

Antares Refurbishment By Bruce Roach



Jill and Bruce Roach with Antares in the background

Background:
Jill and I purchased *Antares* in Queensland and sailed her back to the Squadron in January 2007 with the assistance of other club members, including Ian and Di Moncrieff, Bruce Macky, Doug Glover and our family friend Ron Godfrey.

Design:
Antares is a Jeff Schionning ‘Wilderness’ Design. It is a multihull measuring 10.3m long by 6.2m wide. The catamaran was an early build when balsa-core was used as the building material. This has proven to be a strong material but in certain areas water has penetrated the forward hatches and rear seating in the cockpit area and caused damage. In addition, we were having trouble with the electrics and the instruments, and the external finish of the white hulls had become faded and chalky. In August 2019 we knew that it was time to commence the massive task of a major internal and external refit. Alan Dowler, who is a Club member and shipwright, also became involved with the project.

The Internal Works comprised the following:
Complete removal and replacement of all carpet and vinyl surfaces. This was a difficult job because all working surfaces needed to be prepared for the installation of the new products.
Complete removal of all light fittings and replacement with new LED lights.
Removal of the deteriorated carpet lining to the ceiling and walls. This was replaced with a ‘stippled’ finish paint to match the other existing walls. However, on completion we found that the surface finish was too coarse and required sanding back to bring some similarity to other surfaces.
All joinery required strengthening as we felt that the cabinet modules were not built with enough reinforcement (they were not built with the balsa-core material that was used elsewhere).
The boat also required a complete re-wire of the circuit board, new instrument panels, new solar panels and new batteries.

The External Works were mostly handled by Alan, and were as follows:
Removing and replacing about 2 m2 of wet balsa-core from the bows and the rear seating areas, which had not been sealed properly at the time of the original build. Alan did a fantastic job, but it was heartbreaking to see him discover more and more wet areas. No doubt there will be more work in the future, but it has been successfully completed for the time being.
A complete sanding down and priming of all external surfaces with three final coats of a Wattyl two-pack external white paint. We would like to thank Alan for his attention to detail to ensure a perfect finish.



Sanding and priming of external surfaces

The mast and all rigging were removed and inspected, and fortunately came up trumps with no visible defects.
New B&G instruments for wind, speed and depth were installed, together with a TV antenna at the top of the mast.
The single outboard motor was serviced and a connecting pin repaired rather than replaced, as Yamaha don’t make the item anymore.
New external tri-lights, deck lights, and nav lights with more energy efficient LED units, were also installed.
No refurbishment would be complete without new *Antares* signage which includes the scorpion with the blood red eyes.
Jill and I would like to acknowledge the following people who assisted with the works:
Alan Dowler as our shipwright and number one fixer and repairer of most things needed
Graham Mills from Millteck who fixed up all electrical wiring and installed new batteries and other instruments
Arno’s Outboard Marine Services
WOW Marine carpet and vinyl installation
Alegayter Sails for removing and replacing the mast, together with checking the ship’s rigging
Finally a big thank you to all those members who came along to celebrate with Jill and me for our ‘One Boat, Boat Show’ on Saturday 18 January. It was great fun and it was terrific to catch up with so many people at the barbecue afterwards.



Celebration of works completed

New Morning III Renaming By Rob Large



Leslie Chisholm and Rob Large with Inukshuk

I HAVE spent the last 10 years racing on many yachts around the Squadron, most notably crewing on *Enchantress*. With many ocean miles behind me, it was time for our own yacht. We wanted a comfortable go-anywhere yacht that had respectable performance (once a racer, always a racer) and that was easy to sail single-handed. The Northshore 38 fitted our requirements perfectly and when my wife Leslie and I heard that *New Morning III* was coming on the market we decided it was time.

Our hard-working Slip Master Julian told me that a yacht should change hands every decade to breathe new life into it. Over the past 18 months, the truth of those words has echoed in my mind regularly. My rule is to never have a ‘to do’ list of more than one page, and so one page at a time we have brought her back to the standard she deserves. My goals for our boat have changed over the past six months, and slowly creeping into my sailing agenda is to race her short-handed. How can I resist the Sydney to Hobart Yacht Race which this year will include the inaugural short-handed division?

So our yacht upgrading programme has now seriously accelerated. This includes our recent renaming ceremony. With sufficient libation to toast the relevant gods, we struck from Neptune’s register the old name. In honour of our Canadian heritage and our love of far north Canada and her people, we chose the Inuit name given to the stone human-shaped cairns that the Inuit people have placed in the Barrrens since ancient times for navigation, companionship and welcome. The new name of our yacht is *Inukshuk*.

We would like to thank Commodore Ken Case for presiding over our renaming ceremony. I would also like to express my gratitude to Chris Mandalov and the rest of the Racing Committee for their quick work to allow short-handed sailing in the long offshore races. This decision gives me the opportunity to have the valuable race training I will need this year.



Toasting the gods



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