



**Neil Dunstan:
Everybody
Needs
A Shed . .**

Since my article in the last month's F&B I have been contacted by some readers who suggested that I was not remaining true to my goal of boating in displacement mode by buying a planing hull.

As I have suggested previously, based on advice received, a planing hull is nearly as efficient as a displacement hull when run at displacement speeds, which is what I propose to do, using very low power. Specifically, a 25hp 4-stroke, less than a quarter of the horsepower this boat can carry. I hope that this will not disappoint the many people who prefer displacement boats.

The project is going quite well since I arrived home from Brisbane about six weeks ago.

The weather has been terrible, either pouring rain or stinking hot with 100% humidity. However, I have been sticking at it, and have quite a bit to show for my efforts so far.

The first job was to strip everything out of the boat such as steering, seats,



Ebb & Flow . . The Trojan Resurrection



flooring, floatation and lots of other fairly crude additions such as bunks etc. All this was dumped except for some of the plywood flooring which I will save for other purposes. The boat was dropped off the trailer and the trailer rebuild was begun.

This required the two rear cross members to be removed and new ones fabricated complete with all

the fittings. For this I used "c" section steel which has an open side so that salt does not accumulate as it can be hosed out, besides I had a length in the shed which I got for nothing. I was going to buy some galvanised steel for the job but I know from experience that the pre-galvanised material has only very thin and cheap galvanising which is not suitable for marine use and would

require major protection - so I thought, "Why not just use raw steel anyway?"

Then all the rollers and pins were removed and replaced as they had not been removed and greased for a long, long time and the pins were so rusty that they had swelled up and split the rollers right down the middle. Again I had almost a full complement of second hand rollers in the shed (I

never throw any spare boat bits away) and when fitted with a set of home-made stainless steel pins made from some stainless rod I had, (in the shed), it was all coming together quite well.

The next problem was cleaning up everything and making it saltwater proof, which was done with a pressure cleaner, a rotary wire brush and lots of elbow grease. Underneath all the grease and grime there was a coat of orange paint, and underneath that, was mostly galvanising in fairly good condition.

I treated any rust and the new work which was not galvanised with rust convertor. I find the Ferro-pro brand very effective, and then two coats of cold galvo paint and two coats of silver epoxy with hammer tone finish applied. The wheels were removed and the brakes which were AL-KO over-riders and obviously fitted some time after the trailer was built, were stripped and only required new pads to bring them back to near new condition.

A decent winch was fitted (I had one of them in the shed, too!) and one of the old fashioned extras, namely a sliding pusher system using the winch to help get the boat off the trailer, was resurrected and works a treat. A set of light truck tyres have been ordered and will be fitted when they arrive. The original tyres were okay, but they were quite old, so I didn't want to take the chance. I found that the wheels, tyres, brake pads and bearings were all from a 1973 Holden and are really cheap if I need any replacements. I guess that stands to reason, as my investigations revealed that the trailer was made by Redco in 1973.

Vale "Old Joe"

Regular readers might recall my references on occasion to my old fishing mate, and very good friend, known universally as "old Joe". Joe went on lots of fishing and boating adventures with me over the years, and sadly he passed away on 30-12-10 after falling off a ladder and suffering a series of complications a couple of days after his eighty fifth birthday.

I first met Joe around the early 1980's when we both attended the first meeting of the Mackay Game Fishing club and became foundation members. Joe was a retired sugar cane farmer who had started a fishing tackle store in north Mackay after selling his farm. He came with me on lots of game fishing trips with the club in my earlier Dehavilland Trojan and he liked it so much, he bid in an auction for a confiscated Savage 24.

He got a bit of a shock when he won the boat, as he had never owned a boat before but he rebuilt the whole craft from top to bottom including the engine and did an excellent job. I was conscripted to skipper the boat on numerous occasions as Joe had no experience with boats and we did many wonderful trips together. Eventually he sold the 'Sea Astra' (known mostly as the "Aspro") when he got a bit too old to handle the strain. After that he looked forward to going out with me as often as I could take him considering he, by then, lived in a retirement village in Townsville and I lived south of Mackay.

Joe was a very good rod builder and I treasure a couple of rods he built for me using the last of his collection of Scnieder blanks which were like gold by then. He also gave me an Abu 7000c reel and my most treasured possession, an Abu Twelve which still works perfectly to this day.

My most memorable moments were when my wife hired the Red Baron, a radial engine bi-plane on floats in Townsville as a Xmas present for me during Xmas of 2009 and I invited Joe along for the ride, him being a pilot during World War Two. The expression on Joe's face when the pilot asked Joe if he could handle a bit of fancy flying, was priceless, as Joe replied "Let her rip!" I couldn't get the smile off his face for days.

Joe has now gone, and as one of nature's true gentlemen and a great mate, I will miss him.

*Neil Dunstan.
Sarina Beach.*

Next came the hardest part of the whole operation: Getting past all the rules and regulations (etc) to get it registered.

The boat was loaded



Old Joe with Neil at the Townsville air show last year.



back onto the trailer and taken in for a safety inspection of the trailer, which it passed with flying colours. The inspector said he couldn't believe that a

trailer that was built in 1973 was in such good condition. Then came three days of travelling backwards and forwards from Sarina Beach, to the

courthouse in Sarina, and to the Transport Department in Mackay, a round trip of eighty kays each time.

Finally, I came across one very helpful lady in Mackay who helped guide us through the system with great skill, and to whom I will be forever grateful for saving me from a nervous breakdown! At last - I had a set of plates, and went straight home and screwed them onto the trailer in case they changed their mind.

Since then I have cleaned up under the floor and found a few spots where corrosion has occurred over the years and caused about five small spots to go right through the bottom plates which were cleaned up some years ago and sealed off with aluminium epoxy putty. The hull was probably okay, even with this "quick-fix" work. When I filled it up with water to look for leaks, it had none, but I ground the putty all out, and the resultant holes will be welded up when I take it into BBB engineering in Mackay to have a full length hardtop fitted.

I have made up all the new floor sheets out of marine ply, painted them with proper wood primer, undercoat and two top coats of epoxy enamel



which will be installed when the boat comes back from Mackay, after which I will begin to install the cabin bulkheads and all the internals such as bunks, galley, etc.

So far, I have only spent about four hundred dollars on bits for the trailer, plywood for the floor and

paint, so it has not been too expensive. I have the engine (in the shed) to fit, and will use a spare VHF radio, spare bilge pump and a number of electrical bits such as switch/fuse boards, LED lights (etc) which I also have (in the shed) to start fitting her out.

I reckon that my costs are not going to be too high except for the engineering involved in the hard top, windscreen, anchor winch, etc.

And no matter how hard I looked, I couldn't find any of these "in the shed".

- Neil Dunstan.

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