

# Case Study

## All aboard the *Hamal* with HDG



*The Hamal docked in Whangarei, NZ*



*Richard & Dick Fisher aboard the Hamal, built by Dick in the 1970's*

Whangarei resident Dick Fisher has a love of the sea that stretches way back in time. So much love that back in the 1970's Dick built a 67' steel trawler, *Hamal*, which is still his families pride and joy. Launched in 1975, *Hamal* has a 20' beam, a 90+ tonne displacement, and is powered by two magnificently restored Gardner diesel engines.

In the 1990's Dick also acquired the 1960 vintage teak and kauri Auckland harbour pilot boat, *Akarana* and restored it to its original splendour. *Akarana* is powered by a 230 HP diesel engine and has a 15' beam and 42 tonne displacement.

The founder of [Avon Industries](http://avonindustries.co.nz/), who galvanize, blast & paint, and run an engineering workshop in Whangarei, Dick also has a [concrete batching plant](http://avonindustries.co.nz/) and is regarded as the first NZ business to import zinc from Australia in the 1960's.

### Acknowledgements

**Hot dip galvanizer:** Avon Industries  
(<http://avonindustries.co.nz/>)

**Painting:** Avon Industries  
(<http://avonindustries.co.nz/>)

The *Hamal* has some other features directly related to Dick's business interests – she makes extensive use of hot dip galvanizing in the steel fixtures and fittings, such as hatch covers, window frames, ladders, funnels, air vents, anchor spool and chain and the mast. In addition, many of these items are duplex coated for extra corrosion protection.

After 40 years of service, with regular maintenance, the galvanized and duplex coated steel is in immaculate condition, as shown in the photos following, with thickness measurements by son Richard Fisher earlier this year.



*The Hamal cruising in 2014*

# Case Study

## All aboard the *Hamal* with HDG



Anchor spool with 220  $\mu\text{m}$  of HDG coating



A hatch cover with 461  $\mu\text{m}$  of duplex coating



Vent with 218  $\mu\text{m}$  of duplex coating



A hatch body with 743  $\mu\text{m}$  of duplex coating



A funnel cover with 848  $\mu\text{m}$  duplex coating

# Case Study

## All aboard the *Hamal* with HDG



The mast with 464 $\mu$ m of duplex coating



A stair with 208 $\mu$ m of HDG



Inside the wheelhouse and a window frame HDG coating of 114 $\mu$ m



The twin Gardner engines on the *Hamal*

This Case Study is intended to keep readers abreast of current issues and developments in the field of galvanizing. The Galvanizers Association of Australia has made every effort to ensure that the information provided is accurate, however its accuracy, reliability or completeness is not guaranteed. Any advice given, information provided, or procedures recommended by GAA represent its best solutions based on its information and research, however may be based on assumptions which while reasonable, may not be applicable to all environments and potential fields of application. Due and proper consideration has been given to all information provided but no warranty is made regarding the accuracy or reliability of either the information contained in this publication or any specific recommendation made to the recipient. Comments made are of a general nature only and are not intended to be relied upon or to be used as a substitute for professional advice. GAA and its employees disclaim all liability and responsibility for any direct or indirect loss or damage that may be suffered by the recipient through relying on anything contained or omitted in this publication.