



*With winter upon us it seems appropriate to dedicate this issue of Classic Journal to the boats high and dry and getting some real love. Eileen Patricia, Lucinda and My Girl are three very lucky boats, which to varying degrees are being brought back to a condition which may be better than new. As ever, a sense of competition has entered the picture: 'Mency' has challenged Nathan that the first boat to reach the Kawau Boating Club has to shout dinner. It may be close considering their near identical lengths and engines. Here is our 'Around the Yards' edition ...*

## Eileen Patricia's March of Folly

By Peter Mence

This starts with a post on the Waitemata Woodies website about a launch for sale, designed and built by A.F. Couldrey. This attracted our interest as we already had one of Couldrey's yachts, and thought that it would be of benefit for related on water activities.

After a quick haul and being pleasantly surprised at the underwater condition, a few months later she was on the way to Marco Scuderi's shed for surgery to restore the cabin to original design.

Marco is a master craftsman and some would say I am a pedant. While I am sure that this criticism is completely unfounded, I acknowledge that I was the cause of a simple job getting quickly out of control.

We have two original photographs, but no drawings.



Peter Mence Photo

One of the photographs was provided by Graeme and Brian Couldrey and is of enough quality to form the basis of our originality guide.

We were aware from charred timbers there had been a small fire in the bilge at some stage, but damage appeared to be superficial. We had anticipated re-using the coachroof beams. However, roof removal revealed charring on the top of the wheelhouse frame suggesting the fire was significant enough to cause the replacement of the whole cabin-top. We think that this was when the cabin was raised.

A quick list of jobs done so far – and I will have forgotten some.

- 'Caravan cabin' off
- 'Tugboat' belting removed
- Sheer plank replaced starboard and mostly on port
- Fibre-glassed ply deck overlay off.
- Repaired log.
- A number of new ribs and repairs.
- The old 55hp Fordson came out – *still needs a new home.*
- New engine beds and a new Yanmar has gone in – *we will need to add ballast!*
- Kauri foredeck replaced.
- New stem piece scarfed in.
- Curved after deck

reinstated – *Jenni says it will be her 'gin seat'.*

- New beams – *at the original height of course.*
- New aft cabin coamings.
- Repaired forward cabin coamings.

Just don't ask when she will be finished!

Alan Houghton of course tells shocking fibs. In his initial post, he used the words 'easy' and 'cheap', but then I will confess to having got a bit carried away. We are very grateful to Houghton, Brian and Graeme Couldrey, and Marco Scuderi for assisting and encouraging us in this rewarding folly.

# The Lucinda Project nears completion

After more than two years, the *Lucinda* project is almost completed. Having been purchased as a 'mussel farm' in 2014 and after completely stripping her structure inside and out, she is now nearly fully renovated. Something that I have only learned at this late stage is that if your project is out in the open, for goodness sake plan the work to be done and make it appropriate for the season!

I had a rather successful summer fitting out *Lucinda* with her new wiring, plumbing and fuel systems, the quality of which makes me proud. But just about the end of April and into May, something I should have predicted happened: the dry, light weather ended and



Nathan Herbert Photo

dark wet days moved in. This meant that, just as I had finished the inside jobs and was ready for prep and paint outside, the weather was not!

I am overcome with regret at spending my summer weekends on the inside, when those jobs were really perfect

for the cold winter nights. This being the case, on any given winter weekend only one (early in the day) coat of paint is possible provided the rain holds off. It has been a long project for a 27ft boat.

My advice is to invest a small amount of time, money,

effort or any combination of the three in erecting weather protection for your project. One rogue shower of rain can ruin a paint job and most likely your whole week.

**By Nathan Herbert**

## Making Progress on My Girl

The restoration of *My Girl* is coming along really well, with most of her ribs now replaced with freshly milled southern red beech timber on the way to giving her a sound hull again.

Jason has been keeping a blog of progress at my-girl.co.nz. The following blog excerpt describes a normal Saturday for Jason:

**Saturday, 18 June 2016**

Frustrating day today. I decided to remove the sponson



Jason Prew Photo

on the starboard side. The bit from the transom to just past cockpit bulkhead went well. I'd wedge it out a bit, then cut the fastenings. But from there forward for 2m, it had been altered/repaid/botched with epoxy and glued firm to

the planking.

Very solid, but during removal I lost the plank behind it. I just couldn't pry it off without destroying the plank.

After this fail, it was plain sailing to the bow. It went

back to normality, pry and cut. I cut the plank out in preparation for scarfing a new one in and have to do four more patches on this side anyway, so one more won't hurt.

After this, I needed something different to do, so I got the pieces of the original deck beam out and proceeded to trace it onto a large piece of macrocarpa I had gotten in preparation for this moment.

The bottom curve is correct, but the top I left deliberately large. I need to repair some plank tops, so I'll leave the shaping until that's done.

It's pretty low. I also put a temporary marker for the cabin entrance so I can get used to it ..."