

## Summary of considerations for the purchase of Capricornia

Consideration	Comments	Positive/ Negative
Boat specifications: see <a href="https://tinyurl.com/y2fs4jcy">https://tinyurl.com/y2fs4jcy</a>	Length overall: 9 metres, beam 2.1 metres.	
Has been used successfully for a wide variety of LBT activities over many years.	These include most Tawe Nunnugahs, expeditions, regattas, sail training for adults and children etc.	+
Has been an integral part of Tawe Nunnugah, one of the principle activities conducted by the LBT.	Apart from the value for members offered by this event, it is also the Trust's principle fund raising activity.	+
Is an excellent sailing vessel.	Seaworthy, but also able to sail in the very light breezes.	+
Expands possibilities for LBT	Can sail in conditions where it is just not possible for our older, heavier boats which are more general purpose. Important at Franklin, where these conditions are often not ideal.	+
Is an excellent training vessel for new sailors.	There is not a great demand for this amongst LBT membership, but she has proven to be ideal for those who do want it. When offered the choice of a whaleboat (Capricornia, Monty) or the smaller Grebes, the preference has been for the whaleboat: more stable, easier to move about in, a single instructor for multiple inexperienced crew. Capricornia is better than Monty because she has a larger, flatter floor and can sail on more days (see previous point)	+
Can comfortably carry a large crew	8 is realistic, with a couple more 'passengers' if required.	+
Can be sailed by a small crew.	2 is fine.	+
Is in good condition	Hull, rigging, sails (checked by boat builder Peter Laidlaw)	+
She is constructed from fibreglass encased strip planking	This should require relatively little maintenance.	+
Has retractable centreboard	The same as nearly all our other boats - good for shallow water, and can be run up on beach.	+

She is relatively easily driven with a small outboard motor.	Can be sent by sea to many locations independent of weather.	+
She comes with a trailer that can be used for our other whaleboats.	Trailers of this size are very difficult to acquire.	+
Trailer registration needs to be transferred from South Australia.	This will need to be organised before trailer is acquired by the Trust - current owner says he will do this.	-
Condition of trailer needs to be checked.		-
Can be kept on trailer when not in use.	This is not so easy with our other wooden boats.	+
Will need to be kept on the water during most of the sailing season and mooring/dock space is not easy to get	Where will she be moored?	-
She should pay her way (has already done so by participating in several previous Tawe Nunnugahs)	Gross income from two legs of Tawe Nunnugah (biennial): 7 x \$1080 = \$ 7560 (participants) 1 x \$540 = \$ 540 (skipper) 7 x \$240 = \$ 1680 (participants) 1 x \$120 = \$ 120 (skipper) Total = \$ 9,900	+
Will cost a substantial amount of money	Is this better spent on something else?	-
Cost/value for money	Costing is difficult, but a six metre whaler (much smaller but newer than Capricornia) was recently advertised for \$15k: <a href="https://tinyurl.com/y466bwmx">https://tinyurl.com/y466bwmx</a>	
Cannot be rowed	So less flexible for use than other whalers. Can be paddled for a short distance.	-
May 'unbalance' existing fleet, with other whaleboats being used less.	LBT already has experience of this, with for instance the St Ayles Skiffs superseding the Grebes.	-
Is not a part of 'Tasmania's marine heritage'	Purchase has to be justified by usage, as for instance with Skiffs.	-

