

RE-NAMING YOUR BOAT – WHY DO IT?

A number of new boat-owners have decided to change the existing name of their newly purchased boat to something else that they think more reflects their, and the boat's personality. Ignoring the superstitious belief that it is a bad omen to change the name, a couple of members have done so in recent times. Here are their justifications. (Editor's note: Graham Teusner has also change the name of his new Bavaria 40 to *Flagstaff*. We'll give his reasons for doing so in a later edition.)

Dave Rawnsley has re-named his Catalina 470 to *Four Seventy*



Four Seventy.

We purchased our new boat in June this year 2013. The Catalina 470s are recognised as being the flag ship of the Catalina's manufacturing boat building design selections and this model sports its own invaluable 470 owner's association group. We purchased the 470 from a Sydney boat broker/ agent who had traded the boat in from a local Adelaide Yacht club member. Unfortunately this previous owner proved to be a somewhat of an unreliable source of information and resulted in a very disappointing, confusing experience.

After endless discovery of the numerous faults and putting aside the untruths from the truths that we had been given, I thought 'Take a deep breath, David!' The only way to get to the truth of how to fix this boat and put it back into a safe, reliable sailing/ cruiser condition was to meticulously go over the boat area by area to find out by myself, and also ask and call on a few favours from my boatie friends. I must say that it is so worthwhile being a RSAYS member – 'seamanship and fellowship' is so underestimated. It was decided to get rid of the sour taste in my mouth and go forward.

We started by completely servicing, modifying, resetting the steering, the fridges/freezer, the engine, the generator, the sails, the stanchion blocks, the boom brake, the electrics & electronics, the halyards, the winches, the sewage treatment



Mary and Dave celebrating the renaming.

systems, the anchor, the dodger, the prop, the keel, the air conditioning, the plumbing, the leaking hatches and the water maker and finding and fixing in excess some 22 water leaks both fresh and saltwater. Although the boat previously was Australian registered by the previous owners, the markings on the boat were all in the wrong position and did not legally comply.

Enough is enough!!! Get rid of the name and hopefully extinguish the previous owner's shortcomings. So in accordance with Maritime tradition, we decided to re-name the boat. We have found out for the second time that is not that easy or quick to do properly. Firstly, there is the de-naming ceremony to contend with that comes with a complete set of procedures of 'Do's and Don'ts' that have to be carried out to the letter before the re-naming can be even begun. Mary and I did everything that was asked of us by King Neptune, even down to removing the monogrammed names on the cockpit cushions, the life rings/raft



Helen Prisk, Dave Rawnsley and his partner Mary.

and all the ships books. Everything that had any resemblance to the old name was removed from the boat and thrown away or burnt. We eventually finished with a, somewhat nameless bare boat, sort of a virgin looking ghost ship. The full procedure list of our de-naming ceremony came from the following book: (Day Book & Nautical Desk Reference, by John Vigor pub: International Marine (1998).

Once we successfully finished the de-naming ceremony, we believe that the boat took on a new lease of life and we are now really proud to own her. After the de-naming ceremony which we loved, sharing the wine and champagne with our new Catalina, we waited the nominated prescribed de-naming length of time, then we happily started to get the boat ready for the new re-naming ceremony which was to be held at RSAYS. We did sort of, in the early stages of ownership, entertain using the old name, which incidentally had been changed twice before. But the decision out lived the reasoning.

The new name had to be approved by the Australian Maritime Safety Authority (AMSA), especially if the yacht was to be an Australian registered vessel. We did look at all the romantic names, like Paradise Dreams, Bluewater III, Blue Water Dreamer and we even considered naming the boat Wet Dreams, - now that would have been a hoot, with the coast guards, especially at 2.00 o'clock in the morning!

But finally we came up with the name *Four Seventy* it had a nice easy ring to the name. Also Catalina had announced this year that they were not going to mass produce any more of their pedigree 470s designs and were concentrating on building other popular models, such as the 445s, so it was befitting, we think, to honour the 470 Catalina model. Prior to the naming ceremony the name was approved by the AMSA. (It's worth noting that if you get the registration and or the markings wrong there is a \$20,000 penalty for non-compliance). To our knowledge there is not another boat in the world called *Four Seventy*. The renaming ceremony occurred at the RSAYS Open Boat Day and we had around 30 people in attendance. The link for the correct boat de-naming and re-naming ceremonies are

available at this website:

<http://www.boatnames.com.au/boat-naming-renaming-ceremony.htm>

We would like thank everyone for sharing with us on the day in the festivities of the naming ceremony, and for all the help and support freely given to us by the many friends and members of our club and other Catalina yacht owners.

And yes, you are all welcome to drop in and have a sail with us on *Four Seventy*!

Mal Denton has renamed his Northshore 38 *Blue Diamond*...



Blue Diamond before renaming.

Having learnt to sail at age eight and being a member of Sea Scouts and attending Seahaven Scout Camp, the RSAYS has always been very dear to me, and I had often thought - one day I might be able to be there! I had even assisted on Opening Days, seeing all at the Squadron in their navy and white, transporting members to their boats, which at that time were all on chain moorings.....Yes, I am a little more than eight now!

Having owned and raced numerous yachts and catamarans off the beach, I had the opportunity to sail for the last six years with Paul Bogner on *Arcadia* (weekends) and David Henshall on *Lara 111* (Wednesdays) - both amazing experiences.

The timing was now right, if I didn't have my own keel boat now I would never do it. The hunt began. Numerous enquiries, trips interstate, and out of water surveys. I was already starting to understand the true meaning of boat - bring out another thousand!

Then I found her lying in Sydney, the best of all I had seen within my range (sort of!) and I purchased her, a Northshore 38, then called *Mojo*. I then made the journey home with the driver Keith in the semi, an awesome trip with my new blue purchase following closely behind being handled like a baby by Rob Johns Transport.

She made it to Adelaide safely and work began. Engine work, electrical, new standing and running rigging and some other minor repairs. Three days of scrubbing, cutting, polishing and repainting of decks and she was ready for renaming - after all, could we really have two boats at RSAYS called *Mojo*, owned by Mal Mead. A special 'thank you' to my lovely lady Nicole Marshall and number one crew member Nives Vincent for their hard work preparing the boat too.

Renaming day was here and at 1100hrs on 25th August, 2013 the official ceremony took place performed by our new Commodore Peter Cooling, and *Blue Diamond* started her new life.

This was an exceptionally special day to me with many friends present. The name *Blue Diamond* came from what seemed an endless list but was very symbolic, and those who know me well know that, in particular with reference to my work life not being what it should be. *Blue Diamond* is of great value to me in the 'corrugations of the road of life - a saying learned and honoured from a friend and signwriter.

Her name means 'Precious, rare, and exquisite, formed from great pressure and rising from within'.

Nicole wrote an amazing poem for me for the name changing day. This is just a segment of it:-

'With the rising of the sun,
And it's setting again at night,
Blue Diamond is a sight to behold,
Her timing is just right!'

After just three sail/practice days she entered and won her first race...oh! oh!... there goes the handicap!

I look forward to seeing you all on the water, on the quarterdeck and on board if you chose to visit/sail. We all know crew are hard to find and *Blue Diamond* is no different. Good luck to all throughout the season both cruising and racing. No matter what the weather brings or the result at the end of the day, any day out on *Blue Diamond* is a good one!



Blue Diamond celebrations.