



painting, electronics, motor repairs or just general boat building. This led to a lot of wasted materials and a lot of time sanding which I really don't like at all.

Lots of grinding and demolition was involved to rip out old settee/chart table areas plus making holes for saildrive, exhaust, chain plates, etc. We purchased a Yanmar

13hp motor as a wreck from Perth and, thankfully, Ken Allen took on the task of the rebuilding work and showed me the principles of how a diesel engine works. The motor hasn't missed a beat.

As we spent more time on the boat we figured there is no point doing half a job then having to redo stuff at a later stage, so let's take our

time and do it properly.

I get asked, "Why did you paint it orange?" We worked on eight different custom colors with different undercoat colors to get what we have now. It took three coats of a grey primer, then two coats of a white base coat with three coats of orange then three coats of clear coat. This took me 8-10 hours of constant work to paint just the top coats. It was one very busy day!

The hardest part of the project was the rudder stem reinforcing which involved getting down into the back of the boat in between two bulk head reinforcement panels. I could just fit in on an angle, in the correct position with my positive pressure breathing mask on. The air compressor we had would overheat due to the lack of voltage we have on the farm. It would stop after as little as fifteen minutes. This meant I would have to quickly remove the air equipment and get out of the boat before I could breathe again!

The longest stint of the project was pouring the keel. We melted just on 1000kg of lead which took 14-16 hours ending very late at night.

Doing the fit off was the most exciting and rewarding part of the whole project and also very frustrating having to find all the high density epoxy plugs that we had previously drilled into the foam divinyl cell so the bolts holding all the fittings did not crush the decks. Lots of time went into sorting out a good sound system that is fully controllable from the cockpit. The two main interior cushions were made with 100 mm thick foam covered in a nice grey fabric with orange piping to match the hull color.

Splicing all the halyards and sheets took a whole summer on hot days as 6mm rope is not your friend being so tight with not much wriggle room. Learning to master a tapered splice was a real challenge.

Transporting the boat from our farm to the Yacht Club was a big exercise. The mast was transported on an extendable semi a few days before the main event. On the big day we had a low loader and a 30 ton crane to lift the now 2-ton boat and cradle onto the truck. It was touch and go for height clearance so

we planned the route several weeks earlier, missing all the low hanging neighborhood cables, tree branches, traffic lights, etc. I couldn't bear to drive in at the same time as the boat in case it fell off the truck or got damaged - I even took a different route!

The truckie did a great job and the boat did not get a scratch. WHAT A RELIEF!

Once the boat was unloaded we stepped the mast and had a few celebration drinks after the very stressful day.

Launching day was full of fun and tension. Once we got to launch at about 4:30, the boat was not heavy enough to run the cradle far enough down the slipway to the point where the boat would float so some help was needed. The motor was started and it would run but not engage reverse gear. This turned out to be a blessing in disguise as nylock nuts were missed in the assembly of the gear selector and the normal nuts just undid themselves with the vibrations. Better to find out while still on the cradle!

For the first sail I got the experts from similar boats to come out to tell me what I had or hadn't done right. Nothing much had changed from that sail with minor breakage or failings in the four month shake down from launch day.

We have since completed the Festival of Sails Passage Race and had a successful hit out at two handed racing as well as a lot of fun on twilight nights introducing sailing to some of my friends

Now I'm looking forward to this coming season with a few more modifications to take place over the winter months.

I thank everyone who has been a part of the project, from giving advice on various things, helping with manufacturing fittings, cooking meals around many late nights, resin pours, painting schedules, to my Mum letting us spend endless hours in the shed trying to get the project finished.

**Wil Baum**