

# Christina's Journey



*Christina* (originally named *Dawn*) is a 22' Cousta Boat built in the 70's by the Cayser's at Queenscliff.

She was built by Alan Cayser soon after taking over the yard from his father Aston in the 1970's. Alan is the grandson of Bob and John Cayser, the twins who purchased the boat building business from Peter Locke in about 1948. Peter originally worked for and was taught by Mitchie Lacco. He subsequently purchased the business from Mitchie in 1928.

She was originally built for Vin Rigby, a fisherman at St Leonards on the Bellarine Peninsula. Vin is a professional fisherman and still with us today, he used the boat for fishing; mostly long lining, maybe some mesh netting. He generally caught snapper. Sold to the Kent brothers, fisherman at Portarlington, she was badly knocked around and eventually sank at the moorings.

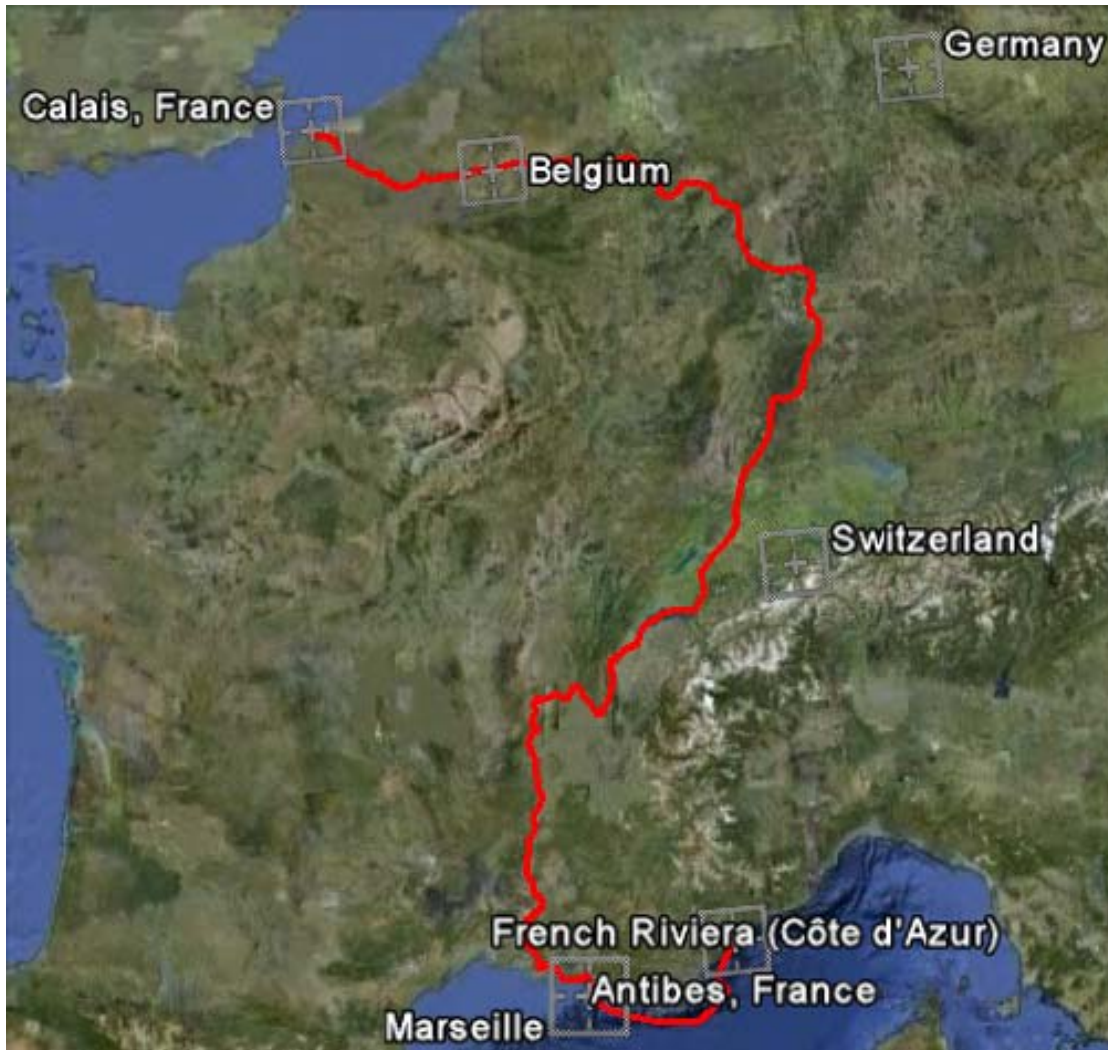
Warwick Towers who lived at Point Lonsdale purchased her and changed the name to *Christina* after his wife. He installed a rudimentary cabin, shipped her from Melbourne to Felixstowe in the UK. He and his wife then steamed her to Dover which is a fair distance (about 100 miles)



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Here they crossed the English Channel to Calais in France and embarked on their incredible European Couta boat odyssey steaming her along the French Canals visiting Belgium, Switzerland, Germany and then along the Rhine down to Marseille and the French Riviera visiting Antibes.



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From Antibes they steamed her to Corsica, Elba Island, Pianosa and then to Rome.  
From Rome they went to Sicily.



From Sicily they went to Malta and Linosa of North Africa.  
Then to Lampedusa, La Gulette and finally back to Malta.  
After this amazing journey they sold the boat to an Englishman.



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This is indeed an epic trip with the air cooled Lister Diesel chugging away. It covered thousands of kilometers and crossed some nasty blue water.

Recently *Christina* has come into the possession of Dr. Godfrey Gauci Maistre. She was offered for sale to him by a man who had her illegally on government land and had received an eviction notice and that if he didn't remove the boat within 10 days or so he would have to break her up. She was lying on a small open patch of ground. Completely hemmed in by debris, but well protected from the sun and in salvageable condition.

Originally Godfrey planned only to make her seaworthy, immediately using professional labour and use her as a workboat for the rest of the summer. However upon finding out he had not acquired just 'any old boat', he immediately put the proposed restoration on hold and decided to have her restored as near as possible to her original configuration under the remote supervision of Tim Phillips.

