ALWYN

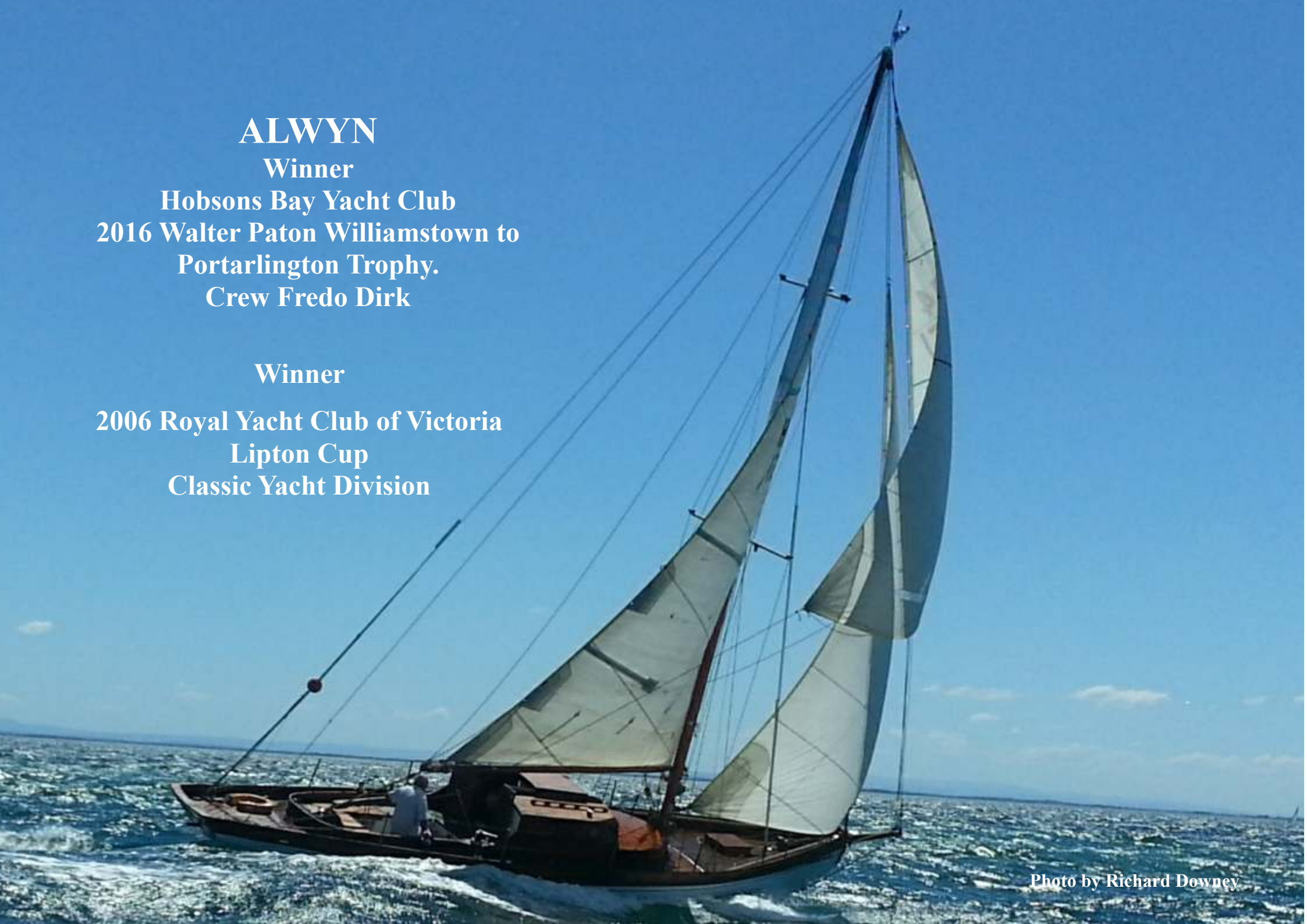
STILL
"SAILING ON"

Launched Hobart
Royal Yacht Club of Tasmania
February 1st 1923

Hobsons Bay Yacht Club
February 1st 2023

Alwyn 26 ft./38 ft. 9.5 ft. --
Built by Leslie Mackey and Robert Wood at
Mackey's residence 197 Murray Street, Hobart.
Designed by Alfred Blore.

ALWYN



ALWYN

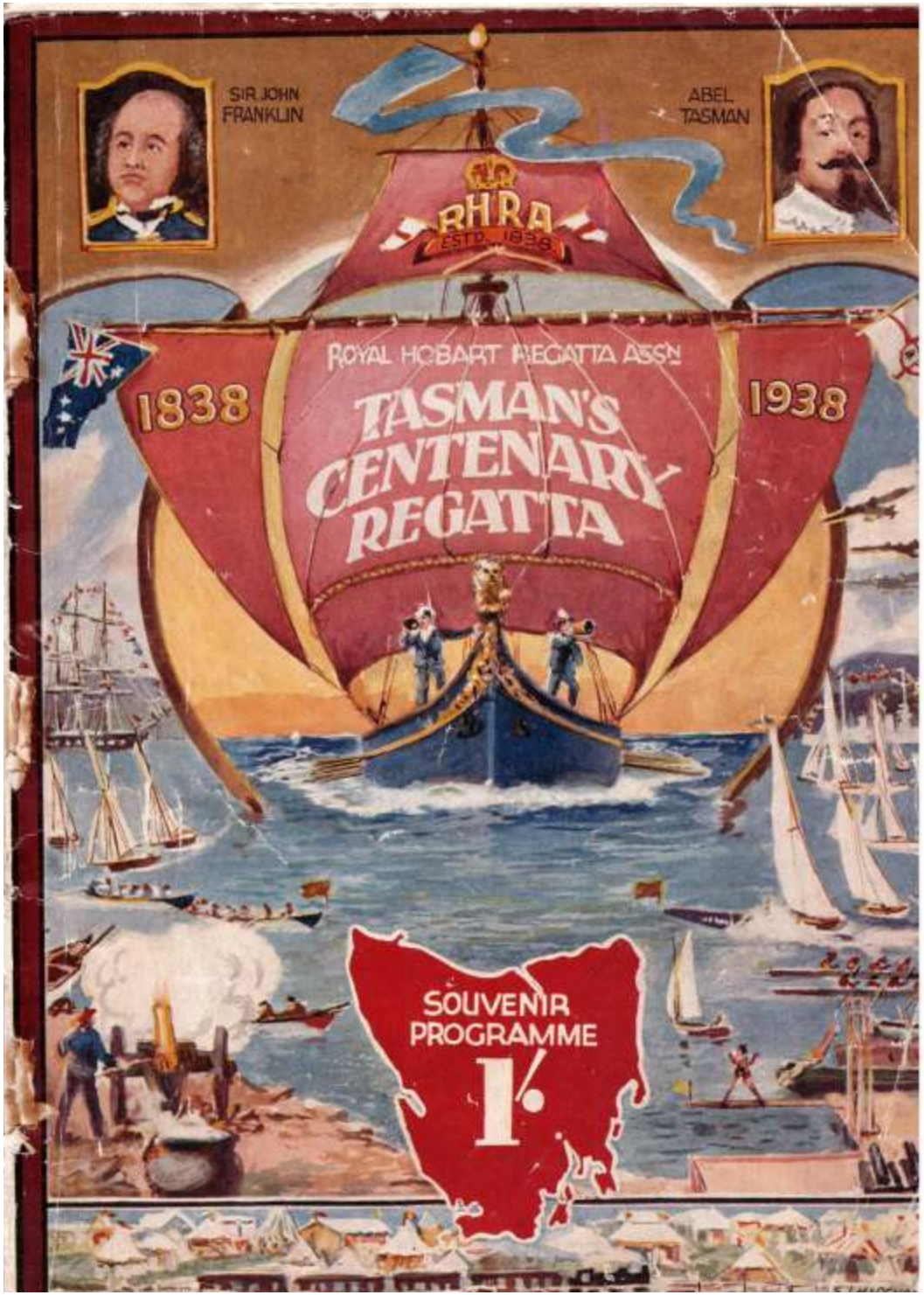
Winner
Hobsons Bay Yacht Club
2016 Walter Paton Williamstown to Portarlington Trophy.
Crew Fredo Dirk

Winner

2006 Royal Yacht Club of Victoria
Lipton Cup
Classic Yacht Division

Photo by Richard Downey

CYGNET REGATTA. 1926



FIRST-CLASS YACHTS, "A"—(Continued).

Date	Winner.	Second.	Third.
1916	Œnone, H. Oliphant & Grubb, D.S.S. Helmsman, H. Oliphant	Crescent II.	—
1917	Œnone, H Oliphant & J. Grubb, D.S.S. Helmsman, H. Oliphant	Elf	Crescent II.
1918	Œnone, H. Oliphant & J. Grubb, D.S.S. Helmsman, H. Oliphant	Weené	Aotea
1919	Œnone, H. Oliphant & J. C. Grubb, D.S.S. Helmsman, H. Oliphant	Crescent II.	Weené
1920	Œnone, G. and J. Ingles, D.S.S and R.Y.C.T. Helmsman, O. T. O'May	Crescent II.	Redpa
1921	Elf, Stuart & Co., R.Y.C.T. and D.S.S. Helmsman, M. Stuart	Disqualified	
1922	Elf, Stuart & Co , R.Y.C.T. and D.S.S. Helmsman, R. S. Mills	Redpa	Crescent II.
1923	Redpa, H. G. Gourlay, D.S.S. Helmsman, Owner	Crescent II.	Werona
1924	Alwyn, Helmsman, N. Winzenberg, R.Y.C.T. and D.S.S.	Grayling	Elf
1925	Grayling, Neave Bros., R.Y.C.T. and D.S.S. Helmsman, H. Oliphant	Clutha	Elf
1926	Alwyn, N. Winzenberg, R.Y.C.T. and D.S.S. Helmsman Owner	Elf	Werona
1927	Elf, Stuart & Co., R.Y.C.T. and D.S.S. Helmsman, M. Stuart	Yeulba	Grayling
1928	Elf, Stuart & Co., R.Y.C.T. and D.S.S. Helmsman, M. Stuart	Ozone	Vanity
1929	Yeulba, A. Cumming, R.Y.C.T. and D.S.S. Helmsman, Owner	Weené	Alwyn
1930	Elf, Stuart & Co., R.Y.C.T. and D.S.S. Helmsman, M. Stuart	Vanity	Ozone
1931	Weené, H. C. Batt, R.Y.C.T. and D.S.S. Helmsman, Owner	Sireen	Elf
1932	Ozone, J. McDevitt, R.Y.C.T. and D.S.S. Helmsman, Owner	Alwyn	Grayling
1933	Sireen, E. T. Domeney, R.Y.C.T. and D.S.S. Helmsman, Owner	Yeulba	Ninie
1934	Yeulba, Angus Cumming. R.Y.C.T. and D.S.S. Helmsman, Owner	Weené	Elf
1935	Elf, Stuart, Burt, & Taylor, R Y.C.T. & D.S.S. Helmsman, A. M. Stuart	Sireen	Ninie
1936	Vanity, Harris, Cooper, and Gibson, R.Y.C.T. and D.S.S. Helmsman, P. C. Douglas	Ninie	Sireen
1937	Elf, Stuart, Burt, Taylor, & Georgeson, R.Y.C.T. and D.S.S. Helmsman, A. M. Stuart	Sireen	Grayling

YACHTING.

NOTES BY "HALYARD."

I recently had the opportunity of overlooking the new yacht built and owned by Messrs. Mackey and Wood She is at present on the stocks at Mr J Lucas's slip, and is a fine craft, having a l w l of 26ft. and 38ft o a l timbers, 1 1-8 inch She is to be ready to make her debut at Hobart Regatta in A class.

The Mercury Saturday 13 January 1923

YACHTING NOTES

Ocean Yacht Race

Sandy Bay Regatta

Yachtsmen throughout Tasmania were pleased to notice the success of the Royal Yacht Club's revived ocean yacht race around Bruny Island, which was held last week-end after a break of 11 years. Particular interest attaches to the race, in that, for only the fourth time in the whole history of this classic event, the yachts were sent to sea first, and around Bruny Island from the outside first. Usually it is the custom for the race to take the down-Channel course first, and to cover the 50-mile stretch in the Southern Ocean last. On the last occasion, when the outside course was chosen first, a yacht was driven ashore and lost.

The first four yachts, Clutha, Alwyn, Werona, and Canobie, finished on corrected times within 9 minutes of each other, which is very creditable for a 100-mile ocean race.

On one occasion Alwyn was in a tight corner when two overwhelming seas rose upon her one on either side. A smaller, more exposed yacht might not have escaped so easily. In any case, the re-

The Mercury
Thursday 4 March 1926, page 11

IN TASMAN WATERS

---------co---------

Hobart Regatta January 1926

Alwyn, which has improved lately, had a runaway victory in the A class yacht race, finishing first across the line to annexe the Lipton Cup and the John Colvin trophy for her time corrected first placing with a good margin to spare.

Excerpt from Australian Motor boating and Yachting magazine March 1926 page 13 Click HERE for the full magazine story

TASSIE'S HOLIDAY REGATTAS

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Still Enthusiastic

(By "Skipper")

The weather next day for the Esperance regatta was typical of the weather usually experienced there, the Hartz Mountains gave fair warning that wind and rain were not far away. The wind later touched hurricane force, while at times there was practically none at all. The "A" class event went to N. Winzenberg's Alwyn, Canobie was second, and Vanity third.

Excerpt of Alwyns early racing record

History: A-class racing yacht. Alwyn
1921 Construction commenced.
1923 Commisioned Hobart Nov.2 of 1923. Royal Yacht Club of Tasmania.
1924-25 Won Bellerive Regatta,
1924 Won A Class Lipton Cup and John Colvin Trophy Hobart Regatta only win for year.
1925/12 Participated in Port Cygnet regatta.
1926 Won A-class John Colvin Trophy at Hobart Regatta
1926/02/27-28 Second across line, second on handicap in Bruny Island 100 mile race
1926 Participated in RYCT Commodore's Trophy race.
1926 Won RYCT Lipton Cup.
1926/09 Mast being moved forward, minor alterations to interior.
1926/12-1927/01 Displaying much improved form.
1927 Given thorough overhaul prior to new season.
1927/12 Won A-class race at Esperance regatta.
1927/12 Participated in A-class race at Southport regatta.
1927/12 Fourth in A-class event at Port Cygnet.
1928/05 Did well during season, hard boat to beat.
1929/02 Third in A-class event at Hobart regatta.
1929/04 Sailed well in RYCT ladies day event.
1928-29 Her best record to date, a remarkable run of second & third places.
By 1934 Had won the Hobart regatta twice, one second and one third.
1940 Converted to yawl for cruising.
1943 Port of Hobart register closed.

Royal Geelong Yacht Club's race from Geelong to Mornington was won by "Gannet," while the B Class event went to "Alwyn" (B. Collings) who was the only B classer to finish. The fastest time was recorded by "Petrel" who took 8 hours 22 min. to complete the 33-mile

SEACRAFT February, 1953

RMYS Result mid 1960's?

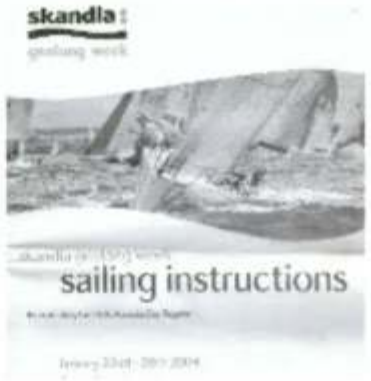
ROYAL MELBOURNE.—A CLASS (10 miles): Pam, 3.22.25, 1; Georgina, 2; Brigitte, 3. "B" AND "C" CLASS (10 miles).—Cabol Anne, 3 hrs. 20 min., 1; Pandora, 2; Warringa, 3. 21 FT.

ALWYN

H · B · Y · C ·
LE MANS START
1979 · 80
ALWYN
P. Costolloe

HBYC Long distance racing Trophies

A montage of some of the RGYC Australia Day Regatta programs Alwyn participated in



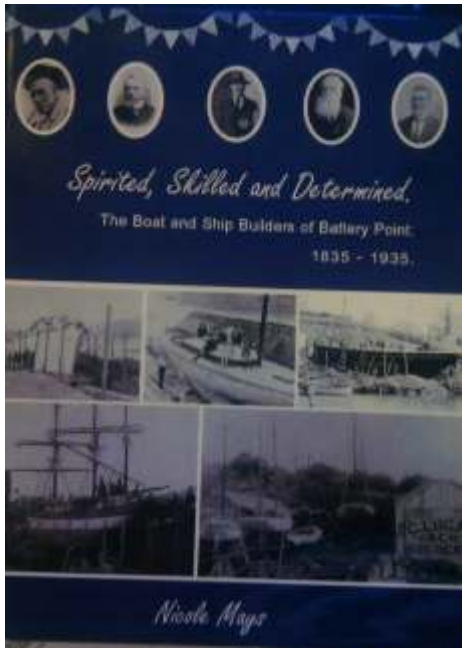
A sample of the division flags carried on Alwyn for her eighteen Royal Geelong Yacht Club Australia Day Regatta's.

122nd Ausralia Day Regatta flag

132nd Aust Day Regatta
Melb to Geelong
1996
1st classic division
283 minutes elapsed.

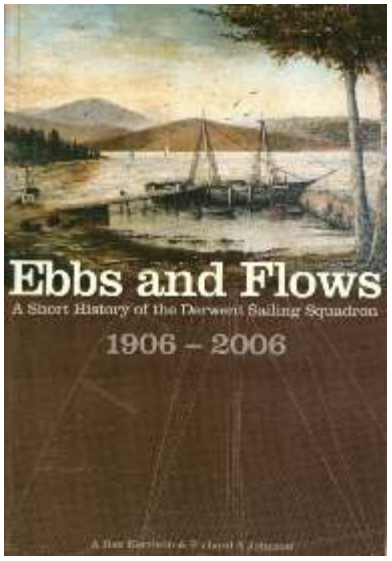
A HBYC based feature of Alwyn's in the late 1990's and early 2000's Australia Day regatta's was the support to Alwyn's campaigns provided by out then and now slipmaster John Ericson. This support is still cherished by Alwyn.

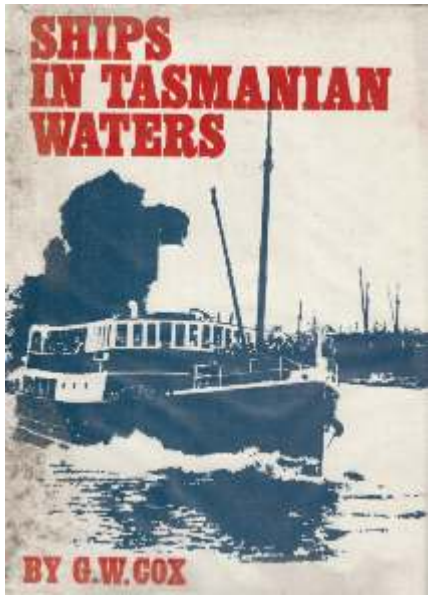
A slipping cradle was always's ready for Alwyn on her return from Geelong. In 1996 it was badly needed. Alwyn had to pump her way back to Melbourne. Daylight was coming her counter where calking had been torn out by the severity of the pounding she took while mixing it with the fleet leaders during the 50 knot storm.


Spirited, Skilled and Determined.
The Boat and Ship Builders of Battery Point
1835 - 1935.
Nicole Mays


A HUNDRED YEARS OF YACHTING


Sailing Off...


Ebbs and Flows
A Short History of the Derwent Sailing Squadron
1906 – 2006


SHIPS IN TASMANIAN WATERS
BY G.W.COX

Preface

First stage of Alwyn's life covers the era from prior to her launch, then through her Hobart racing years and her eventual relocation to Geelong.

The primary source of Alwyn's history from this era was Hobart Mercury records. These records were microfiche based from Hobart Mercury. Online Trove based archives were later used The National Archives based in North Melbourne were used to find Alwyn's official Port of Hobart registration records.

Material from books who's covers are displayed in this story.Tasmanian Maritime Museum photo's were heavily used as both reference material and pointers of stories to follow up on Anecdotal stories from family descendants of the designer, owner and those who crewed on her were a source of never ending surprises.

Of note are the publications by Nicole Mays, Colin Grazules , Graeme Broxham and Garry Kerr. These books verified anecdotal stories of Alwyn early years and confirmed the opinion that Hobart designers were equal to European and North American design theory and practice of the day.

Without dispute, three books were critical to awakening in me the role Alwyn played in the the yachting and social fabric of Hobart in the 1920's and 30'.

These books are, the RYCT Sailing On, the DSS Ebbs and Flows and the Webster One Hundred Years of Yachting in Tasmanian. Shipping in Tasmanian Waters by E A Cox was a surprise source of Alwyn information. Alwyn was only recreational yacht mentioned. Considering this book that was about the history of Tasmanian commercial ships and people it gives an idea of the presence of Alwyn in the Tasmanian Martitime history world. The actual story in this book was about G. H. Evans,the next Hobart based Alwyn owner, A many years commodore of the RYCT and the Tasmania Hydro Electric commission. This story provided essential details about Alwyn's conversion to a yawl rig, after the Winzenberg years.

One other Tasmanian book that gave an insight into the Winzenberg family was Men of Influence, a history of the Tasmanian Racing Club.. This book of the son of Alwyn's skipper Roy Wizenberg, as chairman of the TRC played a significant role in the introduction of totalizater technology into TRC operations. Today the TRC use the Roy Winzenberg Stakes and Roy Winzenberg Handicap to acknowledge his contribution to Tasmanian horse racing.

My meet up with Roy Wizenberg is special on one other aspect. The role Alwyn played in the Winzenberg family life was described. After my visit to the RYCT to source Alwyn archival material and stories I made a cold call him. He was then general manager of the Hobart Fitzgeralds department store The first non family general manager who worked his way up from office boy. When Roy was told I was asking to see him and why. Out he came from the office, Huge beam on his face. He literally dragged me into his office, sat me down, shut the door and unloaded. Talk about someone coming alive, he had so much to say. Alwyn's. Hobart Regatta silk programs and family silk scarves featuring Alwyn were a family feature as part of the RYCT racing season opening day celebrations.. He mentioned all the Alwyn trophies were returned to the RYCT.

Details of Alwyn's time at Geelong are sketchy. Anecdotal stories gathered from people who knew her owner, Dick Collins, was the primary source of story material. One other source of Alwyn stories was from people on a walk up basis at various Geelong Wooden Boat Festivals. I'm sure when time permits investigations of RGYC and local newspaper archives will unearth records to fill in gaps of her life at RGYC.

A blank on the archival front is a feature of her time at RYCV. Unfortunately all RYCV records from this era went to ashes. However walk up stories at the Williamstown Wooden Boat Festival were critical leads to providing information about her time on the RYCV Register.

From the mid 1960's is the time when the real fun stories begin. What Alwyn did and with whom are based on first hand experiences. All I can say is the facts of every story haven't been embellished.

So let's go

The awakening.

Somewhere a definition of a classic yacht was seen. It said classic yachts are designed and built for racing. They are also designed to win races but not to last. Lightly built is another way of saying they aren't built to last.

The Alwyn fits this description in spades. As we go through this Alwyn story we'll see why I figure she fits this description in spades.

Although being the owner of Alwyn for some time, in depth details of her early life are not known. In depth meaning family stories of decisions to why she was built.

All this changed when two chaps arrived on my doorstep. They announced they from the Mackey family and were looking for their boat. After sorting out the confusion it was realized it was Alwyn they were searching for. How they found me is still not understood but there they were and quite serious as well.

As we relaxed after this initial front porch meet up shock, the early stories started to come out. To sart with she was Built in a Murray Street Hobart backyard. The backyard shed was demolished to move her out for her eventual launch. The source of her name and problems between the builders was mentioned. To finish off their day I took them over to Williamstown for a lookover. Bad move. Alwyn definitely was not the boat of their memories. The rig conversion and raised cabin doghouse sure set them back. They didn't want to go on board. All this was quite sad. Being on a swing mooring meant water line cleanups didn't happen as easily as they do now. She looked a bit rough on the water line. While her topsides were white as in her early days it was the painted cabin and cockpit coaming that finished them. Knowing what I know now and what they could have told me it was an opportunity lost.

Some years later Tasmanian public records confirmed the Mackey story that Alwyns name was a combination of Alice and Wynifred, the names of the two owners wive's who built her.

As the Mackey family builders were directly connected to the Mackey shipbuilders of Hobart who has sold their business to Purdon and Featherstone the assumption is the Mackeys were engaged to build Alwyn by Roberts Woods, a jeweller of Hobart. Evidence to possible friction between the builders can be seen in the Lloyds of London Registration book of 1922. Alwyn is listed as being launched in 1922 with Robert Woods as the listed owner. The 1923 Lloyds list has both Woods and Mackey as the owner. Same with the initial official Port of Hobart Registration papers. Mind you a pre launch registration was needed to obtain the official number 155151 to be carved into the deck beam forward of the mast during her build time. Allusion to the problems between owner builders

The ship registration records show she was used as a mortagee chattel to the Hobart ship chandlers C B Richmond Rex indicate money problems. Iron dumps being used instead of copper fastening to tie the 9 x 1 inch Huon pine deck planks to the deck beams, something you may do with a fishing barge but not with a yacht. In her later years these iron dumps sure played a role in the decomposition of her deck beams and planks. The ferric oxide (rust) from these dumps sure played hell with the Huon pine oils. It's the reason Alwyns deck and later added bulwarks had black decomposition spots. Huon Pine has built's don't do's when building a racing yacht. Investigation of the deck beams and planks of twin sister to Alwyn, Grayling, showed then to be in as built condition. Huon pine shaving are horror story when you get some in your eye. Think of those pit sawyers (convicts) in those early days. Nicolas Shakespeare Huon Pine based coffins not rotting discovery story

Being put up for auction some eighteen months after her launch and twice being used as a mortgage chattel indicate all was not well on the financial front.

Going back to the shipbuilders perhaps there are two basic practices that saved the Alwyn in her later years. First was the use of Huon Pine Frames and the clenched nail fastening system used to attached the huon pine hull planks to the frame. Removing these fastening during her restrengthening program show these fastening to be as bright and as strong, ie no dezincing, as the day they went in. No roved nails were used in her build. However the use of huon pine for frames and hull planks is not all sweetness and light. Being a softwood the wood around the fastening after 85 years or so, went flakey. The frames were easily moved when pressure tested. This problem was resolved by replacing the hull and garboard plank clenched fastening with ¼ nuts and bolts.

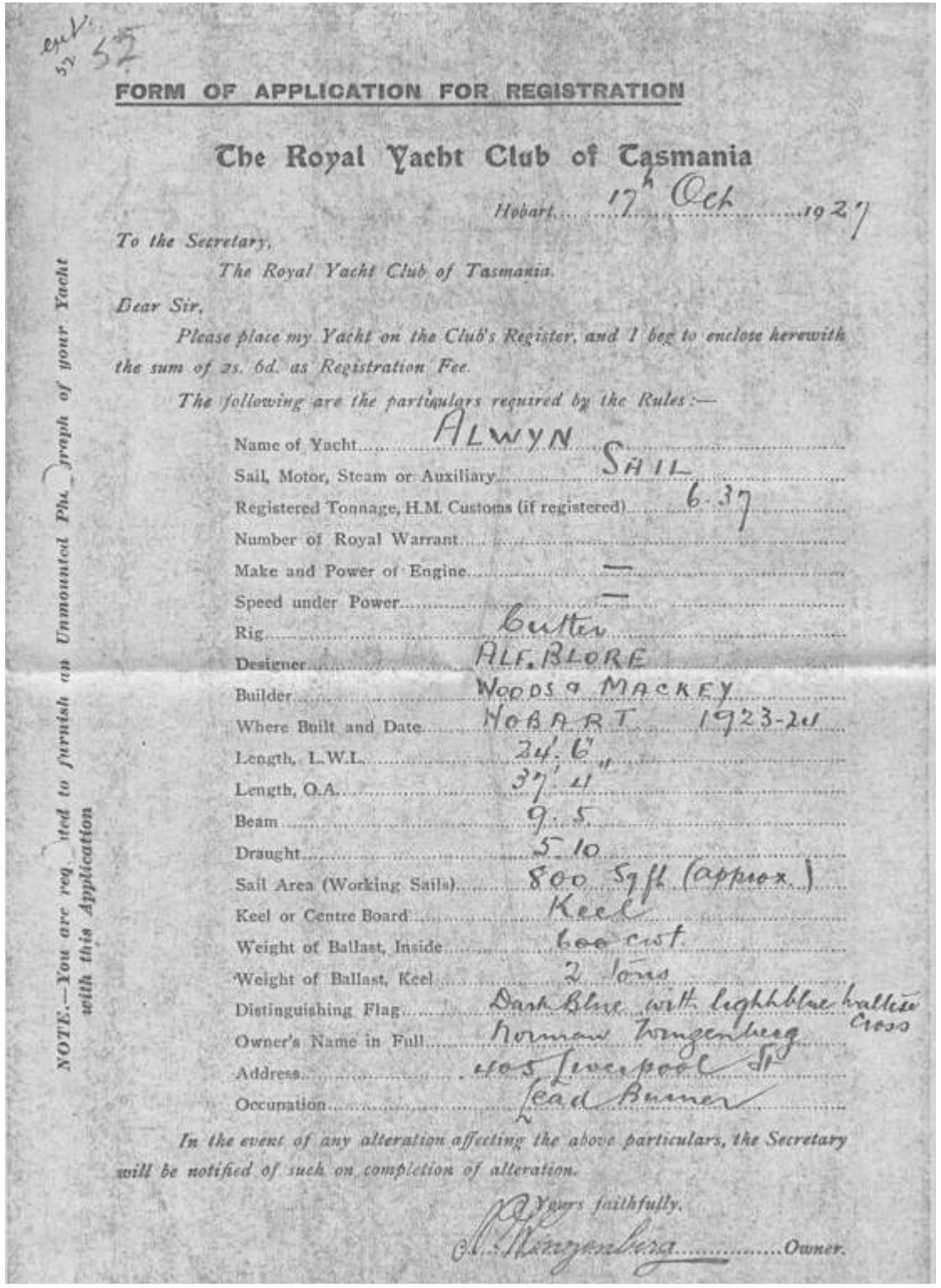
Some lightly built hull indicators were no hanging kneees, .No bulk heads and no breat hooks at the stem were installed. Again you have to keep in mind the original sail plan had no stem attached forestay. The head sail was a self tacker with a club foot with it's tack tied out on the bowsprit. Even so you would expect a breast hook to be part of the hull construction. Not so with the Alwyn build. Wait till I talk about her conversion to a yawl rig. Wood butchers is being kind to who ever did it.

At this time we can hold off on talking about the builder family and take a look at the Alwyn designer Alf Blore. To set the Alf Blore scene here's a copy of the opening paragraph from the Edwin Webster's book,on Hobart people involved with yachting. One Hundred Years of Yachting in Tasmania. This book is a document of record that covers the evolution of recreational yachting in Tasmania. For the best Alf Blore story you need to look over Nicole Mays book that records the activity of the Hobart's Battery Point Boat Builders record. Although not a boat builder, Blore was of such prominence in the Hobart Boat building scene a special chapter on Blore was included. Of the 50 odd boats he designed 17 are still active. The Garry Kerr book records no ship builder half models were made of Blores designs. His drawing were of such detail and quality that no half models were required.

The Hobart Mercury reported on the many Alf Blore eulogies presented by vice regal and yachting personalities of the day.

Blore's family life was not pleasant. Two of his three children were lost at very early ages. His surviving daughter married into Hobart's Jenning's family. Two of Blore's grandchildren went on to significant adventures. One signed on as crew in the Viking in the last grain race. The other grandson has his WWII experiences recorded by the Aust War Museum. Take a listen here. A tip to what this grandson did in the WWI conflict is he lost his pilot licence by doing Tiger Moth touch and goes on the Sandy Bay foreshore. During a phone conversation with a Jenning family connection revealed one of the Jenning family, Noel Jennings to be a reputable naval architect who designed the one tonner, Huon Chief.

There's plenty personal experiences of my time sailing on her when she was at the Royal Melbourne Yacht Squadron. I had no great interest in her pedigree. So fast forwarding into my time as her owner all I had history wise was her registration details engraved on the first deck beam forward of the mast.



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FORM OF APPLICATION FOR REGISTRATION

The Royal Yacht Club of Tasmania

Hobart, 17th Oct 1927

To the Secretary,
The Royal Yacht Club of Tasmania.

Dear Sir,

Please place my Yacht on the Club's Register, and I beg to enclose herewith the sum of 2s. 6d. as Registration Fee.

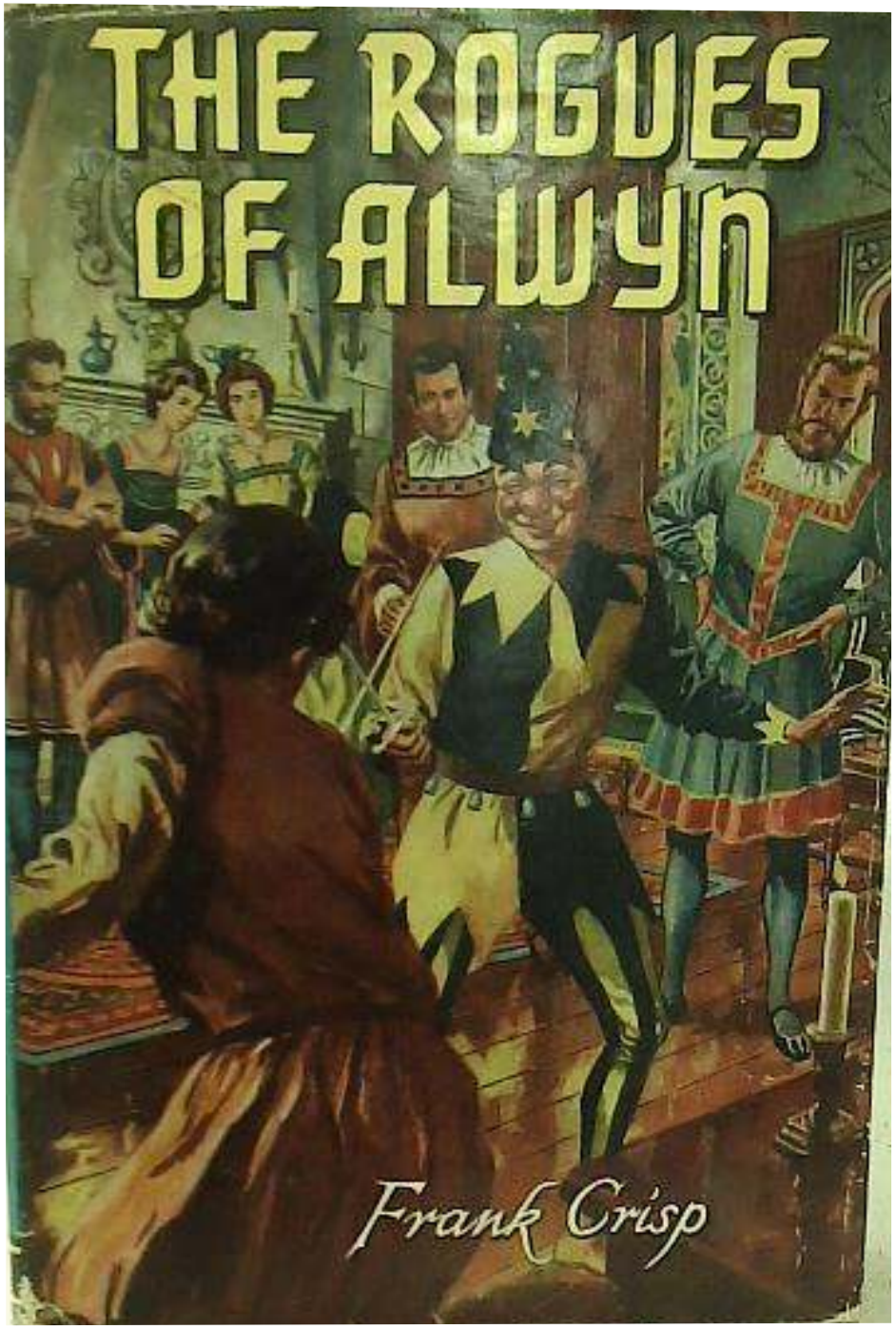
The following are the particulars required by the Rules:—

Name of Yacht: ALWYN
Sail, Motor, Steam or Auxiliary: SAIL
Registered Tonnage, H.M. Customs (if registered): 6.37
Number of Royal Warrant: —
Make and Power of Engine: —
Speed under Power: —
Rig: Cutter
Designer: ALF. BLORE
Builder: WOODS & MACKEY
Where Built and Date: HOBART 1923-24
Length, L.W.L.: 24.6"
Length, O.A.: 37' 4"
Beam: 9.5
Draught: 5.10
Sail Area (Working Sails): 800 Sqft (approx.)
Keel or Centre Board: Keel
Weight of Ballast, Inside: 600 cwt.
Weight of Ballast, Keel: 2 tons
Distinguishing Flag: Dark Blue with Lightblue halfen Cross
Owner's Name in Full: Norman Tongenberg
Address: 105 Liverpool St
Occupation: Lead Burner

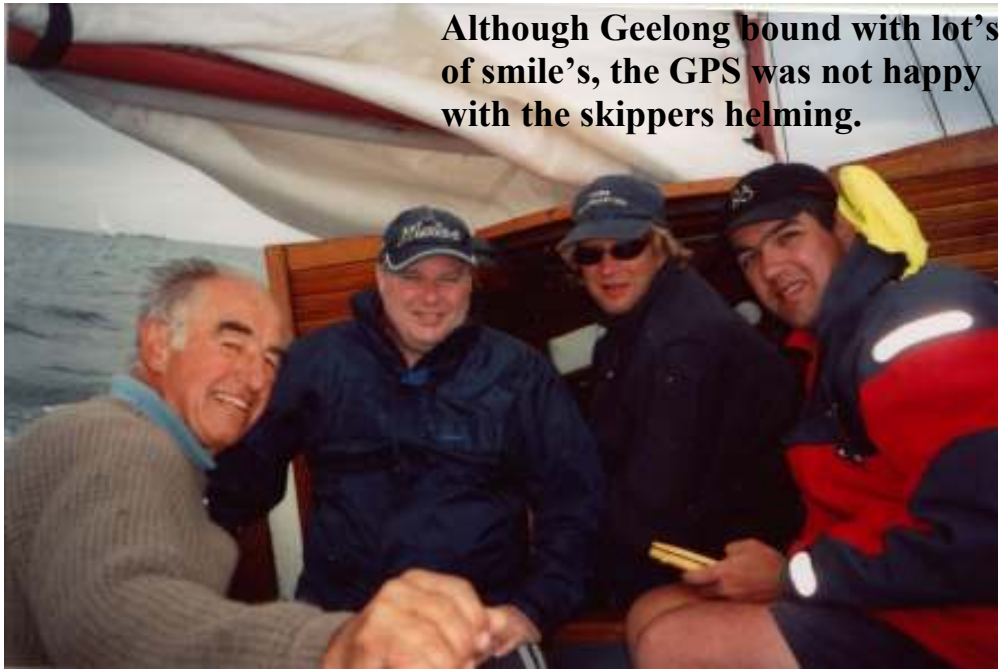
In the event of any alteration affecting the above particulars, the Secretary will be notified of such on completion of alteration.

Yours faithfully,
N. Tongenberg ..... *Owner.*

NOTE.—You are requested to furnish an Unmounted Photograph of your Yacht with this Application



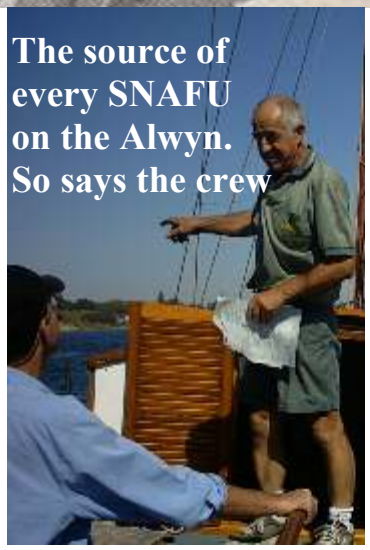
Another HBYC Racing Season opening day celebration on the Alwyn



Although Geelong bound with lot's of smile's, the GPS was not happy with the skippers helming.

Alwyn crew prepares her
for the 1928 season

**Deckchairs on the stern!!.
Situation normal on the
Alwyn**



**The source of
every SNAFU
on the Alwyn.
So says the crew**

**INDI Greeting from Ross Finlay
HBYC Opening Day 1980's?**

Stressing up the Alwyn bow to take on the Port Phillip chop

The rebuilt Deck shelf and sheer clamp after the structual damage caused by the installation of the mizzen mast chain plate installation. The before image is a shocker.

Alwyn repair, replace or restrengthen tasks Nov 2008 to Nov 2010

1. Cavities in Lead section of keel repaired and keel reprofiled
2. Sanding and filling cracked forward seams on both sides
3. Screw fastening forward hull planks on both sides
4. Splining forward hull seams, keel deadwood and rudder on both sides
5. Burning off forward topside and underwater coating with flame
6. Sanding forward topside and underwater hull planks to clean of burn off material
7. Removing copper strips and associated nails from underwater hull
8. Burning of all remaining topside and underwater paint
9. Sanding off all remaining hull.
10. Cleaning out previous caulking material from all hull plank seams
11. Cleaning upper and lower plank edge surfaces
12. Preparing hoop pine splines for all plank seams
13. Shaping all splines to fit space between all hull plank seams
14. Clean out and remove old paint from internal stem area
15. Remove internal forward ceiling boards attached to ribs
16. Gluing in splines between each plank edge and facing seam.
17. Replaced 3 cracked butt blocks
18. Deck Beam #1 Replacement
19. Deck Beam #2 Replacement
20. Deck Beam #3 Replacement
21. Deck Beam #4 Replacement
22. Deck Beam #5 Replacement
23. Deck Beam #28 Replacement
24. Deck Beam #29 Replacement
25. Deck Beam #30 Replacement
26. Deck Beam #31 Replacement
27. Deck Beam #32 Replacement
28. Floor Timber #1 Addition
29. Floor Timber #2 Addition
30. Floor Timber #3 Addition
31. Floor Timber #4 Replacement
32. Floor Timber #5 Replacement
33. Floor Timber #6 Addition
34. Floor Timber #7 Addition
35. Floor Timber #8 Replacement
36. Floor Timber #9 Replacement
37. Floor Timber #10 Removal and rebedding with new fastenings
38. Floor Timber #11 Removal and rebedding with new fastenings
39. Remove paint from inside of deck planks forward of mast
40. Remove paint from all ribs.
41. Remove paint from all inside of hullplanks forward of mast
42. Remove all ceiling boards forward of mast
43. Clean paint from all ceiling boards forward of mast
44. Remove all bilge epoxy repair material around mast step
45. Remove internal bunk structure forward of mast
46. Coat all forward timbers with multiprime
47. Remove and rebuild Samson post
48. Remove bow rollers and support brackets
49. Replace mild steel bow roller shaft with Bronze shaft
50. Machine down and cut thread on new bow roller shaft.
51. Remove and repair water rotted sections of bowsprit
52. Re-install bowsprit with deck clearance
53. Repair port forward sheerstrake and deck shelf due to rusty fastening damage
54. Repair decayed deck plank fastening holes with plugs
55. Refasten deck planks to deck beams with copper bolts
56. Replace all rib fastenings to 4th plank with copper bolts
57. Replace all garboard stainless steel wood screw fastening holes with trenails
58. Install sealant between bilge floor and both garboard blanks.
59. Repair rust damaged section of port forward deck shelf and sheer clamp
60. Replace all mild steel chain plates with bronze chain plates
61. Reshape bronze chain plates to hull profile

Drill holes in chain plates for shroud fitting, hull fastenings and shroud compression frame installation

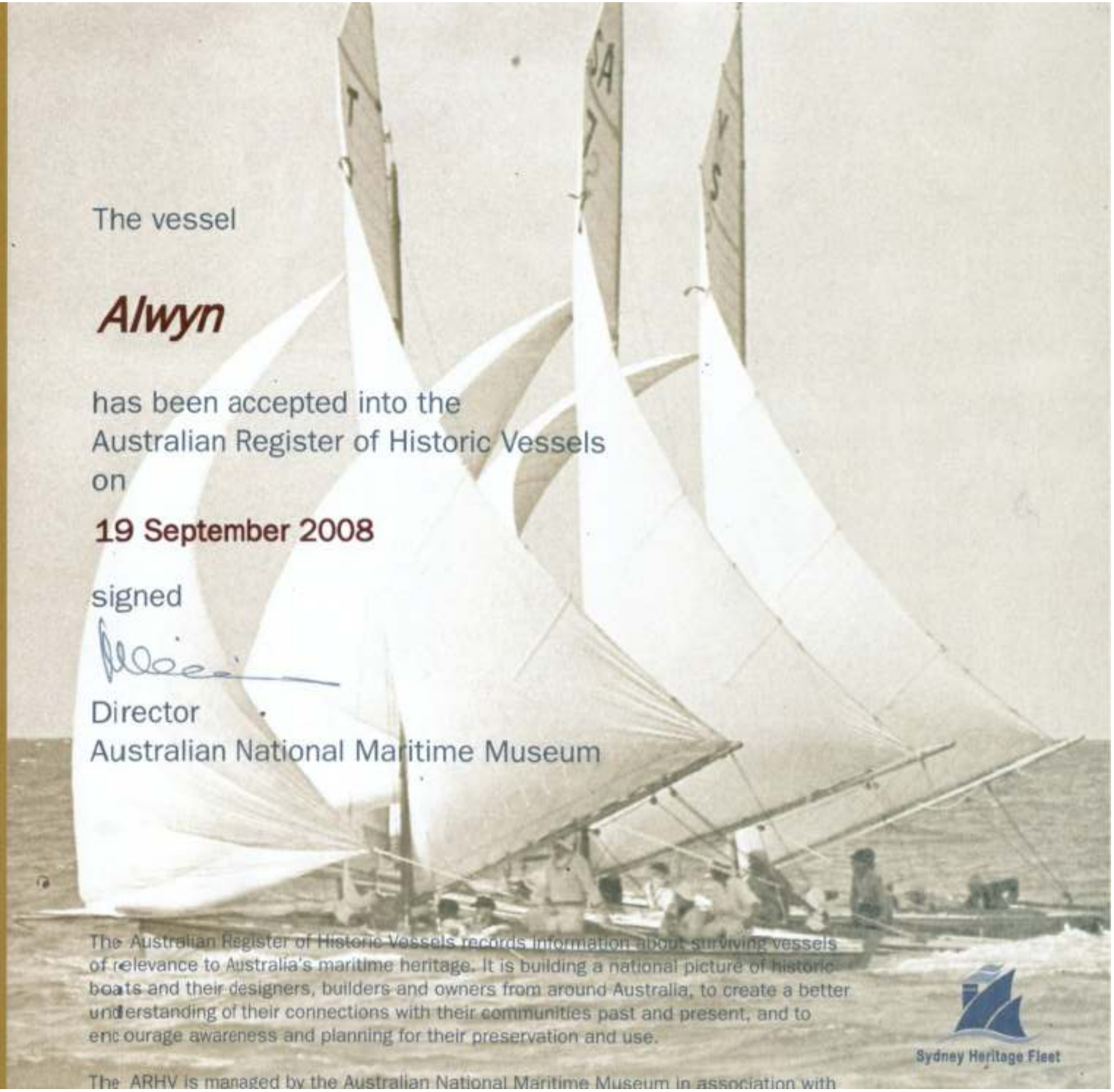
62. Replace all chain plate huon pine backing timbers with laminated Kempas backing timbers
63. Install water barriers on deck on each chain plate
64. Replace ribs in chain plate area with laminated kempas ribs
65. Install SS angle on each side of mast step for compression frame operation
66. Drill 5 holes across base of mast step to install compression frame SS angle
67. Weld brackets on SS angle for installation of compression SS tension rods to deck shelves
69. Shape SS angle for installation under sheer clamp and against deck shelf for compression frame
70. Weld brackets on SS angle for compression rod attachment and for SS angle between each deck shelf SS angle
71. Install both sets of SS angle against deck shelf at chain plates with 3/8 threaded rod
72. Install new stem stiffening system forward of Samson post.
73. Profile all forward floor timbers to allow installation of Red Box sister stem timber from Sampson post to mast step
74. Build 1/2" copper fastenings for centre fastening on all floor timbers connected with sister stem supporting timber
75. Install two breast hook bolts between both sheer clamps and deck shelves at stem

76. Replace both forward sections of bulwark and cut out new hawser holes
77. Install packer and through bolts between both bulwarks at stem.
78. Replace wooden hawser anchor line lead fittings on top of new bulwark sections
79. Refasten new anchor line lead fittings with trenails

80.Install new stem spacer block between splash boards
81. Install new through bolt between both splash boards huon pine to red oregan junction and deck spacer block
82. Install new inner forestay eye bolt tie down system under deck behind Samson post
83.Reprofile and repair bulwark at junction of port and starboard splash board and bulwark
84. Reconnect splashboard timbers with trenails
85. Replace forward splashboard cover plates with huon pine plates and new hawser holes
86. Remove old rubbing strake timbers and half round brass rubbing fitting
87. Cleaning out and repairing damaged planking between uppermost hull plank and deck plank
88. Installation and gluing of splines between top edge of top hull plank and underside if deck plank
89. Installation of new tapered two part rubbing strake on each side of hull
90. Repair rudder cracks and damage with splines and reprofile forward edge of rudder
91. Clean out and install new underside of rudder
92. Reprofile damaged under side of keel
93. Reposition rudder bearing on deck to prevent rudder sitting on keel step and bearing against keelson deadwood
94. Repair and restrengthen rust damaged port and starboard sheer strake and deck shelf at stern and mid quarter sections
95. Replace 4 failed deck beams supporting rudder bearing due to rusty fastening damage
96. Replace all stern floor timbers
97. Repair and rebuild mid starboard quarter broken rib
98. Repair and rebuild of transom horn timber
99. Installation of through bolts and packing timbers between the horn timber and last 2 deck beams
100. Installation of splines between deck planks around samson post area
101. Replacement of stern wooden deck cleats
102. Replacement of transom cover plate
103. Installation of huon pine veneer on transom cover plate
104.Installation of edging cover on bottom edge of transom cover plate
105. Rebuild of previous transom port stern repair that used mild steel wooden screws
106. Re-Engrave Cove Line Arrowhead at Stem and Flights at Stern
107. Clean out old canvas fastening nails and spline between top hull plank and deck plank
108. Spline outside and inside gap between deck plank and bottom side of bulwarks
109. Reprofile and repair bulwarks at chain plate location
110. Build and fit new transom cover board from plywood
111. Build new rebated edging for bottom edge of transom cover board
112. Cover transom cover board with new Huon Pine veneer
113. Build new bulwark cover plates for bulwark and transom cover board join on each side
114. Make new huon pine inserts in Port garboard strake to replace failed wood around corroded fastenings
115. Install new stop water timbers into dead wood near rudder
116. Mark in new waterline 40 mms above existing top water line scribing
117. Sand and multiprime underwater hull section
118. Mask up top water line with thin Spandex tape for sharp line and put masking tape over spandex tape
119. Use small mohair roller to coat underwater hull section with underwater primer
120. Remove two 4" nails from bulwark at starboard stern face and install wooden replacement plugs
121. Install packers at end of starboard bulwark
122. Make Oregon cover plates for transom vaneered plywood cover plate and bulwarks
123. Mask up boot top section and paint with underwater primer
124. Purchase 2.1 meters of F17 timber and cut out shape for # 9 deck beam
125. Install packers for bowsprit base and stem fitting
126. Build curved rubbing strake for transom and to join up with both rubbing strakes. Not used as visually to big
127. Make up plywood transom cover plate.
128. Make up smaller transom rubbing strake
129. Make up new leg to replace the broken leg of the boom crutch caused by too much water in canvas boat cover
130. Remove old copper covering seams and nails from hull
131. Forward Deck Beams replacement
132. Repair of out rusted deck plank fastening and fitting holes
133. Installation of 10 forward bulkhead beams and compression system
134. Remove, clean and re-install mast check blocks
135. Installation of inner forestay through deck rigging screw system
136. Splining deck plank seams
137. Splining gap between top of margin deck plank and bottom of bulwark
138. Sealing up deck plank and bulwark splines
139. Make up and install Transom cover plate struts
140. Varnish transom
141. Priming under water hull
142. Filling out topside plank fastening holes
143. Priming top side planks
144. Painting topside planks
145. Marking out and painting hull boot top
146. Masking and painting cove line arrow and flights
147. Sanding and oiling both sides of bulwarks and rubbing strake
148. Rebuild and reseal forehatch
149. Cover deck beside cabin and cockpit with 3mm plywood
150. Install 7 above and below compression beams forward of mast between stringers

151. Build 3 under stringer beam access points
152. Install locked compression posts between each stringer beam and sister stem
153. Install locked compression posts between stringer beam No. 7 and deck beam above
154. Install stringer beam plywood cover system for bunk use
155. Install plywood for rib and plank protection under stringer beam system
156. Install anchor storage system under stringer beams
157. Install wire sling and rigging screws between first stringer beam and samson post to stem tension system
158. Install wire sling and rigging screws between first deck beam and samson post to stem tension system
159. Install rebated stringers into stringer beam system.
160. Install stringer across all deck beams forward of mast
161. Extend and lock bunk and under shelf structure into stringer compression beam system
162. Install plywood covers for the extended bunk and under bunk storage system
163. Install plywood cover plates for stern facing outside wall.
164. Rebuild bow anchor roller pin support and stem attachment system
165. Construct bow roller fillers to fill gap between hull and rollers
166. Fabricate new outer forestay rigging screw system
167. Install new bowsprit cat whisker slings and bobstay
168. Install chain plate to mast step tension system
169. Install sacrifical rubbing strake brass quarter round protection system
170. Install new transom plywood cover system
171. Build prototype bulwark /deck seperator strip on transom and discard due too bulky visually
172. Build new bulwark /deck separator strip on transom
173. Varnish new transom huon pine venear 4 times
174. Install new transom decals with red,black and white Alwyn lettering and HBYC info and Sail No. in white
175. Trim rubbing strake ends at transom
176. Apply Clear Penetrating Epoxy (CPE) and underwater primer to exterior hull
177. Fill and sand chain plate fastening system voids
178. Mask hull for boot top application
179. Mask hull for multicoat application
180. Mask hull for antifoul application
181. Install cockpit compression posts
182. Install stabilising short deck beam system for cabin and cockpit
183. Install longitudinal stringers for short deck beam stablising system
184. Install liquid flash on chain plate through deck locations
185. Install cabin plywood floor and logitudinal support system
186. Reinstall and test electric bilge pump system and update wiring diagram.
187. Install new stern deck cleat system
188. Install plywood cover plate system for rudder post in cockpit
189. Install plywood cover plates for stern deck beam access holes
189. Replace engine oil and water pump impellor
190. Repaint boot top edge damaged by masking tape removal
191. Sand propellor and coat with CPE, underwater primer and antifoul, 2 coats
192. Remove old coating from protruding S S engine exhaust pipe at transom and recoat with CPE and clear varnish
193. Recoat both garboard planks with sealing glue and refair
194. Install new No 1 battery
195. Install cockpit carlin compression post supports at each corner underneath carlin and support beam rebate
196. Install stablising short deck beams between cabin and cockpit port and starboard carlins and deck shelf
197. Install port and starboard logitudinal stringers between new forward and stern deck beams to sister rusty deck fastening damaged sheer clamp and deck shelves
198. Install port and starboard logitudinal sister stringers for item 197. To be used as support short deck beam extensions for additional cabin work benches.
199. Install and oil 6 mm marine ply and edge trims over existing cockpit seating.
200. Remove existing deck coating from bronze deck petrol tank access cover plate and polish and refit.
201. Clean and coat side walls of cockpit
202. Remove temporary boat covers and supports prior to relaunch

Australian Register of Historic Vessels



The vessel

Alwyn

has been accepted into the
Australian Register of Historic Vessels
on

19 September 2008

signed

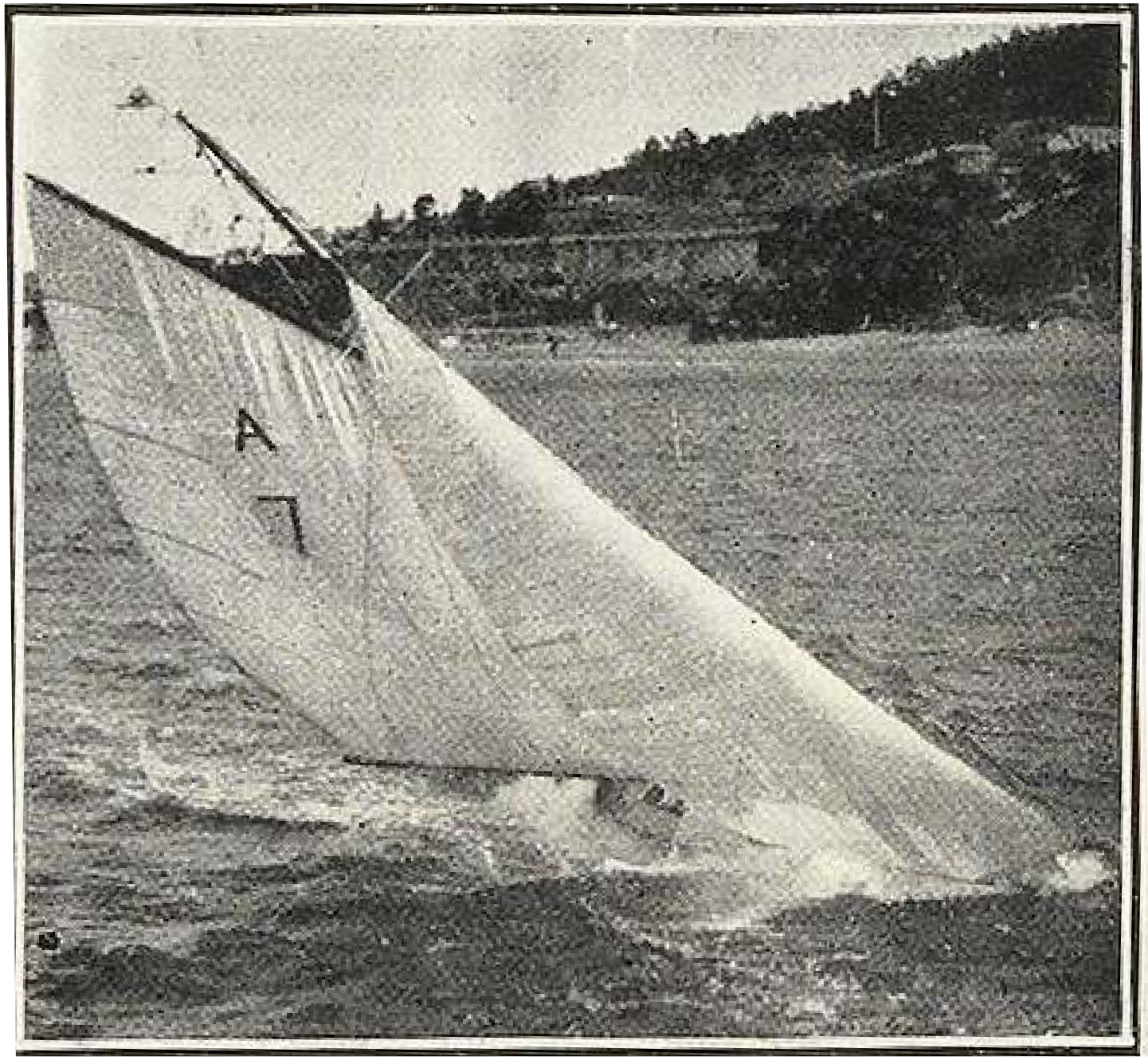
Director
Australian National Maritime Museum

The Australian Register of Historic Vessels records information about surviving vessels of relevance to Australia's maritime heritage. It is building a national picture of historic boats and their designers, builders and owners from around Australia, to create a better understanding of their connections with their communities past and present, and to encourage awareness and planning for their preservation and use.

The ARHV is managed by the Australian National Maritime Museum in association with

AUSTRALIAN NATIONAL MARITIME MUSEUM

Sydney Heritage Fleet



Caption reads:

ALWYN heels over spectacularly to starboard

WEEKLY COURIER

Wednesday, October 29, 1930.

The Royal Yacht Club's Opening Day Manoeuvres on Hobart Harbour

Alwyn charges for the 2012 Managers Cup (Peter Koop) finish line **Photo James Walsh**


ALWYN
1923