work out how to fit the front curtains which are still to be made.

The original object of this whole exercise was to see if I could build a decent sized, comfortable, seagoing boat on which I could live on board for extended periods and at a cost to purchase and run that was within the financial scope of someone like myself who exists on the pension or with a limited income.

Well, I think that we have proven that well and truly.

Costs.

The cost so far for the project which is almost complete, and will only have minor expenditure from here on, has amounted to \$9,188.92.

The main cost items were the boat and trailer bought on eBay for \$4,500, plywood approx. \$500, the custom made windscreen and hardtop \$1800, EPIRB \$300, radio

