



# The Coastal Passage

76th Edition  
Feb - Mar  
2016

**Claudia of *Spirit* enjoys a great sunset**

*photo by Jason Gard*

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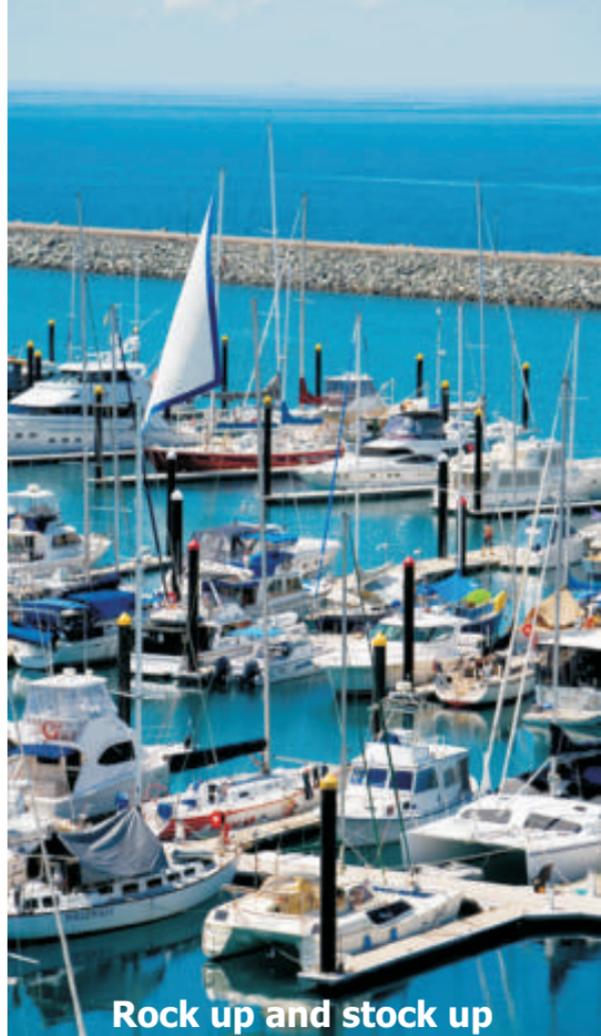
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**Rock up and stock up**

# The cover photo:

Jason Gard catches his partner Claudia at sunset on *Spirit*, the cruising trimaran that wins races....see inside for the story.

## Contributors

Tony Becks, SY *Ragin Cajun*  
Susan Bett, MY *Scallywag*  
Jason Gard, ST *Spirit*  
Bret Goldsworthy, SY *Barry G*  
Natasha Harper, EX SY *Kalida*  
Peter Kerr, MC, *Makin Tracks*  
Billy Kinner, SV *Flamingo II*  
Craig Margetts, SC *Scarlett*  
Stuart Mears, SY *Velella*  
Mike Osborn, SC *FreeFall*  
Marj Sullivan, MV *Aussie Spirit*  
Igor Tumpej, SC *Haka II*



**What's your story?  
it can't be about you  
without you!**

As always, TCP very much appreciates your letters and other contributions that provides the rich forum of ideas, issues and news. For information on feature contribution requirements and awards, see the TCP web site: "contributions" page.

## The "Issues" Issue

This is a collection of articles from TCP #15 to #57 that illustrates the advocacy and educational thrust of the paper's content. This is by no means an exhaustive or complete assemblage. It is a sampling and reference to the high points.

TO DOWNLOAD PDF CLICK HERE:

For more see [www.thecoastalpassage.com/issues.html](http://www.thecoastalpassage.com/issues.html)

## This Coastal Passage is among the best ever published!

If not the best outright! Sometimes things just come together. There has been a lot of hard work from a very talented bunch of contributors that you all owe thanks to for donating their time.

**Marj Sullivan** did a great piece on diet and the art of staying alive and healthy. **Mike Osborn**... WOW!! how about the art of staying alive in Croc town! Brilliant adventure. **Billy Skinner** goes to bat to free up those crucial anchorages by Shoalwater Bay. Well done Billy. **Peter Kerr** goes to bat against MSQ on our behalf and brings in a win.. we think.. we hope. **Natasha Harper**, long time TCP contributor, since she was in nappies.. shares a world class birthday present. **Sue Bett**, author of *Great Ideas Galley Guide* has a few easy summer salad recipes. **Bret Goldsworthy** shares a life's story, but not all of it. He is a modest sort. I noticed Bret and Lea's boat, *Barry G* (for his father) as the prettiest, shiniest boat in the harbour. Barry would be proud. **Jason Gard** proves once again that if he is in the race, it is a race for second place cause first is a done deal. **Tony Becks**, "Becksy", who gives us a story of how to do a spin around the world just as his plans for another tour are cut short by urgent health issues. **Igor Tumpej** Builds a cat in Slovenia and shares a beautiful story of his love of sailing. **Stuart Mears** is always a great read. **Craig Margetts** takes the poets corner...WOW!

We hope you enjoy.



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The Coastal Passage

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# DELPHIA YACHTS and POWERBOATS



Delphia 34 A new model for 2014 and a modern innovative yacht with many desirable features. The hinged transom door either closes the transom, or opens to be a boarding/swim platform.

Incredible amount of storage in the head for a boat this size, which of course has a hot and cold water shower, moulded easy wipe down surfaces, and is quite spacious.

There is excellent storage and plenty of working counter space in the galley. Storage lockers and under deck shelves in the saloon have hinged locking doors. Even a wine locker under the table.

Two private cabins with double beds and hanging lockers.

Very well thought out and engineered, these boats handle easily, are stable and responsive to the helm, and are a delight to sail. CE "A" class rated for 6 in offshore or blue water sailing.

*Ask for more details and photo's.*

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# DELPHIA YACHTS and POWERBOATS



*Delphia Yachts*



## DELPHIA ESCAPE 1350

Modern advanced underbody on this 44ft displacement cruiser results in a very easily driven hull with reduced bow wave and excellent economy.

The decks have high bulwarks to keep the youngsters feet on board and a flared bow to keep the foredeck dry. A 4 blade prop behind the 115HP Nanni and a bowthruster to aid manouvering in tight quarters is standard.

Three double bed cabins, spacious saloon/galley, Corian benchtops and much more.

This well equipped boat *has* to be the best value for money boat of its type available.

*Ask for more details and photos!*

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# The big bad El Nino - how does this one rate?

El Nino is now near its peak, although likely to persist well into 2016.

It is likely to rank in the top three events in the last 50 years.

Although it was predicted to match the 1997/8 event, it is currently falling short of both the 1997/8 and 1982/3 events dubbed 'super-El Ninos'.

On average an El Nino summer brings below-average rainfall across northern Queensland, and a slight drying influence across the south-east of Australia, while inland Western Australia often sees above-average rainfall. Meanwhile the Indian Ocean dipole has broken down, but sea surface temperatures are warmer than average. This could provide extra moisture for rain systems across Australia.

**Source: Australian Bureau of Meteorology December 2015**

While an El Nino event influences the whole world, the main effect is on the Pacific area, especially Australia, Indonesia and south-west America. "During El Nino we have the droughts in western Pacific counties, like Indonesia and Australia," says Dr. Wenju Cai, a senior principal research scientist at CSIRO Wealth from Oceans Flagship. "But in other places like Ecuador and Peru these normally dry areas suddenly get a lot of rain.

"In the US, in California they experience flooding during El Nino events." El Nino also results in a hotter average temperature for the whole planet by about 0.1 to 0.2 degrees, because the associated change in winds lead to the release of heat from the ocean to the atmosphere. The two strongest El Ninos that we know of were in 1982-83 and 1997-98. Dubbed "super El Ninos", both these events had significant global impacts.

"In 1982-83, Australia suffered one of the biggest droughts and we had the Ash Wednesday bushfires and Melbourne was covered by the dust storm," Dr. Cai said.

"In 1997, over 23,000 people were killed due to extreme events, droughts, floods, cyclones." The 1982 El Nino caught countries around the Pacific completely unaware and prompted data gathering and research that led to our current understanding of El Nino, Dr. Cai said.

"What causes an El Nino to start" is the subject of debate,"

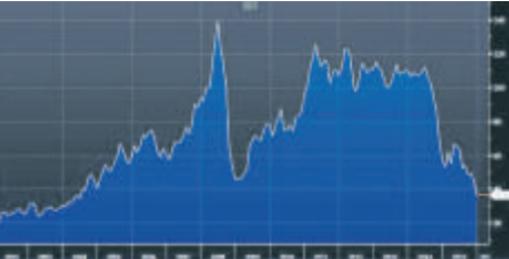
Scientists now have a very good idea of how El Nino will be affected by climate change, Dr. Cai said, and it is not looking great.. "Under climate change the frequency of extreme El Nino events will double - to one every 10 years".

The reason behind this is that the eastern equatorial Pacific Ocean which is normally cooler than the west is warming exceptionally fast, making it more likely that El Ninos will develop.

Another important factor in understanding the severity of an El Nino in Australia is the Indian Ocean dipole, a measure of sea surface temperature difference in the Indian Ocean.



# News n Views



## If crude is so cheap, why is our fuel so dear?

### Crude to go as low as US\$20?

Dec 21, 2015 Bloomberg Business news reports:

Moody's, the credit rating agency, slashed its 2016 forecast for Brent Crude by \$10 a barrel to \$43 last week, highlighting excess supply and the re-entry of Iran to the global market.

Some analysts are gloomier, predicting prices falling to near \$20 a barrel. "Opec said this month it had no plans to rein in production – a stance reiterated by Iraq's oil minister at the weekend. The Saudi-dominated bloc has pumped out hundreds of thousands of unwanted crude each day in an effort to hold on to its share of the market and force US shale producers out of business." This seems to be the tactic that Russia and other producers are attempting. Pressure to find out who has the lowest production cost or political will to sustain itself in the business, preserving strategic positions.

As this is written, 9/1/16, light crude is going for just under US\$34 pbl. US pump price for petrol is about US\$1.20 gal which is about AUD \$.45 ltr!! It appears that refiners, transporters and retailers are in for a profitable period as retail prices are slow to adjust to the crude market. But then there is a partner in this business whose income by percentage is guaranteed - our government - that has no self interest in demanding fair prices for consumers.

## Australia's plankton population is changing as climate changes... so what does that mean to you?

Australia's plankton population, a vital key in the human food chain, has moved 300 kilometres south in 30 years, new research has found. Scientists attributed the shift to the warming oceans caused by climate change. In some regions there was also a shift from cold-water to warm-water plankton species.

The Plankton 2015 report from the CSIRO is based on data from the [Integrated Marine Observing System \(IMOS\)](#), which looks at why plankton is important to ocean health. The report's lead author, Dr Anthony Richardson, said how much plankton there is, and where it is, determines how many fish, marine mammals and turtles are in the sea.

"The key findings are that plankton, which are really important to people, are changing and changing really in response to climate change," he said. "Plankton are responsible for about half the oxygen we breathe, and are critical to the marine food web. "They can impact human life."

The report compiles information from plankton studies and data sets from across Australia giving a snapshot of the climate, the state of global fisheries and marine ecosystem health and biodiversity.

# News from Riviera

[www.riviera.com.au](http://www.riviera.com.au)

**2015 marked the World Premieres of four impressive new models:**

- **The 77 Enclosed Flybridge** World Premiere at Dubai International Boat Show in March.
- **The 57 and 52 Enclosed Flybridge** World Premiere at Sydney International Boat Show in August.
- **The 525 SUV** World Premiere at the Riviera Festival of Boating and Gold Coast International Marine Expo in May.

**Additionally, we announced three more inspiring designs:**

- **The new 5400 Sport Yacht** World Premiere at Miami Yacht & Brokerage Show in Florida from 11-15 February 2016 and the Australian Premiere at the Riviera Festival of Boating and Gold Coast International Marine Expo in Australia from 19-22 May 2016

- **The new 575 SUV** World Premiere at the Riviera Festival of Boating and Gold Coast International Marine Expo in Australia from 19-22 May 2016

- The new Sports Motor Yacht collection
- New 67 design is scheduled for her World Premiere early 2017.

"Of course, our commitment to constant refinement also plays a significant role in how we are striving to cater for the needs and desires of luxury motor yacht owners," said Riviera chairman and owner Rodney Longhurst.

"Just one example is the presidential design of the very popular 6000 Sport Yacht, which we also unveiled with great success during 2015."

Additional 2015 highlights included: **The Riviera Festival of Boating in May.** The largest and most successful festival of fun and learning yet has us busily preparing to raise the bar from 19-22 May 2016.

**The Gold Coast International Marine Expo**

Riviera is a proud founding partner of the Expo, which was named the Australian Events Industry's coveted 2015 Best Exhibition award. Expo 2016 once again coincides with the **Riviera Festival of Boating** from 19-22 May 2016..

Riviera is continuing its recruitment drive, through which the marque is building its talented team of designers, engineers and master craftsmen. Riviera today has 480 dedicated team members on-site at the Coomera manufacturing facility on Australia's Gold Coast, including some 36 school-aged, workforce entrance-aged and mature-aged apprentices. This number will grow to over 50 in 2016.

"At Riviera, we believe strongly in the future of Australian marine manufacturing and that is why we are so committed to investing in the marine industry champions of tomorrow," said Mr Longhurst.



# SANCTUARY COVE INTERNATIONAL BOAT SHOW® 19-22 MAY 2016

## **TICKETS NOW ON SALE FOR SCIBS 2016 - RACQ MEMBERS WOULDN'T BE WITHOUT THEM!**

SCIBS has announced a promotional ticketing partnership with Queensland's largest automotive club RACQ for the 2016 Show, which will see more than 7.8 million members Australia-wide set to benefit from online ticket savings for the event, which runs May 19 to 22.

Tickets for the 28<sup>th</sup> annual event are now on sale, with RACQ and Auto Club members able to purchase one-day tickets online at 50 per cent off the gate price. Generous Early Bird prices are also available to the general public, offering visitors **25 per cent off all tickets until February 29. A 20 per cent discount will apply to all online ticket purchases** after this date with further savings to be enjoyed on two and four day passes. Along with one, two and four day ticket options, VIP

Passes return in 2016, offering access to the exclusive Top Deck VIP Lounge presented by the InterContinental Sanctuary Cove Resort, which will offer an expanded format, front-row

views of the marina and all day 5-star catering for VIP Pass holders, in addition to other exclusive offers.

SCIBS general manager Johan Hasser said changes to the show program and layout would make for an exciting show to visit in 2016. "We believe SCIBS 2016 offers great value for money for those in the market for their next boat, and a fabulous day out for people looking to experience the marine lifestyle and explore the latest products on the market whether that's a PWC, stand up paddle board or chartering a boat for your next family vacation."

A mix of long-term exhibitors and new brands have already confirmed their attendance for SCIBS 2016, including Horizon Motor Yachts Australia, Multihull Solutions, Fleming Yachts Australia, Integrity Motor Yachts, Leigh-Smith Yachts representing Alaska Motor Yachts, Elandra Yachts, JSW Powersports, Sirocco Marine North, All Marine Spares, Raymarine, Muir, Dometic/Seabreeze, Sunbrella and many more.

Mr Hasser said the evolution of SCIBS to become an all-

round marine-themed lifestyle event has proven a major drawcard for visitors.

"Visitors know SCIBS is the place to see all of the latest models and best brands in the business," Mr Hasser said. "It really is a great day out for the whole family. The Marine Village takes on a fantastic festival vibe every year during the Boat Show, and we look forward to welcoming thousands of visitors through the gates over the four days."

Tickets to SCIBS 2016 will be available for purchase online from December 15. To purchase, visit [www.sanctuarycoveboatshow.com.au](http://www.sanctuarycoveboatshow.com.au).

**The Sanctuary Cove International Boat Show, heading into its 28th year, is endorsed by Tourism & Events Queensland as an iconic Queensland annual fixture. It is also a member of the International Federation of Boat Show Organisers (IFBSO) and considered one of the world's premier trade and consumer boat shows. Running May 19 to 22, 2016 the Sanctuary Cove International Boat Show attracts close to 40,000 visitors and 300 exhibitors to a spectacular showcase featuring hundreds of boats and thousands of marine products across four days.**

**SCIBS 2016 offers FREE park 'n' ride services from Warner Bros. Movie World, along with limited on-site parking, available pre-paid. Exhibitor spaces are now open.**

**For more information on exhibitor spaces available, or those who will be on Show in 2016, visit [www.sanctuarycoveboatshow.com](http://www.sanctuarycoveboatshow.com).**

# CORROSIONX *A new product for marine and boat uses*



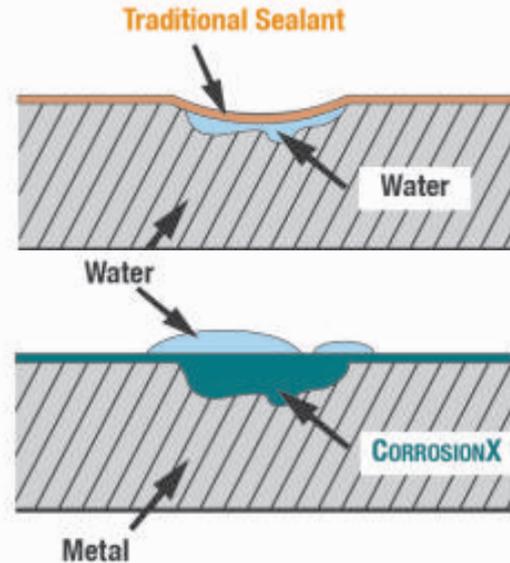
The world's most advanced and effective corrosion inhibitor, lubricant and penetrant is now available to Australia.

Use **CorrosionX** for all electrical and electronic connections, switches, circuit boards and motors. Drives out moisture and improve the electric connection. Anchor winches, Bow thrusters, Lights, Switch boards, Batteries, Pumps, Refrigeration and Electronics.

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Protection against corrosion. **CorrosionX** leaves a ultra-thin film for good protection and spreads to all the inaccessible places. Works on all metals and does not harm rubber or plastic. Use on all stainless steel, steel, bronze and aluminium on your boat. **CorrosionX** is good for protection of the motor and gearbox when the boat is not being used for periods of time. For protection on metal under water use **MaxWax**, a wax with **CorrosionX**.

**CorrosionX** also penetrates faster and further than anything you've used before. Use on seized Bolts, Nuts, Rigging screws and other parts. Apply and leave for CorrosionX to penetrate and un-seize.



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# How about solar hot water?

By Tim Article by Tim Rix  
Tim is a cruising yachtsman Queensland

When it comes to talking about hot water with boat owners there are a heap of different opinions. Some may think that it's only the big boats with showers that need it but even some little uns have a hot water tank and a galley sink.

A live-aboard buddy of mine always washes up in cold water and another ex fisherman cruising mate punches holes in the lid of a 2 Lt plastic milk bottle and takes his shower by shaking water over his head while standing in the cockpit. I must admit to shortening the wand on a 5 litre garden spray bottle and having a shower of sorts, using less than 3 litres of warm water. I guess it comes down to what you want from your boat.

For those of us who's boat is our home having the creature comfort of hot water on tap goes a long way to making things a little easier. Like taking a shower at the end of a big day and doing the washing up when its needed. A few months ago I was with a mate who was looking to buy a serious cruising yacht to share with his lady. Not unlike the male bower bird my friend wanted the nest to be attractive to his chosen mate or he was going to spend a lot of time by himself. Hot water and decent shower was a deal breaker.

The rules regarding gas certification had seen the owner, who was selling the yacht, remove the instantaneous gas water heater rendering the two showers impotent (unless you enjoy cold showers). We were discussing hot water



options to make the vessel a viable purchase and my mate asked me, "How about solar hot water?" "I have never seen it", I replied. "I don't think they make it for boats." Thus ending the discussion. That evening I felt a little guilty that I had put forward an opinion without really knowing the facts so I did a web search.

*continued next page...*

I love that its so simple. There are a couple of options as to how it can be hooked up to your hot water tank which can be seen on the Heliatos Solar website. We chose the basic method where you "Tee" into the hot and cold feed lines close to the hot water tank so the pump draws cool water from the bottom of the tank, circulates it through the MH-38 panel and returns it heated back to the top. Copper tube is durable and a standards compliant plumbing option but its harder to use. Mike chose to use heat resistant 3/8" John Guest tube as it is approved for drinking water and made from the same material at its 12mm cousin which is "watermarked" for use in boats and caravans. (Can anyone please tell me what "watermarking" means?)

Once I had eliminated and ignored all the sites that had absolutely nothing to do with my search for Marine Solar Hot Water, I found a US site [www.heliatos.com](http://www.heliatos.com) that caught my attention. In fact it looked to be the only site world wide that was offering a practical, robust water heating system that will work on yachts and continue to perform in a marine environment without snagging lines and corroding away. My mate didn't buy the vessel we were looking at but by then I had become intrigued by the Heliatos system.

A few months down the track and I recently helped a fellow yacht owner install his own Heliatos Solar hot water system so I thought I'd share this with my fellow cruisers. Mike owns a lovely 45ft. Huntingford Explorer ketch with two bathroom/head/showers. He'd moved from a smaller yacht to something his busy, professional, lady wife felt comfortable sharing with him on her vocational vacations. Hot showers were a deal breaker (did I mention that before?).

Anyway, Mike has a 30 litre hot water tank connected to engine heating but his engine is very-very well cooled and he found that he had to run his engine for ages to make the water even warm. Not a good equation for a dedicated cruiser! I know we all (reluctantly) have to run our engines at times and it's great to have hot water as a bi-product of that but do we really want to start our engines or boil a kettle every time we want a bit of hot water? I like the idea of having it for free.... well apart from the setting up cost and I will get to that.

So Mike bought one Heliatos MH-38 Solar water heating panel, a solar circulating pump and a little 12 v 10 watt PV panel. Apart from some plumbing , some insulation and wiring that's all that was needed.

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Its a very simple system where the PV panel is connected directly to the circulating pump and there is no battery involved so there's no power loss. The water heating panel and the PV are mounted where they get maximum sun so when the sun strikes the PV panel it powers up the pump and the water is circulated through the water heating panel. When the sun goes down the pump stops.

The beauty of the 3/8" over the 12mm was its ability to make tighter curves meaning that we used no elbows or joiners and managed to have one continuous run with both lines from the panel to the hot water tank. Another advantage of the 3/8" tube was that we were able to fit both lines into a single insulation sleeve. When this type of tubing is used with heated water a tube insert must be used to reinforce the tube end at each fitting. Using this method the tube can be joined directly to the panel with the correct fittings.

We only had to use 8 meters of tube altogether. Heliatos recommends that where the panel is more than 6 meters from the tank the tube size should be increased to 12mm or 1/2".

The installation itself took the two of us less than a day with Mike grabbing a short Nana nap after lunch. We were lucky as the cockpit roof is fibreglass over ply and we didn't have to build a frame to mount the panels. Mike elected to pass the tube directly through drilled holes and sealed them with caulking rather than

using bulkhead fittings. We had the system running by 2pm and spent another hour or so installing the insulation and making all shipshape. We didn't have hot showers that evening as the system had only 3 hours of sunshine to heat but by nightfall the water was no longer cold.

Heliatos recommends that one panel is suited to 5 gallons which is around 22 litres and we were asking it to heat a further 8 litres so the following day I SMS'd Mike to see how it was performing. His reply read, "I want my money back, it's too bloody hot!". For a moment I was worried that it was boiling or was it just Mikes sense of humour? I sent a text back to inquire. "Good system, I like it and so will my lady wife", came the reply. What more can a man ask?

There is now an Australian distributor for the Heliatos brand who stocks the extras that suit our Australian plumbing and BSP thread sizes. If you visit the Heliatos website Australian customers interested in buying will be redirected to [www.solaexchange.com.au](http://www.solaexchange.com.au) You will find plenty of information about this system on both sites and you can phone or email SolaExchange in Australia if you want more information about what is available here.

So what is the bottom line? Right now (late 2015) the panels cost \$298 Aust., the solar circulating pump just under \$80 and the PV under \$40. That's around \$420 before you buy the plumbing, insulation and a little wiring. You will however need to have a hot water storage tank and be willing to drill a couple of holes in you boat. I think it's worth it.



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**complete with HRSi regulator**

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# Free guide helps owners choose best led lighting

With so many LED products on the market, it can be confusing and overwhelming for boat owners. Whether thinking about which LED lamp to buy or to simply learn more about the technology in general, users can now download 10 Things to Consider When Purchasing LED Lighting from Hella marine.

The free 20-page booklet can be downloaded at [www.hellamarine.com/en/news/10-things-booklet.html](http://www.hellamarine.com/en/news/10-things-booklet.html). It offers ten factors to consider before making a purchase, ranging from light output to cost and everything in between. Full-color images, diagrams and charts better illustrate the key points.

"Hella marine is always looking out for the consumer and we want them to not only utilize the best LED products for their applications, but also fully understand the technology behind them," said Duncan Stirling, Hella marketing manager. "We developed this guide so boat owners could make informed

decisions when selecting the lighting products for their vessel. There are so many LED lamps on the market, we wanted to create a top ten guide to cut through any confusion." Hella marine lamps are fit-and-forget by design, offering complete peace of mind and safety at sea. The company is a globally recognized and trusted brand with LED products available in over 60 countries.

**Hella marine** 

*Vision and Innovation*

[www.hellamarine.com](http://www.hellamarine.com)

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## What happens when Shoalwater Bay is closed to mariners?

My wife and I were in Mackay Harbour sheltering from a blow, getting some repair work done and stocking up while heading south from the Whitsunday Islands to Brisbane.

The Australian Defence Force (ADF) had closed Shoalwater Bay training area from 2nd October to 26<sup>th</sup> November for training exercises and no boats were permitted to use the safe anchorages on the eastern shore during that period. This area of Queensland accommodates hundreds of boats every year, doing the annual 'migration' north to the Whitsundays and beyond, and back again. Closure of these anchorages necessitates transiting about 160nm of often-unpredictable coastline with very few adequate anchorages.

Pat MacDonnell (SV *Mara*), our neighbour on the marina, thought that he could do something to enable access to these very valuable anchorages on behalf of all skippers. He attended the Office of the Federal Member for Dawson (in Mackay) and spoke to his staff member. He phoned the offices of Michelle Landry, Federal Member Capricorn, Warren Truss, Deputy Prime Minister, Federal Member for Wide Bay, and Federal Minister of Defence, Maris Payne, and spoke to their secretaries. Over four days, Pat spent most of his time making phone calls to all of these people and arguing his case to them. Finally, he received a phone call from the Defence Minister's office at 12.05 pm Friday 9<sup>th</sup> October 2015 to say that all safe anchorages in the eastern part of Shoalwater Bay would be

opened to accommodate vessels in transit; boats should contact the Duty Officer on a given phone number to discuss their arrival prior to entering the anchorage(s). Pat was authorised to let all and sundry know the good news, which he did, including Volunteer Marine Rescue (VMR), of course. Pat had had a win on behalf of all boats travelling through this area, after committing considerable time and effort

Things got even better; on 12<sup>th</sup> October a new NTM was issued by Maritime Safety Queensland (MSQ). The anchorages were now opened for access without any need for reporting; no restrictions. Pat informed VMR Mackay and VMR Thirsty Sound of the new arrangement, by phone that same evening.

Two days after the new NTM had been issued, no one that I spoke to or that I heard on the marine radio, seemed to be aware of it. Some were apparently not even aware that Shoalwater had been closed in the first place, despite the original NTM being issued mid September. A boat radioed VMR Mackay saying that he had heard that the Shoalwater Bay area was closed and that anchorages were not available, and asked whether this was correct. VMR Mackay confirmed the closure per the original notice without reference to the new notice, then two days old, and two days after Pat had informed them about it by telephone.

*continued next page...*

## Shoalwater Bay closures continues...

I telephoned VMR Mackay and advised them (again) of the new NTM, but they were unable to transmit the information because they did not have either the NTM or the authority to transmit it, even though I offered to send them a copy. They did, however, point out to me that they are a rescue operation and that distribution of NTMs was not their core business, and in any case Shoalwater Bay is not within their area.

I radioed the skipper of the boat that had called VMR Mackay and informed him myself (and by default, anyone else listening) of the latest NTM. Two weeks after the updated NTM was issued, we were out of radio range, but until then, some boats were still sounding surprised by information that a closure was in force at Shoalwater Bay, in the first place.

The foregoing raises some very important issues, which seem to me to be fairly easily addressed.

### Information

One problem for rescue personnel is that each unit appears to be autonomous, with no

requirement for coordination or information-sharing between units. For VMR Mackay to tell boats that they do not automatically issue reports of NTMs effecting adjacent or near adjacent areas seems nothing short of ridiculous.

During the annual 'migration' north to Whitsundays and then south again, hundreds of boats transit the Shoalwater Bay area, through Mackay to Whitsundays and beyond, and then make the return journey later in the season.

Surely every VMR/Coast Guard station between Urangan and Townsville should at least be alluding to this important information daily.

VMR Thirsty Sound and VMR Keppel Sands knew about Shoalwater and have been giving excellent reports, but this is insufficient to give the boating population *prior* warning; both of them are very near to the area and boats approaching from the north may not necessarily pick them up prior to committing themselves to a transit through the area.

*continued next page...*



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Boats from south are similarly likely only to receive this information after committing themselves to transiting the area.

If VMR are to remain respected, relevant and trusted, they must be advised promptly of important NTMs and be enabled to refer boats to them urgently and in a way that gives boats *prior* warning of conditions ahead in neighbouring or near-neighbouring areas. Planning is everything.

One example of how this failure to provide information relevant to route planning can jeopardise safety has occurred as I write this; Coast Guard Tin Can Bay have just advised a nearby vessel intending to depart the Sandy Straits through Wide Bay Bar that conditions are calm, based on information provided by a nearby commercial vessel.

The departing vessel reported that he is heading to Moreton Bay and in answer to his request for weather information, Coast Guard responded with reference to SSE winds at 12-15kts at Double Island Point; the vessel skipper seems content and is continuing on his journey. No mention was made by Coast Guard of a current Strong Wind Warning issued by BOM over one hour ago for the area from Fraser Island to Point Danger. Coast Guard's information in this instance is at best unhelpful and at worst entirely misleading. *I have since learned that winds of 39kts gusting 50kts were reported at 3pm on that day, at Maroochydoore, on this boat's planned route.*

### Skippers

Skippers must take responsibility for their own security by ensuring that they are well informed about weather and passage conditions, including NTMs and anything else that may be relevant for safety or comfort. Good seamanship demands that skippers take responsibility for gaining as much information as possible by their own efforts *prior* to embarking on a passage.

Although this is every mariner's unmitigated responsibility, in my experience a shockingly high proportion of skippers never refer to NTMs and very many of them do not even know how to access NTMs.

### Closure

Perhaps harder to resolve, although now resolved in our case, is the farce of closing the only safe refuges in this much-used section of the coast at the height of the annual cruiser 'migration'. The area of closure effecting boats is a small portion of land and sea on the periphery of the approximately 1000 square kilometres controlled by ADF. Is it really necessary to block access to safe anchorages in this area, at a time when demand for these same anchorages is at its peak?

*continued next page...*

What will it take to achieve a commitment from the ADF or Defence Minister Marise Payne [minister@defence.gov.au](mailto:minister@defence.gov.au) that these anchorages will remain open to skippers during the peak cruising season? Hopefully nothing more than confused and irritated skippers.

### Appreciation

As a community of mariners, we can never repay the volunteer staff who so effectively give of their time and energy to do their very best to make our lives and our passages safe, and who all-too-often risk their own lives in doing so. We owe it to them to ensure that they continue to do so in a relevant environment where they get fed the best information as soon as it is available, and are enabled to pass on this information to mariners in a way that maximises safety. All mariners owe a debt of sincere thanks to VMR and Coast Guard. They are underfunded amateurs giving a valuable service to us all.

**Billy Kinner, SV Flamingo II**



**Billy**

# Have you ever...

- been dragged into a dinghy?
- avoided a lovely snorkelling spot to avoid the hassle of getting back into the dinghy?
- cut short your swimming/snorkelling as you were worried about being too fatigued to drag yourself into the dinghy?
- been worried about children climbing up the outboard motor?
- been injured being dragged into the dinghy?

## Use Dick's Dinghy Ladders to avoid these problems

Australian Made  
Durable  
Portable  
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**Dick's  
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GIVING YOU A SAFE LEG UP

## What the Authorities say you can and can not do in your dinghy!?

**From Peter Kerr of Lizard Yachts, our contributor advising of the latest antics of Marine Safety Queensland. Needless to say, TCP has more to add to this amazing controversy.**

LIZARD YACHTS, CRAFTSMEN IN ALUMINIUM AND COMPOSITE, CATAMARAN DESIGN AND CONSTRUCTION

PETER KERR

RE:Queensland Transport Maritime Division

**Dear TCP,**

Your readers are probably aware of new MSQ requirements that include the No Fishing and No Sightseeing out of our tenders. ( Queensland ) It appears that they are only acting on tenders that have a larger than 4hp motor and will prosecute all.

But don't be fooled, the proposed legislation is for all tenders, this can be a surf board, paddle board, rowing dingy, with or without a motor and even if you register your tender the legislation still implies that you still can't fish or sightsee out of your tender.  
(Try to work that out? )

I personally have been emailing MSQ for a year now on this issue.

Latest response from the MSQ gods is that this will be open for discussion soon and will be open for public comment. (Believe it or not) They have asked me to try to advise all about this requirement.

So be prepared for swift action as I expect that we will not have much time to respond.

One thing that came out of my emails to MSQ, is my question to them, What gives you the right to prosecute before the legislation is actually done?

Answer from MSQ,-- we are using the 1955 - Act interpretation Act. To interpret any of our legislation.

Look it up it is interesting reading. With a little bit of Hitler in it.

This explains why The Water Police and other agencies are going around threatening the water bourn public over other issues.

The best issue I have been asked about is, Water Police threatening boaties that they must put a note in the ship log that they have shaken their fire extinguishers monthly or better, if not the fire extinguishers are not reliable and therefore do not comply and you will be prosecuted for not having appropriate fire fighting equipment on board at all.

This is not even in the Marine Act for Survey vessels.

This is their interpretation of the marine Act.

This leads me to the big picture on interpretation of any Act.

*continues next page.....*

# TCP's Forum MSQ, Continues

As mentioned in previous letters to the editor of TCP, by other authors, is the High Court ruling, that the public can only be prosecuted for the actual Government Act, not an interpretation? I.E. It must be printed in the Act. *(Editors note; we will be addressing this point after this article)*

The Tax department does exactly this - puts it in print in the Act.

MSQ does not, but if they actually do this boaties beware, you will be prosecuted. So don't miss your opportunity.

**Act now, write to your government member, and write to MSQ, Write to the media. And state that you like this idea or not.**

And by the way, if you are a member of any boating club in Queensland you may have voted exactly for this change just by being a member. So also write to your Club and let them know your views.

Be aware this letter is only my personal views; I am not a legal person only a yachty trying to stand up to bullying.

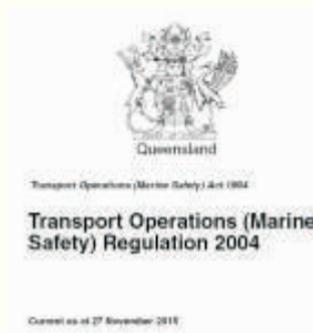
**Happy sailing,  
Peter Kerr, MV Makin Tracks**

Reply and Analysis from TCP

by Bob Norson

**First of all our great thanks to Peter Kerr of Lizard Yachts for keeping us abreast of these matters.**

The first reaction I get from someone who hasn't yet heard of this is disbelief. A reasonable response under normal circumstances but these aren't normal circumstances. We are talking about MSQ, an agency with a long reputation of ridiculous actions even by Australian governmental standards and that is a high bar.



This isn't the first attempt by MSQ to restrict dinghy use. (Why?) But we'll get to that shortly. First of all what does the law say on this matter? Nothing. The most recent law I have been able to source, **"Transport Operations (Marine Safety) Regulation 2004, current as of 27 November 2015,"** says nothing about this. I find no changes concerning the requirements on safety or other aspects of tender/dinghy use. The only thing remotely similar to the discussion is a requirement for commercial operators to note and register if they convert their tender to a commercial ship for recreational use. Section 64 (1) to (4). Of course if

they did as MSQ currently suggests, they would not be able to use their converted recreational craft for anything except commercial purposes! No fishing or site seeing!

As they have no basis in actual law to support their claim on this, they refer to the 1955 - Act interpretation Act. *Continues next page.....*

As a non professional, I examined the act, but found no section that a reasonable anybody would buy as MSQ wishes to apply it. Nor to prosecute now for what MAY be later.

Though the Marine Safety Regulations have suffered some ridicule over the years, like the pollution issue, (see the tcp website article; "The Poo Police Patrol Our Passages". Just insert the title into a search engine like Yahoo) the act, at least regarding the use of tenders to a recreational vessel, are clear as crystal. The language is simple, though it could be arranged better. So what is to "interpret"? I found no use for the "Interpretation Act" in the current debate.

I would invite, no, challenge the legal team at MSQ to note the specific section of that act they wish to refer to and act upon.

The following is my personal opinion and conjecture.

Several years ago, MSQ mgr, Mr Quirk attempted to encumber yacht tenders with an array of safety equipment more suitable to a yacht by means of the GSO or "General Safety Obligation" written into "the Act". That failed thanks to TCP with assistance from Legal Correspondent, Andrew Crawford and a timely high court decision. You can not be (legally) prosecuted without a specific violation of the law. A law in plain language, not an "interpretation" or a generalisation but the real specific thing.

Still raw from that defeat I believe Mr Quirk is at it again on another tack but I do not believe he will get the legislation he desires or at least I hope not as it will be more than wrong, it will be a humiliation. Another blot on the reputation of Australia.

I'm assuming that Queensland legislators, that generally rubber stamp requests from agency heads will not buy into this one. But as Peter Kerr

mentioned, contacting your local representative if you are a Queenslander now is a good idea. And as Peter mentioned, if you are a member of a "club" you should fire off a letter to them now as your clubs may rubber stamp any request for "feedback" that MSQ throws at them.

And finally, **I wish to state now in publication, that I have used my tender for recreation and will continue to do so.**

**So go for it MSQ.**

Next page is a summary of Andrew Crawfords report of the High Court case that may apply in the MSQ tender battles, both of them.

The High Court of Australia may just have some guidance on this. In a recent decision; COMMONWEALTH DIRECTOR OF PUBLIC PROSECUTIONS v MALGORZATA BARBARA PONIATOWSKA [2011] HCA 43, the High Court discussed offenses which are composed of broad non specific omissions.

The case was about a women who failed to tell Centrelink about various monies that she received that, had Centrelink known about, would have caused Centrelink to pay her less. Leaving aside the morality of her actions, the HCA did give us some guidance on the likelihood of MSQ sustaining a GSO prosecution. (*editors note; or violation of a tenders use for recreation*)

The abridged judgement says: "The respondent pleaded guilty before the Magistrates Court of South Australia to each of the charges and was sentenced to 21 months' imprisonment, subject to the direction that she be released immediately

upon entering a bond to be of good behaviour for two years. The respondent unsuccessfully appealed against the severity of the sentence to the Supreme Court of South Australia.

The respondent then appealed to the Full Court of the Supreme Court of South Australia, **challenging her convictions on the grounds that the counts did not charge offences known to law**, and that the counts were deficient in their failure to identify the transaction, act or omission on which liability was said to depend. **The Full Court allowed the appeal and set aside the respondent's convictions".**

The prosecution appealed to the HCA and lost. The decision when read in full seems to give rise to a reasonable interpretation that some "catch all" provisions in criminal law may be invalid in some cases. And that is as it should be. We should not breach the law by accident but rather by intent.

We will see. One of the things I love about legal matters these days is that all the legislation is on line as are the appeal court cases. I will follow with interest. As always this is just my view, I am not a solicitor or admitted to practice law in any way. And as always my final piece of advice is be sensible, take care and if you are pinged get some quality legal advice before you rush off and pay the fine.

*Editors note; so there you go. MSQ or water police who threaten to charge over your recreational use of your tender are very likely wrong **unless or until there is an actual law that states it.** And we hope for sanity's sake that doesn't happen.*

*It must be pointed out that neither myself or Andrew Crawford are lawyers. This is information only. If you need legal advise, see a solicitor.*

Peter Kerr of Lizard Yachts has recently received answers to 11 questions on the tender issue from a representative of MSQ. Peter's Questions are marked 'Q', his answers 'A' and TCP comments after that. Reminder that TCP comments are based on research but are not sourced from a legal professional.

1

Q: if there is no change to the regulation, no new Standard, What is this new requirement called ??

A: What new requirement? This is the hard part for we as regulators to understand there is not a new requirement it has been this way for many years.

*TCP: That is just silly. Where are past records of prosecutions? Is that a bare faced porky or has the department been negligent in prosecutions, read on and you decide.*

2

Q: This new internal memo-standard legally must have some sort of legal meaning. What is it??

A: The regulation provides the requirement.

Q: does this mean that MSQ is-can change

any Regulation or interpretation of Any Regulation, both now and the future using the same approach??

A: Regulation and policy forms the basis of regulation for governments. It supports and guides the direction. Where regulation does not stipulate a specific item government can return to policy or legal determinations (*interpretations?*) to ensure the intent of the regulation is followed.

*TCP: TCP believes that **LAW** forms the basis of regulation and policy for governments, not the other way around. "Where regulation does not stipulate a specific item..." government can step in with whatever strikes their fancy? Of course not. Because the law does not stipulate the colour of your house, a government agency can require the use of white only? Of course not. In legal research done for previous reports TCP found that courts rely on the written words, chapter and verse and only on*

*rare occasion may consider intent, if there is some legacy document like a Hansard to make a very strong case for it.*

3

Q: What **section of the Marine Regulation** (TCP emphasis) are you using to make this tender issue a legal means of prosecuting the general public?

A: If a tender is not being used to attend the parent vessel, then the boat is taken to be a boat requiring registration. If it does not have any registration the infringement is for failing to register a recreational boat. Again it is no different from a boat being launched at a boat ramp.

*TCP: Note that Pete's very clear question was ignored. In it's stead is an unsupported assertion. As previously it is claimed that this has always been the law, again it would be interesting to know how many prosecutions there have been in the past and if none, why?*

*continues.....*

4

Q: It must be a very solid Legal memo to be able to overrule the high court, deciding that the public can only be prosecuted for the actual Regulation not a regulation changed by a memo-standard,

A: What gives you the view that this is possible?

TCP: unclear?

5

Q: What difference does a registered Tender have over non registered Tender when you advised that the registered Tender can use tender requirements to minimise safety gear??

A: A registered vessel that would normally be required to carry all the required safety equipment can also be used as a tender to a parent vessel.

TCP; Interesting. If this answer means a registered vessel can be forgiven of the

*safety gear requirements at any time, the MSQ answer may be in conflict to law. There are regulations regarding what gear a registered boat is required to carry and from what TCP could read. There is no clause that TCP was able to discover to excuse a registered vessel from requirements because it is being used as a tender or any other reason. If the tender for TCP vessel Scrappy was registered we would assume it to be required to carry the gear because we would expect water police to insist! Not that that is proof of the law!*

6

Q: you advised that a tender is to be used for people and stores-supplies to main vessel, Catching the odd fish or crab to be consumed directly by crew on main vessel is doing exactly this.

The fishing act covers exactly this requirement. fish are not to be filleted or cut up on any boat, only on the shore. The only exception is fish to be

consumed immediately, no freezing ext. This is exactly what most tenders are used for, occasional fishing only for crew consumption not taken to the shore or land home.

I believe that as the master of my vessel I am duty bound to supply fresh food for my crew as a part of the general safety obligation. Why can't this be used as a defence in your Memo- standard?? This could be an option to stop public unrest.

A: This would be outside of the intent of the regulation as it is today.

*TCP: Another unsupported opinion. The intent of the regulation is plain in the text of the regulation. What is says is what is means. Nothing more but if TCP were to ponder intent TCP would assume a tender to a recreational vessel will primarily be engaged in recreation.*

*continues.....*

7

Q: over Easter local gov officials boarded local vessels and advised that they must have fire extinguishers on board all vessels, also they must note in ships log that extinguishers are inspected and shaken. If not prosecutions will follow.

A: This might be a commercial requirement, but it is most definitely not in private requirements.

TCP: Admission officers are wrong. Where do they get their incorrect information?

\Q: Is this a new memo-standard released by your department??

A: There is a requirement for vessel greater than 5 metres in length to carry firefighting equipment. Below is a link to safety equipment table from the MSQ website. Any safety equipment carried on board a vessel must be in serviceable

condition. One way of demonstrating that an extinguisher has been serviced is through the ships log.

[http://www.msq.qld.gov.au/~media/msqintern/et/msqfiles/home/safety/safety%20equipment%20recreational%20ships/rec\\_safety\\_equipment.pdf](http://www.msq.qld.gov.au/~media/msqintern/et/msqfiles/home/safety/safety%20equipment%20recreational%20ships/rec_safety_equipment.pdf)

*TCP: Is it required to keep a ship's log on a recreational vessel and if so is it required determine the fitness of fire extinguishers? The document linked to above reflects the opinion of MSQ and does not necessarily conform wholly to law. And finally the TCP craft, Scrappy, is equipped with a fire extinguisher and the original instructions regarding maintenance. It does not mention 'shaking' them. It only advises to inspect the gauge for charge level - green or red. Where are these officers getting their information?*

8

Q: Water police have been advising tender operators that they MUST have navigation lights fitted permanently to all Tenders.

A: Regulations only advise that all boats MUST display **nav lights** (TCP emphasis) at night and

bad visibility.

*TCP: Following is the law is the law. Sec 36*

Lighting device for signalling for tender on water at night

(1) A tender on the water at any time between sunset and sunrise must be equipped with a lighting device for signalling to attract attention.

Examples of lighting devices

torches, lanterns, fluorescent lights and cyalume sticks

*TCP: In short, make sure you can be seen. Quite reasonable really. There is no mention of nav lights in the regulation regarding tenders. And further note it would be quite impossible for nav lights to be permanently fitted to a tender with no power supply which is almost universally the case.*

*continues.....*

# TCP's Forum

*Answer #8, seems to contradict the claim. "navigation lights and a lighting devise"? So tender's requirements exceed those of a larger vessels? Nonsense.*

Q: Is this also a new Memo-standard being enforced?

A: No.

*TCP: Then why are boaties being threatened? TCP would suggest that if MSQ was secure in it's position that they could compel tenders to have nav lights, they would.*

9

Q: What is the requirement for Nav lights for Tenders??

A: All tenders operating between sunset and sunrise must be equipped with navigation lights and a lighting device for signalling to attract attention. Tenders capable of 7 knots or greater must be equipped with side lights in addition to an all-round white light. Also if practicable a vessel not capable of 7 knots shall also display side lights.

*TCP: TCP could not find any reference to this 7 kt qualification in the regulation and we would appreciate direction to it.*

10

Q: Is there any more new Memo-standards that the public must know??

A: The Transport Operations (Marine Safety) Regulation 2004 as it is, has reached its permissible life (10years) and is been (sic) redrafted to reflect the changes from the implementation of the National Law to commercial vessels. Full disclosure of the drafts will be published in due course as per the normal processes.

*TCP, published where? We look forward to this!*

11

Q: Can you please email me a full copy of your new or any memo-standards that you are using in our discussions??

A: There is an internal discussion paper that is being circulated in regards to the current legislation for tenders. This is not new information to you but thought it was worth mentioning again. Patrick Quirk has made a comment to review the current legislation to

simplify and streamline. This internal discussion paper is the first step in this process. As anything new is developed / approved I will endeavour to keep you in the loop.  
*TCP: "to simplify and streamline"??*

MSQ: Also I cannot stress to you strongly enough to look into becoming a member of the Queensland Recreational Boating Council. They have been the driving force behind the review of tenders with the general manager amongst changes to other requirements. They have very good minutes taken from the meetings so attendance in person would not be a necessity.

<https://www.facebook.com/pages/Queensland-Recreational-Boating-Council/685828984843435>

Contact for QRBC is the secretariat Ernie Stewart: [ernieste@bigpond.net.au](mailto:ernieste@bigpond.net.au)

*TCP: this Club lists organisations as members and MSQ, fisheries and other government agencies are among them. Des Thomson is the current chairman. TCP has sent him a letter on the matter and he has responded that they will consider the subject at their next meeting.*

# Things That Work for Me



**Circumnavigating  
with Tony Becks, *SY Ragin Cajun***

**St Thomas USVI**

# Things That Work for Me

I don't profess to be an expert or even a sailor. These are the things that worked for me in my circumnav' with *Ragin Cajun*, a modified Roberts Mauritius.

The choice of the type of boat is a critical one to all aspects of cruising. I chose a 43ft centre cockpit steel twin header ketch cutter. Why steel? I have run into rocks hard twice and only put small dents in the boat. Any other material, GRP, wood, concrete or ali, would certainly have incurred serious damage including breaches of the hull.

The centre cockpit idea was pointed out to me by a mate, John Sproal from Port Fairy. In most monos, the engine is an island in the middle of the hull. Potential use of space above it is limited. The aft cockpit area is also limited because the steering gear is under it and the narrow areas each side of the cockpit also have limited use in all but the larger boats. If one

slides the cockpit over the top of the engine, ie centre cockpit, it opens up the whole aft area of the boat to multiple uses. In our case, a full queen size double bed with huge sail storage underneath.

The Cutter Ketch rig was a shoe in for ease of use and safety. The sails are smaller than a sloop and so is the rig. This aids useability particularly when single handing. The twin 130% roller headsails poled out each side on 6.5 metre poles, allow sailing dead downwind or at any point 45 degrees either side of it. using no other sail. I often used to just pole the windward headsail forehead of the forestay as soon as the wind starts to come further abeam. On ocean passages being able to sail directly to the target is a big advantage. Rolling is virtually eliminated by using the staysail and/or a triple reefed main sheeted hard to centre as flopper stoppers.



Using headsails only, the electric autopilot was always able to keep a stable course easily because the boat is being dragged by the nose. In extreme conditions, a staysail only and reefed mizzen were the perfect rag setup.

I am considering using a vertical roller, loose footed on the Main for the next run around.

*continues.....*

# Things That Work for Me

The most dangerous part of the ocean, the bottom, is the nightmare. I have used a Northstar Explorer 443df Fish-finder as my sounder. In fish-finding mode, it is hugely sensitive up to 30 metres, and after that it's far too deep to stand up in. I started out with a Navman Fish400 which finally died. I was able to use the same transducer with the Northstar.



Plotting has always been done on a PC. Initially I had a second hand IBM Thinkpad with XP running a ripped copy of Cmap93 being fed GPS from a Furuno XXX unit. After 9 years of service, it failed due to getting a salt water shower off Sydney. Now, the upgrade is a refurbished ACER laptop with the open sourced OpenCPN plotting programme running the Cmap World Charts. Open CPN is far superior to CM93 and a lot more user friendly. I was warned about getting the computer wet and so everything is now done via mouse, and the keyboard has a thin sheet of polycarb stuck over it. These days, the unit also has a USB GPS mouse to provide satellites. On a glass boat, the GPS rat can even be fitted inside the hull near the ceiling. A cordless rat would be the perfect driving mechanism, negating the need to touch the computer at all except for switching on.

*continues.....*



# Things That Work for Me



The alternator is an after-market Leece-Neville 140 amp normally used in trucks and earth-moving gear. For the first couple of years I ran a single "B" drive belt, it usually only lasted about 40 hours. After fitting a double "B" belt pulley to the engine crank, problem solved. I decided to use this type of alternator after seeing them routinely used on Cat genset and trawler engines when I was playing trawler engineer on the prawns a few years ago.

Power is always the quandry. We are 12 volt. My theory is, store as much as possible and have as much charging capacity as is practical. So we have 9 x N70 size wet cells. One is a dedicated engine battery, the other 8, the house. Why N70s? Standard size for Toyota Land Cruisers. Toyota battle cruisers are on every continent in the world and so are their batteries at a moderate price. Bigger using esoteric sized, stratospherically priced marine batteries. Any battery which can sustain the vibration and heat loads in a vehicle will love the gentle cool environment of a boat hull, even in a storm. If they are kept fed and wet, and not discharged deeply, they give many years of service. I got 7 years out of a Caterpillar calcium starter battery for instance.

The sensible option was 12 volt, even though lighter wiring is possible for the same power in 24 volt. More automotive and caravanning accessories are cheaply available in 12 volt, never mind starters, alternators, solenoids, etc.

Six batteries are under the floor, to aid stability, the other 3, including the engine battery are at waist height. The high batteries are an attempt to have an engine start even if there is serious water in the bilges, and they can operate as radio batteries right



up to the last minutes in a flooding disaster.

Charging is via engine alternator, D400 wind gene mounted atop the mizzen mast and 3 x 80watt solar panels through a Powertech MP3129 regulator from Jaycar. For the next lap, we'll fit another rack of panels above the bimini. The jury is out over whether the bimini rack will be 24 volt to pick up the marginal light at each end of the day.

*continues.....*

# Things That Work for Me

## Filters Filters Filters... for everything

*Ragin Cajun* has a little under a tonne of fresh water aboard. With moderate care, 2 of us can make this 900ish litres last between 2 and 3 months without getting into emergency rationing. The secret is having a pressure salt water system aboard. The pump is a 1/2" Shurflo Blaster and has a tap at the galley sink and also in the head. Salt is used for rinsing dishes, pots and pans, cool down showers, washing vegies, fish etc. Via a 1/2" hose through the head hatch, the salt water pressure system also acts as a deck wash and anchor chain sluice. The fresh is also pressurised using an identical pump. Normal domestic water taps work fine. Make sure to take spare tap washers. I had 5 years service out of a ceramic mixer tap on the fresh water side.



All fuel, including that which comes on board via a Bowser at a marina, goes into the fuel tank or gerry cans via a micro filter funnel. One type of these is called a "baja" funnel. (see below left) It has a central core which not only filters out large rocks and small dogs, but also water. I have heard many sailors say, "I've got water traps in my line filters, 'don't need to filter fuel on it's way in...anyway, the bowser has a filter on it!"

Many filters let water through. Once it's in your tank it is too late. The dreaded fuel bug will strike and build a layer of gelatinous goop in the substrate layer between the water on the bottom and the fuel floating on it. The bug will bring an engine to an expensive halt. Fuel system strip down and tank empty and fuel polish. The amount

of shit I have tipped out of that funnel after refuelling, even from supposedly reputable sources, would convince anyone in an instant to always take responsibility for filtering one's own fuel.

*continues.....*



# Things That Work for Me and More Filters

If you are lucky enough to be in the position where you are commissioning a fuel tank build yourself, have a small sump fabricated in the lowest part of the tank with a drain tap fitted in the bottom of it. Any condensate accumulated in the tank when partially full, particularly in the tropics, will pool in the sump where it can be drained harmlessly away before hitting the filters. Because this sump has a small surface area, it can only grow a minute amount of bug as well, which is also drained off with the water. I'd recommend a sump retrofit to an existing tank if at all feasible. Drain the sump 24 hours after each refuel.

Fuel filters are always a topic of contention. Do you need to spend a fortune on Racor filters? I have simple CAV type filters back to back. The cartridges are cheap and they certainly work. If they are routinely fitted to smaller tractors which work under extreme conditions under heavy loads, why should the same filters not work under relatively light loads in a clean environment? Boats don't normally have huge dust loads. I'd also recommend buying a filter with an integral piston pump to assist manual priming of the injector pump.

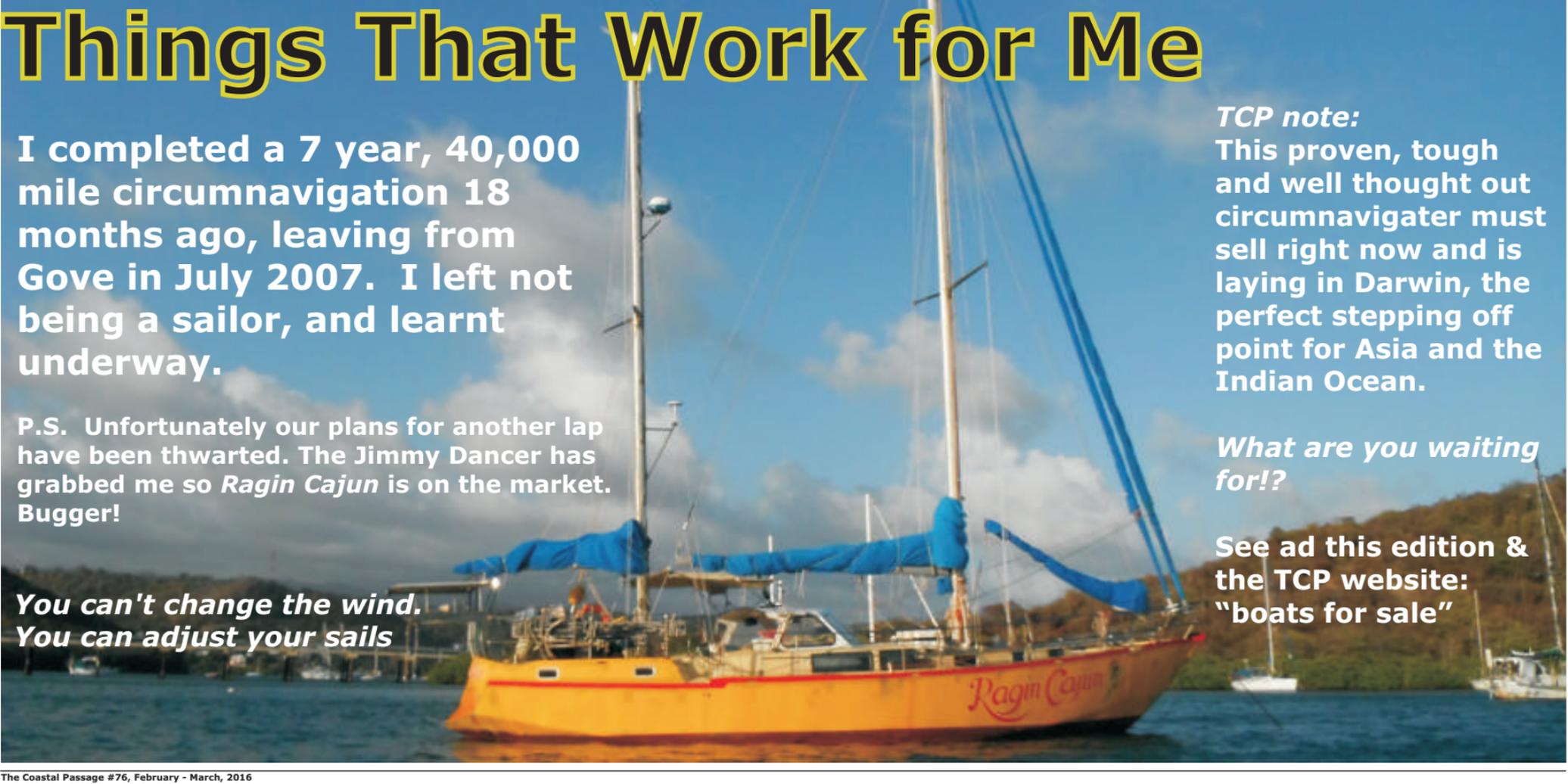
Speaking of filters, the Strum box filter for salt water is very important. I went to a local Agricultural Irrigation supplier and bought a 3/4" black poly Dripper irrigation filter with removable element which can be cleaned in seconds, usually underway. As soon as the engine temp gauge climbs 2 or 3 degrees, stop the engine, pull the cartridge and off again in 2 or 3 minutes. The big advantage of such a fine filter is that you never need to strip down the engine condenser to unblock it. In 8 years I'm still just cleaning the poly filter out. The salt water pump rotors last a lot longer because they never have to deal with seaweed or particulates because the poly pre-filter takes them all out.

All seacocks on board are Philmac black poly and have served successfully for over 8 years. I can't see the point in having to worry about electrolysis with phosphonate cocks.

*continues.....*



# Things That Work for Me

A yellow sailboat with a red stripe and the name 'Ragin Cajun' in red script on the hull. The boat has two masts and blue sails. It is on a body of water with a forested hillside in the background under a blue sky with light clouds.

**I completed a 7 year, 40,000 mile circumnavigation 18 months ago, leaving from Gove in July 2007. I left not being a sailor, and learnt underway.**

**P.S. Unfortunately our plans for another lap have been thwarted. The Jimmy Dancer has grabbed me so *Ragin Cajun* is on the market. Bugger!**

***You can't change the wind.  
You can adjust your sails***

***TCP note:***

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**See ad this edition & the TCP website: "boats for sale"**



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# Cruisers to winners - Jason reflects on his cruise & then a win at the 2015 Darwin to Ambon race on his trimaran, *Spirit*



**By Jason Gard, *ST Spirit***  
**Photos by and supplied by Jason Gard**

Here we sit, as four months of incredible cruising has come to an end. We launched our trimaran *Spirit* after an intensive refit in the Whitsundays on the 26th of June 2015. After six months of hard, hot work we turned the boat into our perfect cruising machine. We had made the interior larger and created a cockpit that could hold more than two people at once and where you now had a place to sit comfortably. It was a great time, hard work, but agreed well worth it, after a week of sailing around the Whitsundays as our shakedown sail before departing for further horizons.

For some months we had been debating what to do once we were in the water. Our cruising permit was running out in October and we only had three months to get to wherever it was we were departing from. We looked at sailing to the Solomons and up to PNG but couldn't really find a suitable place there to leave *Spirit* in December if work commitments panned out.

*continued next page...*

**Winners are grinners!**



### *Inside Hinchinbrook*

For some reason there was a still an itch from when I was a kid and used to read my old man's multihull magazines and the amazing stories and photos that would always accompany the race article about Darwin to Ambon yacht race.

My partner Claudia and I looked it up on the web and found that this year they had decided to postpone the race until September the 5th. Fantastic. This fitted in with our timeline and allowed us sufficient time to sail from Airlie Beach to Darwin. It also allowed for us to have an easy entry into Indonesia too as the race organizers helpfully do most of the hard yards and organising for you. The race fee is also very modest and they welcome all kinds of sailing craft, which we love.

The winter months were starting to show in the Whitsundays with nightly temperatures down below 10! It was with great haste that we

departed Airlie Beach bound for the north. We made fast time to Magnetic Island where we caught up with our good mate "Wazza", onboard *Barefoot*, his awesome green machine.

From Magnetic we decided to take the inland route up inside of Hinchinbrook Island, something we hadn't done before and highly recommend it to anyone with the time and draft.

It was a quick trip from Dunk to Cairns where we provisioned and stocked up for the longer passages to Seisa. It was a standard trip north with cold winds blowing the normal 25kts from the SE. There's always days where it blows five more or five less but for the trade wind season it was pretty text book.

*continued next page...*

## Cruisers to winners

As we came up to Lizard Island and around Cape Melville and Flattery Island it picked up another five knots and the seas got a little steeper. After a beautiful few days at Lizard we high tailed it to the Flinders Group and then from there Cape Greenville and onto Albany Island. What made the trip really good was the fact we could do all daylight passages from Airlie Beach to the top of Cape York. One of the biggest benefits for us is the ability to do high averages. This isn't a boasting type of comment it's a fact and its one reason we give up space, size and items we have onboard. We truly love to sail and to be able to sail fast in light airs. With the maximum passage distance from Airlie Beach to Albany Island being 110nm all we had to do was average 10kts to make the trips during daylight and when its blowing 20-30kts this is easily and safely maintainable.

There was some lovely stops on the way north and we really feel like we have to get back to this part of the world again when not in such a rush. Australia is so vast and has so many good anchorages and secluded places, it takes years of cruising to see the majority of them.

Seisa was a good anchorage and it was a surprisingly nice place to be stopped for a few days of rest before crossing the gulf. There's good provisioning there and there's a lot of things to do, like a trip to the top of Cape York should you have the need to get off the boat for a day. There are some nice spots to anchor in the general area of Cape York. Charts are good and the fishing is excellent - just watch out for the crocs!

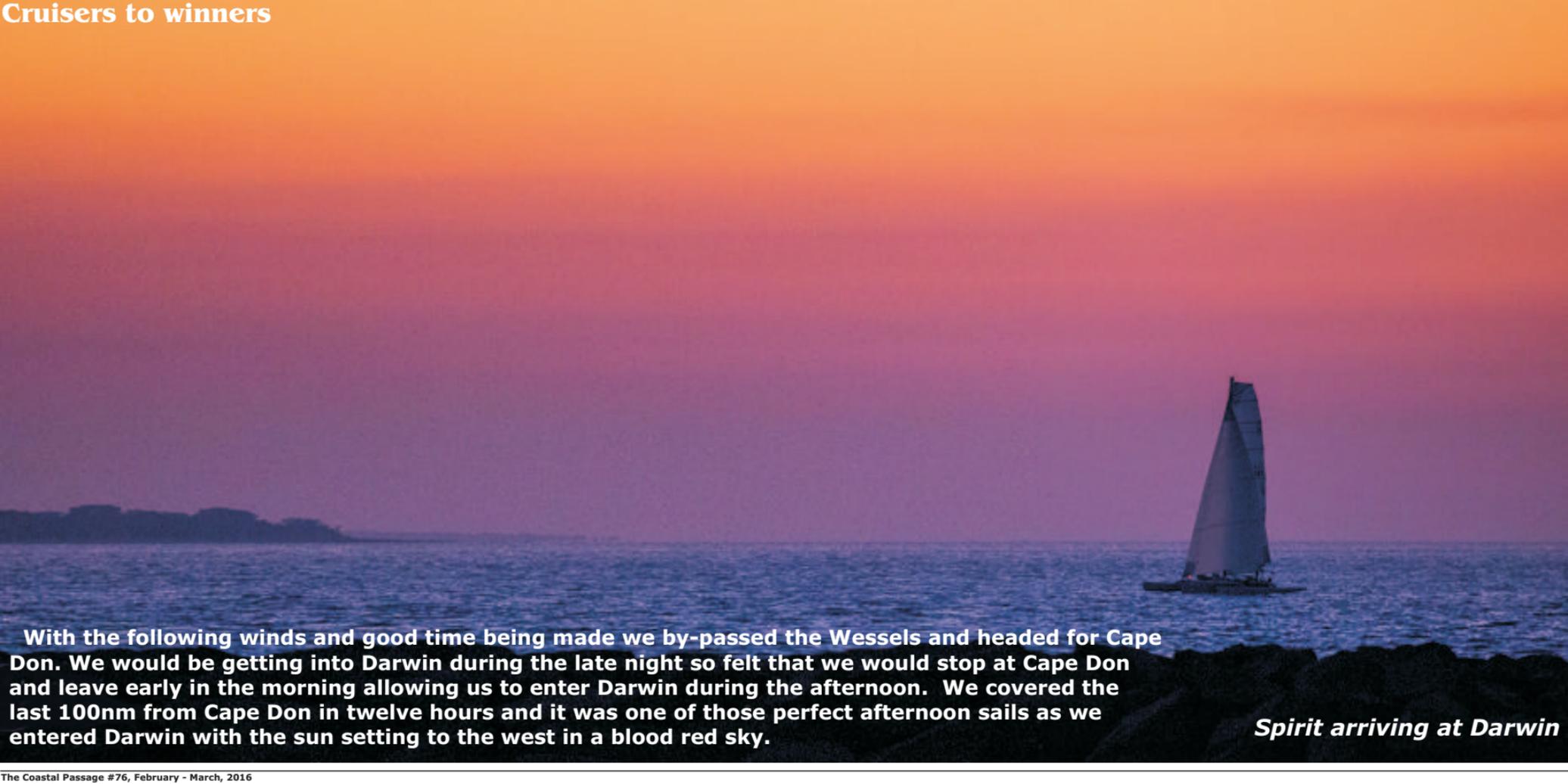
After waiting for the weather we decided to head out and make a run for Darwin direct. We had the options of stopping at the Wessels or Cape Don should the weather turn or we need a rest. As it turned out we had a great run apart from some residual swell that was coming from the



***Watson Bay, Lizard Island***

southern end of the gulf where they had been having strong winds. This is something to watch out for as it can be pretty short and steep even though you have good weather in the north sometimes they can have solid 30s in the south and it funnels up the gulf.

*continued next page...*



With the following winds and good time being made we by-passed the Wessels and headed for Cape Don. We would be getting into Darwin during the late night so felt that we would stop at Cape Don and leave early in the morning allowing us to enter Darwin during the afternoon. We covered the last 100nm from Cape Don in twelve hours and it was one of those perfect afternoon sails as we entered Darwin with the sun setting to the west in a blood red sky.

*Spirit arriving at Darwin*

## Cruisers to winners

Two weeks were spent in Darwin where we fixed some small items and prepared *Spirit* for the run to Ambon. After two months we were pretty excited to be there and couldn't wait for race day. I had arranged for two good mates to come along and race with us. One of them, Murray had done the race nine times previously and is a great sailor and Nash has done bow on yachts such as *Wild Thing* and *Living Doll* and is more used to punching his way to Hobart than reaching into the tropics as we hoped for the 600nm to Ambon.

This is pretty much what the race is known for, the 600nm of blast reaching in ideal tropical conditions and one of the main reasons we wanted to do the race. A few hours around the cans is fun but days of reaching deep off the wind with blue skies and warm winds is hard to beat! My parents had also decided to join us in Darwin and were our shore race crew and support, which definitely helped things run smoother prior to race day.

The weather was watched daily and it wasn't looking good. The forecast was light..... super light and deep. Not great, but hey, it was warm and we were going to have loads of fun. Unfortunately the boat we thought may give us a good run for line honours was unable to race and so we were left to tussle with the two large monos, one being the previous years winner and race record holder for monohulls *Antipodean* a Santa Cruz 72' and the Inglis *Walk on the Wild Side* which also once held the monohull race record.



*On Anchor, Darwin*

Our game plan was easy; get out and away from Darwin as quick as we could. If the grib files and weather forecast was correct we only had until 6pm to get around Bathurst Island after that we would be sailing into a huge hole.

*continued next page...*

## Cruisers to winners

The start was a bit crude and we along with nearly all the other multihulls missed the one minute gun so ended up being a little late for the start. Thankfully we had 600nm to go! It was a slow drift out of Darwin harbour and up to the channel. From there the wind went North West and slowly as we sailed out into the bay it swung around to the SW and increased to about 10-12kts. Once the wind had swung and settled it gave us around a 40-50 apparent angle which was pretty hot for our small reacher but we carried it as far as we could and slowly hauled in the big two monos whom with their earlier start gun had put a lead on us of about five miles.

Just as the sun was setting we rounded the SW corner of Bathurst Island sitting on 14-16kts. It was at this time we slid under both *Wild Thing* first and *Antipodean* second. The feeling was incredible to be getting passed them while on such a great angle and at such speed.

For a time we were a little worried about what would happen once we had cracked off and started to run deeper. Even though *Spirit* is an ex-formula 40 she's now got all the mod cons and is more of a cruiser so she weights a little on the heavy side, which in turn really effects her speed in the light and even more so when running deep. This to us was our Achilles heel.

So it was good to find out just after sunset and after we had all turned to run along the rumb line north that we were able to hold them off and run just as deep if not deeper and just a little faster.



***Chasing down the two big monos***

The first night brought with it up and down conditions. At times the wind died to near nothing and we just floated along at the mercy of the sea; then a zeffeer would come in and we would start to move again. We just hoped that the boats behind had similar conditions to us.

*continued next page...*

## Cruisers to winners

Both *Wild Thing* and *Antipodean* had AIS transponders onboard so when they were within about ten miles we could see them. But overnight we had lost them and as the wind had pushed us further west we weren't sure that they hadn't passed us to the East, which was feasible if they'd managed to find a bit more wind. That's the big problem when racing in super light airs - it doesn't take much for your opponent to get passed you if there's next to no wind, all they need is *some!*

After a few hours we spotted *Antipodean* on the horizon astern of us and also appeared on the AIS again. It was reassuring to see that overnight we had gone from 4nm to 7nm lead and that they didn't seem to be gaining on us. It was about noon when we had to decide on a route through the islands. Do we stay on this course and go in between two islands where there's a small passage about a mile wide and where there's bound to be major currents and wind effects or do we come up and run hotter and go to the East in the clear of land masses and in clear breeze? As you can imagine we opted for the safer and latter one.

As the day progressed the wind got light and made the choice easier allowing us to remain powered up and doing good speed for a few hours. It was during this time in the afternoon that we made some more progress on the other boats. We were sitting on solid 14-16kts again for a few hours which got us a solid nine to ten mile lead on the larger monos.

The night again brought shifty conditions with the wind oscillating from SSE to S and from 6-10kts true speed, which



**72ft Antipodes**

makes going fast, hard work. When the wind changes direction and the boats are on your tail you question the gybe you're on and are always looking for what you can do to get things going faster.

*continued next page...*

## Cruisers to winners

Its hard work and is very consuming, this is where the experience of the crew comes into it. Having Murray and Nash, whom have both done an incredible amount of top level sailing with some big names, supplying solid tactics comes into its own.

Racing really is a team sport and to have fellow crew whom can give good positive input about how the boats going with regard to wind and sea conditions is crucial and something we are very thankful of. It just gives a more unified feeling onboard and gives confidence to the decisions being made.

The next morning we felt good but we felt as though we weren't able to pull away, as our lead didn't seem to extend more than ten miles. The light breeze made it hard but as we approached Ambon having Murray onboard proved to be a godsend. We were running well high of the rhumb line and were pretty much on a course for the Eastern side of Ambon. Ambon harbour is on the west coast 30nm away so we needed to gybe. But when to gybe was the question. With Murray firmly believing that the wind would go East as we closed the coast, the decision was made to carry on and head high of the rhumb line.

About 60nm out from Ambon we got some cloud cover in small patches. It was just becoming dark and it was our second night at sea. The green glow from the phosphorus was incredible as it peeled its way from the centreboard below the main hull and blitzed off the rudder flying out from the stern as though we were being powered by a large water jet. We had dolphins jumping alongside and with the green streaking off them it was like someone had shot torpedoes at us.



The cloud cover approached us and once we were below these little puffy white balls we'd get an extra few knots of wind and leap forward hitting 18kts. The large reacher was still up as it was for 99% of the race but early on, once the wind shifted east, we dropped it and went for the small flat reacher.

*continued next page*

## Cruisers to winners

It was pretty much perfect conditions for the little reacher as we neared Ambon. We had about 14-16kts true, which gave us well over 20's apparent coming over the deck. *Spirit* was hitting high teens and we were loving it. We knew if we could hold this up we'd be pulling away some more and giving ourselves a good margin for the light air sail into Ambon.

Anyone that's done this race knows that its pretty much three races in one. Getting out of Darwin being the first big challenge, the Timor Sea and getting to Ambon the next and finally into Ambon Harbor which I believe has taken some boats in the past a day to complete the final 6nm from the entrance to the finish. This was a place we knew we could lose if we got parked and the boats that were sailing close behind caught up, so the lead up to Ambon was a little nerve racking.

The other fun part is Indonesia's love for fish attraction devices (FADs) which are virtually anything they like, tethered to the bottom to attract fish. These floating FADs are anchored as far as 20nm off shore and in water 2000m deep. Since being here we've seen them made from bamboo and steel and the size of cars. So as you enter Ambon sitting on 14-18kts with the other boats close behind you never feel like you have it in the bag as you know there's so much that can go wrong.

Again this is where having Murray onboard was essential. He'd been there and done the race so many times he knew what to expect. The FADs around Ambon seem to mostly be lit, so with sharp look outs posted we weaved our way into the entrance of Ambon harbour.



**Two yachts to beat: *Antipodes* and *Sue Sea***

More solid advice from Murray was to stay well wide of the southern shores of the entrance, here the wind creates a hole and leaves you dead in the water. We crept along the Northern side of the harbour, unbelievably, staying in the breeze. We put the reacher away and drifted in under jib. As we made our way slowly up the harbour we felt incredibly lucky to have wind most the way.

*continued next page...*

## Cruisers to winners

As we neared the northern shore and spotted the finish to the south, the wind came in from the North West and gave us a great angle to the finish. You couldn't have asked for more; it was as though we had someone watching over us and just as we sailed into the finish, the wind died completely and we ghosted over the line.

The hooter went off and fireworks blasted into the sky. We'd done it, two days and nineteen hours to complete the 611nm that we had covered. Finishing was such a relief as we had been on edge the complete race with the large monos nipping away at our heels. The pressure really was on for the whole race.

With the Darwin to Ambon now complete we have had lots of time to let it all sink in. The welcome we received from the locals and the friends we made is priceless. For anyone with a dream similar to ours, I can't recommend this race more. Whether you'r on a fast trimaran, solid old mono of something in between this is a race where everyone wins. The real prize here is the experience at the other end. The smiling faces of the kids, the amazing Indonesia food, the welcome Ambon gives, the parties at the Mayor's and Governor's homes, it just can't be described in words. It was a fantastic experience and one we couldn't recommend more. Not only for us has this race been unforgettable but also for the locals we met and that get to share in the race. For the people of Amahusu this race is something they love dearly. They love welcoming the yachts and meeting all the crews and they show it with the open hearts and huge smiles.

*Spirit* will be back and next time we hope for stronger winds and a race record! From Ambon *Spirit* has continued her cruising west and now she lies in Lombok for the off season.

Stay tuned for more of *Spirits* adventures!



***The Trophies, #1 Line Honours & #1 Handicap***

# More pictures from Jasons adventure...

& a favourite quote from his story:

*"It was just becoming dark and it was our second night at sea. The green glow from the phosphorus was incredible as it peeled its way from the centreboard below the main hull and blitzed off the rudder flying out from the stern as though we were being powered by a large water jet."*



*Leading the class*



***Left: The crew at work***

***Above: Trophies won!***



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# I Remember It All...

Cape York...Solo...for six months...on a 10mtr Catamaran...?

Story & photos by Mike, Osborn SC, *FreeFall*

Any adventurous person can't help but pause and think about it after reading those words. Momentarily dreaming... your mind cant help it, some of you will even begin fantasising about what it would really be like...

Yeah, its a good dream.

I no longer dream.

I remember...

I remember it all...

I remember the 6 months that was only meant to be 8 weeks, the endless beaches I walked without other human footprints, the fearlessness of the seabirds, the incredible beach combing, the fishing, the 'feeding a wild dolphin by hand while swimming in the water' bucket list style, the hundreds of crocodiles, the weeks I spent sailing around without seeing another human being...

Amazing, Yeah, BIG smile...I remember...

*continues.....*

# I Remember It All...

## Baby Turtle Tracks

I also remember the moment I realised I had bitten off something much bigger than I anticipated...it was standing alone, staring at the wildly flogging torn mainsail in over 25kts of SE wind, miles from shore with hundreds of miles to go...all against the wind. Then being hunted by 6ft bullsharks in knee deep water, the huge fresh croc tracks leading under my boat...the boat I needed to wade out to after beachcombing, the realisation that the little fish skittering away in the lagoon I'm wading barefooted in? Bullroughts, lots of them...uh oh... The fear of navigating at night into an uncharted river mouth with whitewater sandbars all around me...and the sets of red eyes glowing behind the foam... the moment I looked in the rear of my boat 40nm offshore and yep that's the rear crossbeam breaking loose, the thunderous crash as a croc tries to take my dog off the deck in a night anchorage followed instantly by understanding the gun and torch are in the other hull... across the dark deck...that may well now have a monster lizard on it...

I love to sit and remember it all and I have hours and hours of film to help my memory... Bob has talked me into sharing some of this with you.

This is part of my story...and another part of the myth of the untamed coast of Cape York.

The concept hatched on a beach while 4wding up the Cape. To be really short my brother came out with the statement, "This would be better on a boat". He was fighting against (and losing against) the hordes of sandflies invading our camp. "We could be in the breeze on a boat"... I was stunned, it was so simple...and I already owned a boat, like, this was meant to be and why hadn't I thought of this? Actually I already had thought of it but like most of us I was busy paying old bills and working to pay some new bills and well, just never seemed to have time...

Easy then, lets set a date and go...April will do...months away... April arrives with me panicking because I'm simply not ready... then mother nature clobbers me with a Cat 3 cyclone... After seeing my mast is much stronger than I thought possible, I panic some more and leave for 'The Cape'.

*continues.....*

# I Remember It All...



FreeFall

No I'm not ready, not at all, and to make it worse I have only \$2500 to make it all happen. I arrive at Port Douglas and watch as the addition of my brother, nephew and food, grog etc push my waterline well below the surface... They are getting off at Thursday Island in 2 weeks time...and up to that point the plan sort of worked...they had fun and flew away to Sydney. This left me alone, hundreds of miles from home fuelled up, 'fooded up' and very very concerned about what I had begun to understand as the beginnings of a serious problem. 700nm against the wind on a bare deck cat...yeah, no wheelhouse or glass to hide behind... lots of uncharted waters...and at no

stage on the way up did anyone tell me that the 25kt SE wind will not stop until late November...(actually that last bits a lie...I was going anyway). The locals at T.I. fell about laughing, nobody goes south at this time of year...ever...only the 300 tonne steel barge goes back south. Oh...

To quote my Father, "Boy... it's not that you are stupid, it's more that you never stop to consider the consequences of your actions...!" Yeah, well, this was shaping up to be a big one.

Mudcrab! Yep, a big green buck slowly crawling the bank just on the waters edge... In

desperation I look around for anything to catch him with, my \$300 fishing rod is not on that list - neither are my bare hands...after losing him trying to use my hat I realise why the darker skinned locals all carry spears... Several hours later I have a great aluminium pole/spear that doubles as a walking stick and will crunch through crabshell with ease... I still have it. Sentimental reasons of course; I carried it for hundreds of hours wandering beaches and caught crabs, fish and even became capable of a short distance accuracy, none of which is the reason I treasure it. I keep it to remind me of almost being eaten alive. The dog too.

*Continues.....*

# I Remember It All...

Bullsharks. Nasty buggers and well credited with attacking humans. I have a scar across one finger from trying to remove a hook as a kid - very bad feeling seeing your finger inside the rows of razors...and a great memory to have as I watch a 6 to 7 ft version slowly zero in on me in knee deep water 400mtrs from shore. I whistle the dog madly as he is already in 'I'll get it' mode, the dorsal slicing lazily towards us. In the distance are numerous others. We are all hunting, them for fish? Me for mud crab. The splashing and commotion as I heave dog up under one arm triggers a close pass from the shark; bugger this, I give Mr. shark a hefty jab from the spear, who promptly U turns and lines up another run. I hit him again and am rewarded with a great flurry of water as it bolts away...only to turn again... I do a quick Recon... a long way to shallow water, big shark and oh crap...more fins are headed our way...noise out here means something in trouble... Me. I hit the shark for the 3rd time, I'm back peddling hard now, alarms at full noise in my head. Dog is losing his cool, struggling wildly and barking like crazy. I get bitten once this is gonna end badly...I'm many k's from the boat and hundreds from medical help. 4th time I hit the shark hard, bang in the nose and it goes completely crazy, straight at me. I get smashed off my feet and time slows...as I go under clutching both dog and spear, I can see foam, fur and fins... too many fins, coming my way and coming fast... I grab a fistful of dog fur and come up running, still clutching the spear and putting serious effort into moving. A glance behind shows 'the' shark accelerating away from me...more strides and glance again, the fins have split into two distinct trajectories...one



lot following Mr. shark and one lot zeroed on me... The dog is screaming and I heave him into both arms and pound through the water.. you would get tired doing this normally but certain things are shall we say... motivational? Its over 2 hundred metres to shallow water and safety... I do it easy and at a speed beyond what I thought possible. It's only when the subconscious accepts the body is safe do I collapse into 6 inches of water and desperately try suck air into my lungs... its takes time combined with many checks seawards before I can stumble towards shore... dog has struggled loose... very unhappy.. who knows what he really thinks...

No...I never get into a similar situation...but stuff continues to happen, good and bad...

*Continues.....*

# I Remember It All...

Gorgeous, unbelievably beautiful. The blue water against the sand cay is almost an impossible blue colour fading to emerald then clear as glass as it shallows. The sand is fine ground bleached coral... The whiteness cuts through your sunglasses almost blinding you. The cay has a green topping of knee high grass with no trees at all, its a vivid blue sky and hundreds upon hundreds of birds cut the air...and the noise? Its a breeding colony and the noise is at an industrial level. I'm walking the beach across endless baby turtle tracks with momma turtle tracks and massive holes and mounds from their nests... the occasional crocodile track reminds you that up here, Nowhere is actually safe...

Pelicans waddle off the beach as I approach and gracefully paddle out to float on the intense blue as I pass... The number of birds is beyond me; I can see many different types and all of them are in motion. As you walk the beach the downy chicks can be seen among the nests - some have only eggs, some eggs and parent, some have chicks and all above this has birds coming, going, swooping, diving, hovering in the wind...its totally chaotic...how they find the nest once leaving it is beyond me.

It's magnificent, lonely and remote like another planet... I could not be happier! It's humbling to be able to easily get with arms reach of



nesting birds that show almost no alarm at your presence. They just watch first with one eye then the other the odd curious "yarp" or beak snap the only response... It's hard to convey how simply beautiful this is...its something you only really get by experiencing.

*continues.....*

# I Remember It All...

It's raining again; by now I'm used to the howl of a strong wind warning and simply ignore it. I'm smashing my way ashore with the small boat to go fishing... I'm somewhere without a road within 100km... I haven't seen another boat in 2 plus weeks... Once inside the creek mouth I motor slowly in...a couple of small crocs slither into the water only to re-appear in my wake, watching always watching. Birds are moving, cutting and diving, a sure sign of "food time"... everything has a feed on the incoming tide. I round a corner and find what I'm looking for, it's a natural bottleneck into a big snag filled hole. This is going to be too easy. "Boof"... To the man who knows the sound its one of those things that electrifies the pulse. Big Barramundi chop and I heard it over the wind and rain...big one...good. Picking a great posse onshore, I cast in...

The lure is brand new from the box...it barely touches the water and I'm hit, a small barra hurtles from the muddy water and my lure goes flying. I don't get it to shore and I'm hit again, another barra. Six fish later and 1 treble is missing from the lure... I'm using 50lb braid cause I'm tired of getting destroyed up here. Five more fish and the 2nd treble is gone. I'm giggling like a schoolboy with a stolen watermelon...

Its a mixed bag, Barra, Trevally, Mangrove Jacks, Cod... If it lives in an estuary I'm catching it. As fast as I can catch and release them it keeps coming, I'm keeping a wary eye on things cause I'm making a huge racket and am "food sized" myself... Keeping my dog out of the water is impossible and at best I try to keep him in the shallows. Mullet are showering and jumping in a desperate effort to avoid being eaten... The entire place is going berserk in the rain... For a fisherman, this is nirvana... This is the purest form of cocaine... My smile is ear to ear as a 30lb fish explodes at my feet... Your heart just stops when that happens... cause where I am? It might not be a fish that exploded from the water at your feet!!! I'm yelling at the dog who is intent on swimming into the fight, struggling with my rod, trying to keep an eye on everything else... Then it happens... The barra busts loose from the surface and latched onto its tail is a 4ft Bullshark..!!

Foam and water go everywhere, flashes of barra and shark rolling and thrashing, I'm still laid into it all screaming my head off...then...my eyes come out of their sockets...seeing the croc take my metre plus fish clean out of the water with the bullshark still firmly hanging off the tail-end kind of undoes my head for a moment...



This is all etched into my memory...this was a big Barra fully across the mouth of a serious sized croc with the shark almost clear of the water...

Two seconds later all that is left is wind blown ripples... I lock down hard wanting no further part of this...the hook pulls... I back away up the bank winding slowly... Im stunned, utterly flabbergasted... Your mind has the image but your brain doesn't really accept it... To this day its one of the coolest things I've ever seen. Oh, and when I wound my lure back in? The 3rd and last treble was utterly trashed...awesome - fishing memories like that are pure gold!!

*continues.....*

# I Remember It All...

Silica sand... crystal white, fine and clean and towering over me, it's been a long walk from the boats... The cat I left in 4ft of water and came hundreds of metres further...only to anchor the small one and wade...hundreds of metres further to shore then along the beach at base of the smaller tail to get to the base of the main dune. It's very very very white....visible from 8 nm away... This is gonna be pretty from up top...utterly spectacular more like... Can you tell I'm looking forward to seeing the view? But one problem...this thing is high, like really high, you can feel your shoulders drop type of high... A full step forwards up the 70degree slope gets a tiny step up as the superfine sand slips back...

By the time I'm a third of the way up I'm puffing hard; at halfway I flop for a rest...the view is already stunning...

The acres and acres of white sand and clean water, all the patterns in the seafloor.. I look around for the dog...his prints disappear up the face...he's gone. Soon I heave up and take another dozen full clawing strides upwards, then, without warning, a dog goes sailing past my ear. Not on the ground...fully airborne about 3 feet out from the face of the dune...cascading a huge cloud of sand into my face in turn.



After cursing and slowly sputtering my way to vision again I look around desperately...cause I know the dog...if he's done it once he'll do it again. All I can see is another set of prints. I claw harder trying to get up the dune while looking for him... 30 seconds later he rockets over the edge above, taking these enormous bounding leaps, sand pours down after him... the grin on his face is priceless... I take a deep breath and shut my eyes as he hurtles past. More sand and I claw sideways trying to get out of the way of what follows. Idiot dog! This continues the whole climb... he's not puffed at all and hav'n the time of

his life...even after I made the top and recovered he kept it up...especially once he discovered a really steep one, watching him hurtle out off the edge 15 ft or more and down fifty or more...only to 'soft land' on the face over and over again had me in tears laughing...! Pic cant do this place justice...

*continues....*

# I Remember It All...

The water waaay down there...I wonder if it's fresh? Fresh water is my bane, my weakness, my Achilles heel... I salt water shower cause I can't carry enough fresh, and swimming anywhere up here salt or fresh... is not recommended. The couple of K plus walk down is easy, lazy and totally enjoyable, walking back won't be as much fun. But at the waters edge? Its so very very clean...white sand floor...looks so good...and...and...yes its fresh...oh yeehaa!!! Why? cause I can see very clearly the entire swimming pool sized pond...no logs...no pretend logs...nothing...AHHHH.... and its just under my shoulders deep.... dog does laps drinking as he goes... Very very nice indeed on a hot tropical day. I was right, the walk back up was no fun...but I had something to look forwards to... you see I had been watching the dog...and while I don't have his energy, I was at the top of the dune with him. I gotta have a go don't I?

Trust me...down is fun...you hurtle off the edge as hard as you can and run in huge leaps till you crash, then slide in a great blind sandy heap much further down...the sand is in absolutely everywhere. It takes a while to get going again after getting it out of

ears/nose/eyes/arsecrude type of everywhere...but you are bubbling with laughter the whole time...very very alive moment...

I see it first and blink...the wind is shrill in my ears and its raining on and off, I'm in shirt and shorts and wet through...but warm... The rain enough to kill some heat - not enough to be cold. The size of the tracks stop me. I shake my head as I go closer then stop and take a big careful look around. Empty...at least empty of the thing that lives here...good... I'm still hyper alert as I get closer...the dog is zeroed hard into the tracks...its fresh and he can smell it clearly. I'm very impressed, even now I can hear the tone in my voice on film.!

AWE...Thats what you get...and goosebumps... the track is as wide as a 44 gallon drum is tall... all the pumice stone and ordinary beach sticks and debris is simply bulldozed aside... this is a massive croc slide...my feet fit easily into his rear

prints... I'm 6ft 4inches tall with a size 15 foot... and I'm dwarfed by this things foot. I hazard a guess of 20 ft...and yeah I went and looked at the record captive one at Green island off Cairns. I'm still going to say this thing was bigger. It came out of this hideous grotty pond that was sunk into the dunes...a tiny little creek at the back and a huge raft of pumice/logs, floats and plastic rubbish floating on the surface... You wouldn't wade in there for anything... the place LOOKED scary without the bloody huge track leading out and into the sea...  
*continues.....*



**Notice Gonzo's ears are back, tense, unhappy but following orders to pose to give the image scale. This croc is a big fella**

# I Remember It All...

And yet another beach walk in a different place made me feel much worse...

I had sailed in at the bottom of the tide behind a large sandbar at a rivers mouth. Being low tide and dead calm behind the bar I had a brain fade. I anchored the boat by driving it in till it touched bottom then dropped plenty of chain with the idea of walking it up the bar, digging it in and off beachcombing... When I get back the tide will be in - I can pull the cat in and get into the river...which all seemed a great idea...yeah, um, not. Its only after walking back into the area later that day and stopping very unhappily at the scene before me that I understood the depth of my mistake... A largish croc had walked up out of the river, across the bar and having stopped at the top...nice big full length belly print up there tells me this...he then walks down the other side and directly between the hulls of my cat. Not to one side...oh no...he's under the mast dead centre...in the shade?...I'm so not keen about all this. I've seen enough crocs and the tracks left after spooking them away that I can easily see this is a big un...way to big to meddle with. And its going to get dark before high tide...I have to get on that boat.

No problem you say...pull the boat in you say...I have and its grounded at its usual over knee/thigh deep. Muddy water...estuary muddy... no lovely clean silica water here. I



can't see anything. Nice. Very big fresh Crocodile tracks...right there. Nice. I talk to the dog about the problem, he doesn't get my concern. Ummmm.

I throw fifty sticks/small trees everywhere I can and finally summon the guts to wade out waving 2 long poles as 'feelers ' in front of me...if something had moved I would have pole-vaulted back to land in the blink of an eye...Scared? Yeah, very... Another thing i never did twice in the Cape.

*continues.....*

# I Remember It All...

This river beat me psychologically. On the first night it was easy to see the red eyes scattered here and there and I could get glimpses of at least one real big one. Great fishing and long beaches to explore, but, well, second night the eyes made your skin crawl. I haven't seen anyone for weeks having been sticking to some very remote coastline. It's not a deep water river and probably rarely sees a boat. Cats only...I'm alone and lonely and very aware of it.

This level of remoteness kind of means that at night with the light on, You... are the only thing on TV for the locals...and it's the best channel they have had in ages... And yeah, the locals are interested... I have a dog onboard and the deck is only 500mm off the water...

I finish cooking and go into the port hull to watch a DVD... 25 minutes later the impact on the boat shakes the mast, the whole boat echoes the bang...that was a huge hit...the instant thought is the location of the rifle and torch...in the other hull...across the dark deck...I listen heart in mouth for any noise... if its onboard? No No No, please please, don't let it be onboard... I don't pause as I cross the deck...feel much much better to have that heavy lump of "capability" in hand... The saying is "God made men...Smith and Wesson made them equal"...and I certainly feel better as I return above...



**FreeFall away from the river!**

Nothing...Nothing at all...just a dog shivering in the centre console with the big eyes on. Around the boat? Nup, no big red Rubies to be seen... and believe me I was pretty intent with the search... We slept with door hatches shut that night...

Third night I swept the spotlight often...lots of small rubies and every so often saw a big head and shoulders out there in the dark... Next morning I left into 30kts... I'd rather the beating than stay another night in that place...call me a sook, I don't care, big crocs give ya the willies when you are alone in the dark with them...

*continues.....*

# I Remember It All...

Cape Grenville, wonderful anchorage and even better for cats... I'm in 4ft of water and its billiard table flat, even the endless 25kts has no impact here. White beaches stretch away to the west and a solid stone cliff blocks the wind and waves. Its a known anchorage and yeah I have neighbours. I've just finished explaining the "Blue Trail" to a visitor so I may as well do so with you.

You see even though the anchorage is excellent most of us want more than just a rest from the weather... a leg stretch is always welcome...and this place has a ripper.

On the SE side of the large headland is a super long beach exposed to the trade winds and its without fail a worthwhile beachcomb. Only one problem...its a seriously rugged and long walk/ climb around the Cape itself...enter the "Blue Trail". If you run into the beach at the eastern end and snuffle around just behind the mangroves you will find "Blue stuff"

hanging in trees; old rope, floats and bits of plastic, it only takes a moment to realise it leads off into the scrub... In wet season the trail is faint to non existent...except for the constant marking by boaties. There is blue remnants; flotsam and jetsam tied to trees across the 4-ish Km walk. This links the anchorage with the beach and is really of value when the trail peters out in the middle of the scrub...you just stop and visually hunt for "Blue"...

This can actually be a lot of fun cause while there is heaps marking the ends...the centre stretch is well...stretched? Its a good hike and take plenty of water as there is nothing at all to re-fill empty bottles. Be a little wary of bush pigs as the sudden warning grunt of a large boar tends to yield big adrenaline doses and the buggers can be cranky at times...your chances of seeing them increase on the "Indian beach" side of the walk as they love to rummage the debris at the top of the beach...

*continues.....*

# I Remember It All...

There are lots of Coconuts there...or will be until some retard from Nat Parks removes them as "feral vegetation". Hard to believe but this stupidity has already happened in more populated areas...I'm not going into this, my disgust is evident anyway. There is always Nautilus shells, many many other shells, fishing floats and hundreds of other "plastic" items... well worth the fossick around. The arguments will only start on the return when people realise they have to carry the "treasure" all the way back...don't be the sucker who takes a large backpack!!

Yup, I know you are smart enough to make the trip with low tide in mind...but I highly advise when anchoring the dinghy to set a 'lazy' line to the anchor's 'wrong end' and all the way into the high tide mark, a hefty handline or cord line is perfect... Why? Wading a hundred metres out across the shallow beach... first you have the stingrays, dozens and dozens of them...and then there is a definite chance of Crocs as I saw a few in

residence...it will take more than "Rock, Paper, Scissors" to settle which crewmember is going to do the belly deep walk...if you are the 'Man' of the boat? Its you who will lose this one... Invest in 100mtrs of cord...you won't begrudge the money at the time of use.

There is another thing I encountered up the Cape that I really could have done without... Ya see, I love mud crab and getting a feed often requires wandering in the mangroves. And I'm always wearing a pretty wide brimmed hat...and often a long sleeved shirt, this works for more than sun... I use it to bull my way through tight mangrove structure. Head down, sometimes well bent over you scramble through and under, so when you see a patch of sunlight at your feet you can often straighten up and get a good look around.

The problem is not encountered in the big stuff...only the small brushy mangroves... See...there is a large type of spider up here that build massive "communal" webs...hippy



commune style...as in heaps and heaps of em... in say a 5ft by 5ft area of ... wait for it... sunlight...a nice little gap in the trees... the same one I'm looking for when bent over, head down, struggling through the thick stuff. I never look up to see what's in the gap...or I didn't until after I dusted myself with a dozen large spiders and fully fairy-flossed my upper body in web... Scream? Every bird would have fled the island...passing yachtsmen would have heard me for miles against the wind...hell, truth is the NSA probably picked me up from space... I came out onto the beach scratched to buggery having dumped my shirt somewhere in the insane scramble to get out... only to have a full blown hysterical breakdown at the waters edge... No...I'm not spider comfortable...!

*continues.....*

# I Remember It All...



Cape Melville...Easily deserves a mention...Its huge, the stones piled in enormous heaps everywhere...by stones I mean boulders...many of them are bigger than a house. These are old, and ancient glacier likely deposited them here. They are rounded and worn, piled upon each other without dirt between them...looking at them from the boat is a mix of feelings. I am grateful for the shelter they provide, the Melville/Princess Charlotte Bay area has been rough on me. There is strong currents here and the endless SE wind fights with them...

I'm unhappy at the sudden strength of the "Kabatic" winds that power down the back of the slope and hammer into the boat... I've seen them striping spray from the flat surface as they roar off the beach at 50 plus knots...and I'm glad I did not leave the boat as soon as I arrived, as one such wind tore the anchor loose and away we went... Once I had returned and carefully buried the anchor in good holding above the tideline. I waited to be sure I had a solid grip...yeah I

cant help myself... I have to climb one of these 'rockpiles'...and I really really want the boat to be here on my return...watching it sail north while I'm on the shore would be a little upsetting eh?

The first moment you stand at the bottom you can't help but be a bit daunted... Its blazing hot in close...the wind gusts seem to ride high and here in the lee of the pile there is little movement. Then you begin to understand what you have bitten off... you look up and they are big - a massive jumble; its no simple step by

step climb...rather it's a crazy natural maze where it is easy to chose the wrong path and find its too high to get up the surrounding boulders, you have to back track and try again.

There is no dirt between them and I can often see five to ten or more metres down the crevices... I'm pulling big jumps and often using all four limbs to scramble upwards... Dog? dog is in his element...big jumps are his thing...I'm really hoping he does not slip because I really don't think I could get him back out...The grip is incredible, these are not smooth, these are rough crystal and its shredding my boots, my dogs paws are gonna cop a beating doing this...

The view is incredible, hazy but stunning... this is Australian wild land...you feel its 'oldness'!... Once again I'm utterly alone, no cars at the campsite, no other boats, I think to myself... "You stuff this up? you're probably gonna see a rescue chopper crash in the wind blasts...if one comes at all..." I'm carrying an epirb and 2 flares, have been for most of the trip when onshore... It's still a sobering thought to know it'll be many hours, maybe days before any sort of help can come. I get caught many many times in "deadends"...too high to climb or too far to jump across or down...

*continues... really!*

# I Remember It All...

Its crazy up here and yup I'm enjoying myself immensely...there is a moment where I whistle old mate cause he's snuffling around many stones down...and he takes the direct route instead of the round about way...and ends up attempting the face of the 12 footer I'm standing on. This ends with him clinging to the edge of the lip and me straining to grab fur before he plummets down into the crack he's just rocketed over...idiot...yeah he's enjoying himself too. I'm sweating like crazy as we gain the upper sections and its simply bliss to find a crack that is funnelling the wind...simple pleasures in life are to be treasured and I hang in there, clothes flapping and cracking feeling the heat draining away...

The view at the top is actually panoramic... as I can get on a 'thumb' that pokes above the scrubby trees that anchor the top together.. its fantastic, I'm nearly getting blown off the rock and filming is jolting and shaky even on the tripod I've lugged up...but worth it? Yeah...worth every bit...

Actually this has all been worth it... I'm halting my rambling here, cause a six month journey cant be covered in a handful of pages... I covered 3800 Nautical miles on this trip or so my GPS reckons. I know I covered many more on foot and by the small boat I towed with me. Believe me when i say every day was an adventure and I kinda struggled here to simply keep this article to a few of them.

I mean i got injured, attacked, dehydrated, almost lost in mangroves in the dark, beaten senseless by storms, broke stuff, wore stuff out, ran out of food...found 3 'bottle' messages, heaps of old glass floats, watched turtles laying eggs under moonlight on a coral sand cay, the most random of beach finds including a tag that was attached to a Tuna by a research team, fed a wild dolphin while swimming with it, was stunned by some of the places I went to, ate mud crab and barra endlessly, fished, swam, climbed, walked and really? I finally lived a dream...a dream I had for 12 years... I made mine a reality...it was worth it...easily..all of it...and reviewing the footage I have just makes me wanna go again...BADLY!!

It's really untamed up there, the constant bad wind and the remoteness makes it appear hostile... And I guess it could be, I saw many graves, just a rock outline...randomly I saw these on a lot of islands; they remind you to be careful.

I survived, my dog survived, my boat survived... And if by writing this...to me... if even one person does more than read it? More than dream? actually gets off their bum and goes themselves?... then my time here is worthwhile...just do it... cause I guarantee it'll be with your effort...

*Continues..... next and last*

# I Remember It All...



This story was handed to me as a collection of video of professional quality. The skill Mike displays in imagery is only surpassed by his gift of narration. No professional I know today, with all their writers and cue cards can equal Mike's adlib. He doesn't talk so much as spews adventure. I found myself gripping my chair, I was **FEELING** it!

Mike is selling his cat, *FreeFall* and is building a bigger one to go back for another go. I can't wait for the story when he gets back again!! Any producers out there looking for a hit?

By Bob Norson

Hi folks,

# Percy Island news

Here's an update on what's happening at Percy.

In the last circular Cyclone Marcia had just roared through, and the clean up was beginning.

By the way, some folks dispute she was a genuine Cat 5, because "the max wind recorded at Middle Percy was not high enough". Oh well, the actual fact is - that wind speed is just the reading before the weather station failed, the Police Transmission tower smashed down, and Pine Islets Light went sailing over a cliff.

The Homestead and most buildings came though ok, but the forests were so devastated that it took two teams of workers (one from Parks and Wildlife ), 4 days just to clear a track from the Homestead to West Bay. The roof on the old Telephone/Woolshed was blown away but by good fortune the cruise ship *L'Astral* called by. Her mainly European passengers were treated to a first hand experience of what a Tropical cyclone can do, then the Ships crew donated their expertise and time to replace this roof. Many thanks to *L'Astral*.

Another observation which intrigues many visitors is one which most genuine Yachties would gell with...there are massive Hoop Pines snapped clean in half, and large Blue Gums smashed down while right beside them, little ol Pandanus Palms are quite untouched!

Surely the same principles of nature apply to yachts... don't fight the inevitable... bend and go with the Flow.. and you'll come out ok.

*continues.....*



*photo by Steve Kenyon*

# More Percy Island news

On the home front Cate and John, Steve J and Ernst are powering along. MV *Maris* has been hauled out and given a spruce up at Hilly's boat yard in Mackay, while the front of the house has a been refurbished, and a new tiled area established underneath.

Steve J is doing a heap of maintenance - Donny Bartley (a great friend of Percy), has been out on *Silver Gull* to help with the gardens, establish bananas, and of

course play some tunes on his blues harp. While down on the beach Marty is doing a terrific job welcoming visitors, identifying wild foods, plus teaching palm weaving, candle making and boat skills.

Unfortunately the Bees copped a hiding from "Marcia", then had to contend with no blossoms/nectar, so honey production has ceased until winter. This means the sole income for maintenance of Percy has stalled, and the role of PIYC (Percy Island Yacht Club) become more vital.

The PIYC was created by visiting Yachties for the sole purpose of maintaining the ambience of West Bay, and thus keeping Percy Island's tradition of hospitality alive for all future generations. And it's worked. Public Liability Insurance is \$3,000 a year, let alone other maintenance, such as water etc., yet with membership now at 191, your Yacht Club has met this for over 4 years.

Talking of membership, we welcome Bob and Kay of SC *Scrappy* who for years have helped not only Percy Is, but all Australian and visiting Seafarers via "*The Coastal Passage*". Anyway they visited, joined the PIYC, and in a recent TCP edition feature on the front page another yacht who are great friends of Percy, and rapidly gaining fame as the most hospitable vessel on the coast; *The Joshua C.* Robin and Annie, sat her down in the Lagoon for several months, and helped out here in grand fashion.

The other news is that John and Cate are planning to publish a Percy Island Calendar, and would welcome any photos that could be included. The address for this is [percypotos@gmail.com](mailto:percypotos@gmail.com)

We hope everyone has a great new year, and hopefully come visit for a good ole A Frame sing-a-long.

**Best wishes,  
Steve Kenyon, PIYC Secretary**



Bob Norson photo

# More Percy Island stuff

By Bob Norson

Everything starts with a BANG! I mean a real one, as in a rifle blast.

Sometime later the carcass of a goat is being whittled down to bite size pieces in the Homestead's kitchen. Killing, skinning, butchering, all done with assured practise.

The next step is announced by the thump thump thump of Ernst's motorbike pulling up to the A Frame at West Bay. The wood pile is put in order, the fire started in the huge BBQ-firepit and Ernst walks down to the beach to gather up sea water to begin the process. Out of his back pack comes the meat, seasonings, rice and other goodies. He boils the meat for an hour or two, This may break down the gristle and tenderise.

People start showing up from the anchorage now. It is good manners to bring along some veggies for the stew or a nibbly to spread around.

Now Ernst drains off any excess seawater. With any donations or what he brought himself, the veggies and a wonderful Moroccan spice mix get dumped into the big cast iron pot. Stir....

After a while some people start giving long looks toward Ernst and the pot... nope, not done yet.

# Ernst's world famous goat stew

## A West Bay, Percy Island institution

OK, so pour another glass of wine. It's not like there aren't people around to socialise with!

Stir, stir... nope, not done yet.

OK, so another glass of wine, or beer. The socialising is getting better with every glass!

Wait a minute! Ernst is getting another pot out. In goes water and covered. Come on... boil faster! Finally, In goes the rice to the boiling water. Won't be long now! Lid cracked open to have a peak, almost.

Plates and cutlery are brought out from the shelves over the sink and everything is ready... almost. Stir. stir..

The big pot gets lifted off the fire pit and brought over to the table, then the rice. One more stir.. stir..

I am too cool to rush over. Nah ah, not me. I haven't been going crazy as the vapours from the pot drift past my nose. Hell no. I won't even be first.. unless I can make it look accidental! Hey kid, get outa my way!

*continues.....*

# Percy stuff concludes



Ernst serving it up!

photo by Bob Norson

Ah YUM!... OK, where was I? Oh yeah... I'm cool!

For some boats this is the first meat dish they've had for a while. But for most it's just a very nice meal in great company. An event you just do not miss if you are 'part of this'. Maybe a right of passage to be renewed whenever possible because 'life turns on a dime' and this is one of those moments that can keep you smiling when time comes you can't get out here no more. (intentional bad English).

Thank you Cate and John and crew. thanks for keeping this alive for us.

Ooohs, time to wash the dishes!



photo by Bob Norson

# This is my story

**Story & photos (unless noted) by  
Bret Goldsworthy, SY Barry G**

I grew up on a 58 ft. cutter rigged sloop. It was a charter vessel upon which my dad took groups out to local reefs and islands almost every weekend. I sailed sabots with mates on the weekends when I was not at the reef. Later I sailed Hobie cats off the beach and my uncle and I have some great yarns about the mischief we got up to racing his Tornado cat too. I love the sea.

Every Easter and Christmas we did an extended cruise to the Whitsundays, which was a paradise in the late sixties. Our ultimate destination was Percy Island. We were on a mission to see dad's ol' mate, Andrew Martin.

Andrew was a most amazing man. An Idealist. Tall, fit and tanned, never wearing anything but his budgie smugglers. He was like an uncle to my sister and I, never forgetting our birthdays and always giving us A.A. Milne books. Once on Percy I most of all

enjoyed riding Andrew's horses. Andrew took us out sailing on the "Islander" one day, after telling us how the (previous leaseholders of Percy) White family had built it entirely on Percy Island. Pit-sawing the logs by hand, assembling it near the homestead and then dismantling and carrying it piece by piece for re-assembly on the beach prior to launch.

My dad was a professional diver for the Townsville harbour board and as such often met many interesting folks from all manner of vessels docking in Townsville.

From the quirky trawler men who would sell us Moreton Bay bugs for next to nothing a kilo (at the time considered by-catch really) to Indonesian and Russian freight ships whose crew would invite us aboard and treat us like royalty, to meeting an eccentric Englishman who would one day tie off near dad's dive shed.

*continued next page....*



**Bret at the helm of Barry G**

This man (Andy) had single handed a 58-foot yacht from Percy Island to Townsville. Upon hearing my Dad had his skipper's ticket, and on a handshake deal, left the *Southern Maid* in dad's capable hands with the understanding that my dad would put the vessel to good use taking paying guests out to the reefs and surrounding islands, keep a good account and (after taking what was required for maintenance and expenses) return the profits to Andrew.

Andrew had come to realise the full time nature of owning such a vessel and over the ensuing years was pleased to see the condition in which she came to be maintained. She was in Andrew's own words "too much of a boat for his needs". He enthralled us by telling of how one day she had broken anchor while anchored in White's Bay and Andrew upon discovering this, had no alternative to taking to the water and swimming halfway to Pine Islet to then clamber aboard and set sail back to Percy and re-anchor.

I remember my dad telling me how one day Andrew had been off shooting goats when he fell off a rock breaking his leg and then having to hobble/crawl back the homestead which was three miles away. He got back then radioed the mainland telling them of his circumstances and that "the store boat was due there sometime over the next few days" and that he'd go back with them



**Andy, about 1964, aboard the SV Islander  
(photo by C. Hodgekinson)**

weekend trips leaving Townsville soon after midnight Friday night so that the guests would wake up Saturday morning at the reef.

My fondest memories as a child are when dad would let me take the helm, as he lay stretched out on the cockpit seat after a big day, instructing me to steer such and such a course as he pointed out constellations, how to find south from the southern cross etc.

to seek medical attention. He was one tough cookie that Andrew Martin. He represented England as an Olympic pentathlete prior to arriving in Australia.

We were so proud of "*The Maid*" it was my job to keep the brasso up to the compass binnacle. The *Southern Maid* was purposely built using the latest design and construction methods to first race in the 1956 Sydney to Hobart. We used to tell anyone wanting to locate the vessel "just look for the tallest mast in the harbour". Although dad had a couple of mates who were always around over the years serving as unpaid engineers, deckhands etc., I was his "first mate" and he rarely did a trip without me aboard. Mostly we did

*continued next page...*

We would go out to nearby reefs taking groups of divers, line fishermen, spear fisherman and (not seen on reefs these days) even shell collectors. In retrospect those shell folks just trashed every reef they encountered walking all over it crunching coral underfoot and taking sugar bags full of shells home.

Funnily enough they used to always say when asked about damage, "oh no, we always turn any rocks back over the way we found them", as if this in itself would mitigate any damage they may have inflicted. The line fishos returned from every trip with literally hundreds of fish and many's the time I heard from regulars how they had to dump the contents of their freezer in preparation for the next trip.

But enough of that thought as it is apparently a "thought crime" and definitely social suicide these days to

line of

express any notion of conservation re - overfishing, agricultural runoff, development in sensitive areas etc.



One day a film crew chartered the *Southern Maid*. They were making a documentary and were doing some filming around the reefs my father knew so well. My dad had imported for me (as a seven year old) a small aqualung from the USA. The film crew were blown away at this little reef kid all kitted out and filmed a few shots of me diving. I soon ended up featuring in a series of documentaries about conservation on the Great Barrier Reef.

Sir David Frost narrated one, Ex Prime minister Sir John Gorton another. I met lots of interesting people. Learned about film camerawork from the likes of Ben Cropp and Ron and Valerie Taylor. I travelled up and down the reef from New Guinea to Heron Island. I rode on Manta rays backs, got bitten by

Moray eels, and ate dugong and speared crayfish with Torres Strait Islanders. I dived on the (now world famous) "cod hole" off Lizard Island all before my thirteenth birthday.

*continued next page...*

Back at school and back into the "real" world after a whirlwind couple of years, the much taunted & bullied "Reef Boy" completed his schooling and became a cameraman at the local television station.

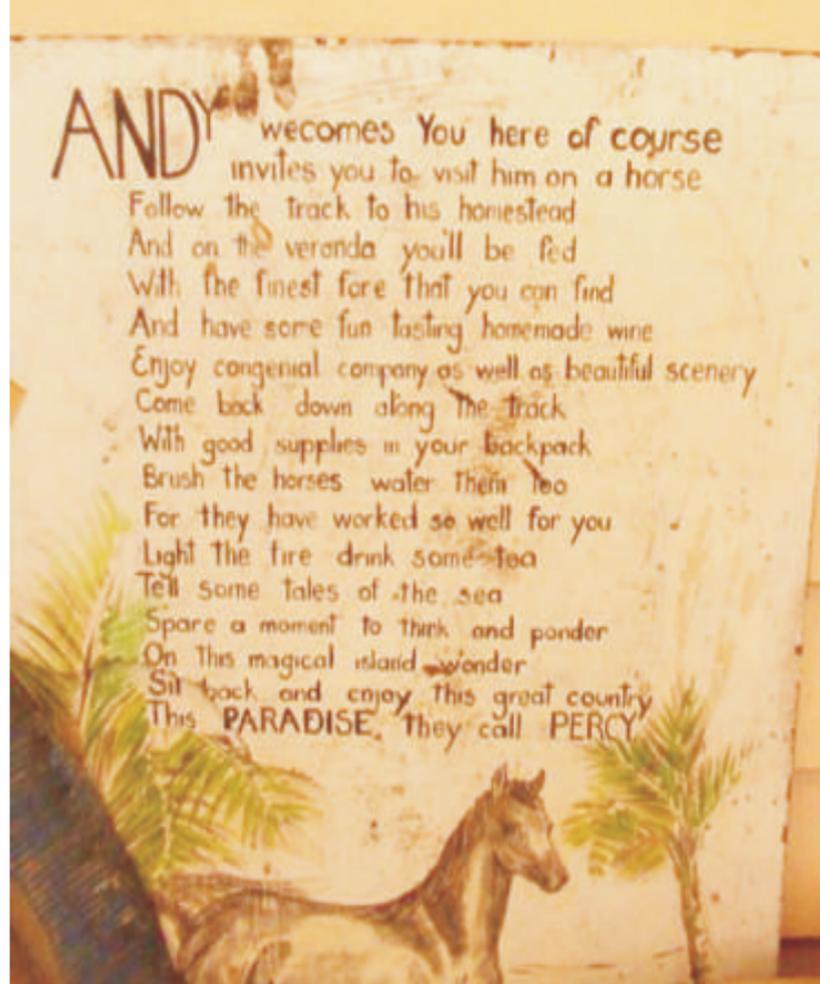
I bought a "Daydream" hull with motor already installed. Over the next few years I fitted her out, honing my boatbuilding skills. I met the fellow who had built the hull and rented a room from him while I worked on the boat in his backyard. All the while learning from this journeyman boat builder, who, now in his seventies, had built dozens of vessels in his lifetime. I thought I was close to completion so I quit work to work on the boat full time. Big mistake! Within six months I had not finished and run out of money.

I got a job in Sydney and left the boat in Townsville. I soon swapped the boat for a functional trailer sailor and some cash and enjoyed some fun times sailing on Sydney harbour. Australia Day during the bi-centennial celebrations was an incredible highlight. Literally thousands of craft. Tall ships from all around the world, fire-fighting tugs, all manner of vessel including surfboards, dinghy's and even a blow up thong. I reckon you could have walked from boat to boat from Taronga zoo to the Opera house.

I worked around Australia before settling back in Townsville to start a family. We were together for 20 years (and raised a fine son) before the bean counters decided that the fifty year old bloke was one too many for the shareholders to bear, and I was retrenched. After over 100 unsuccessful job applications (I honestly would have done anything) the relationship went south and we separated.

Around this time I received a call from Andrew Martin. My dad had since died (or rather been bashed to death) under appalling circumstances that I still find difficult to come to terms with. But Andrew had found my name in the phone book and called me from the youth hostel he was staying at. I told him to stay right there I was coming to get him and he was going to be staying with us.

I found him sitting on the bottom bunk at the bus depot backpacker accommodation.



**Andy's famous sign**

**Kay Norson photo**

I was shocked to say the least. This once proud man who I had once thought of as a demigod, was now old, skinny and shuffling with the assistance of a walking stick. Strangely, one thing that really stood out to me was that his toenails were so long. It looked like they hadn't been cut for years. Back at home I offered him a beer from the fridge, which he accepted, but then couldn't drink until it was at room temperature. He told me he had left the island and probably wouldn't be going back.

He kept going on about the second coming and how he was sure it was supposed to happen after lady Di's funeral. He was confused but sure it would happen sometime soon. It was clear he was delusional but he told me he was on his way to see family and I just accepted that he would receive help from them in due course.

He stayed a couple of nights then insisted I drop him back at the bus depot and it was one of the saddest times in my life as I hugged him goodbye and looked back in to the rear vision mirror to see a frail old man with a sugar bag of belongings over one shoulder balancing on a walking stick and saying goodbye with an upward movement of his chin and a slight smile as I had seen so many times before.

*continued next page...*



**The Next Project!**



**Barry G**

The say "the darkest hour is right before dawn". Within six months I had applied for and landed a job in the industry again. We sold the house and I wound up with \$100,000 as my share of the split. I had a good job and life was looking good again. I realised I was now in a position to achieve my lifelong goal of "cruising". I was thinking, "about 50 for the boat and the remainder in the kitty and away I go!"

I ended up falling in love. Who wouldn't? Have you ever seen the Cabo Rico Tiburon? The clipper bow, the sweet lines, spacious centre cockpit. She was \$80,000 though. But, what the hey? What's money when you're in love? I could always just keep working a little longer and all would be well.

Then the motor blew. I knew it was not brilliant but thought I could bring it up to scratch. I replaced the motor with a reconditioned one, and \$12,000 later all was looking good again. Over the course of this time I began to notice small holes drilled here and there throughout the interior. One night aboard after a few weeks of rain I noticed the drips coming from the holes. They were inspection holes to gauge the extent of the water ingress. On a Balsa cored hull! Several hours of tapping later we were aware of the full extent of the rot. The entire deck would need to be replaced.

*continued next page...*

After a very difficult period of time, I got to work. I extracted \$12,000 from the surveyor for their negligence. This was achieved without involving lawyers and I figured it was the best I could expect without the additional pain of a protracted legal case and the possibility of losing a lot more money. At least it covered the cost of the motor! I went to the bank and borrowed \$60,000 and recruited the services of a shipwright to make my beautiful yacht better again. I figured it better to have it professionally repaired quickly, than me bumble along and perhaps run out of time/money again.

I was thinking I would simply enjoy sailing on the weekend until I have paid off the loan. I had seven years of repayments left and I was working full time and then working on my boat all weekend.

For a number of reasons, pointed out by the new surveyor and shipwright, it was obvious that the senior policeman I bought the boat from knew, without a doubt, of the extent of the rot. I only mention his occupation because I stupidly expected a little more honesty. I would have been happy buying a project too, at the right price.

What really surprised me was that in discussing my predicament, 95% of folks opined "just cover it up and flog it off to some other sucker". What a wonderful world!

For all this time I had managed to stay on good terms with my ex wife. We amicably settled our separation and always did manage to stay in contact with each other be it family news or whatever. We never could hate each other; we just had different ways to cope to get through those tough times.

One day we were talking on the phone and Lea was saying she was going to take a week off work to have a bit of a break at home. I invited her to come and stay and just chill, aboard. I figured I would be at work all day and Lea could just relax aboard, see the local sights, and just get away.

Over that week something neither of us would ever have expected to happen, did. In the immortal words of John Lennon "life is what happens to you while you're busy making other plans"

*continued next page...*



**Bret working fairleads**

We realised that we were really quite compatible after all. I respect her quiet determination to make a peaceful life. Lea has an incredible sense of humour, I love her healthy attitude. She's smart as a tack and as quick as a whip. I just love her intensely; she is uplifting to be around and I know that together we can do anything.

Lea quickly fell in love with the idea of us cruising together. We set to work, in every minute of our spare time we sanded, painted, epoxied, polished, sweated, cursed, laughed and ...well, you folks all know how it goes.

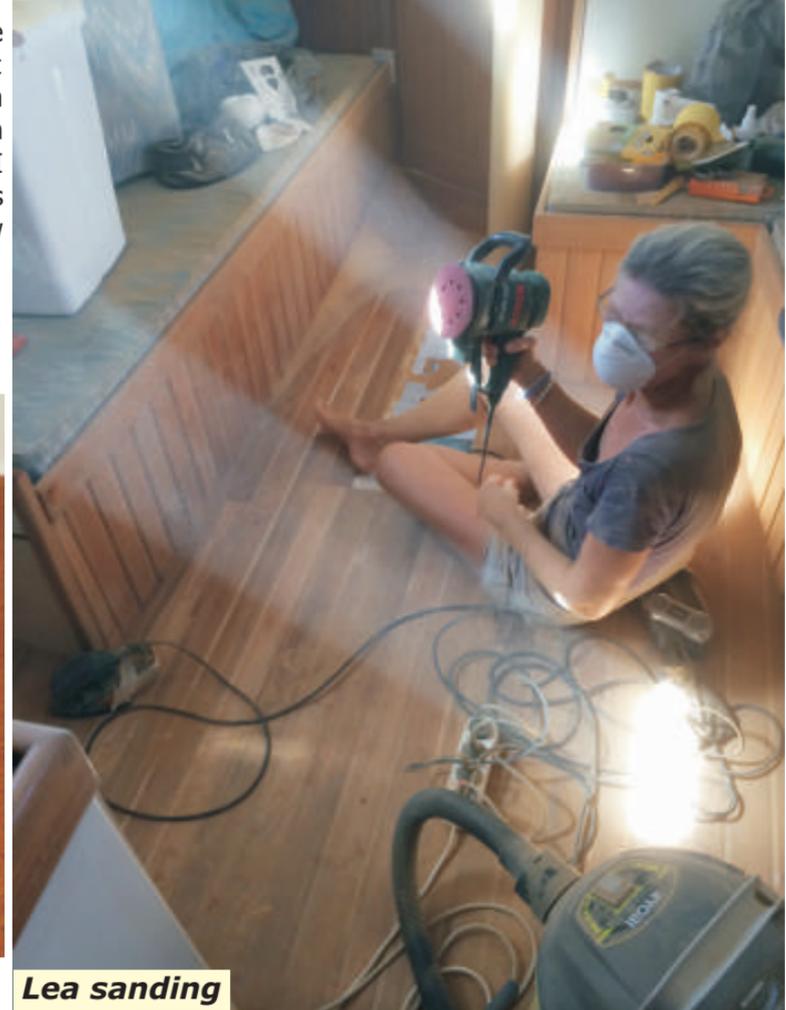
The deck has all been replaced; all the deck hardware is now back on, (properly this time, as that was one source of the water ingress) the bronze ports are affixed back into the coach sides. When they were removed my mum came to visit and set to work with a wire brush and removed 30 odd years of patina with the result that they now look like gleaming gold! I am not too proud to admit to being a mummy's boy. I don't know where I'd be without the help and support from my dear mum over the years. She taught me a lot about the value of hard work and a positive attitude.

Together we painted the inside of my house years ago and she was over seventy then! Get the picture? She's pretty amazing, my mum is. Who else's mum could or would wire brush a dozen ports to within an inch of their lives. I sprayed them with clear lacquer afterwards and they looked really impressive for a few years afterwards.

*continued next page...*



**Mums Polished ports**



**Lea sanding**



I dearly loved my dad as well and miss his sage advice and gentle, humorous attitude to life too. He has been sorely missed during all the boat renovations for he would have been the first to roll his sleeves up and get into any task at hand. It was his lifelong ambition to have boat of his own and to be sailing around during retirement but this was not to be. He would have



just fallen in love with this boat too and so we have decided to name her *Barry G* in memory of my dad. I have had his name inscribed on the wheel and so can truly say the he's always on the helm.

*continued next page...*



***Bret & Lea***

A new bowsprit has been fabricated and fitted (the old one was totally rotten). The capping rails that were never properly sealed now are. The leaky stanchion bases are fixed. A dry boat at last!

Together we have re-wired the whole boat, installed all the required electronics, We have cleaned out the fuel tanks and cut inspection ports in them, wrestled with 44 gallon drums polishing fuel on the dock, sanded and varnished every bit of timber down below, two packed inside every locker and the engine room.

We have installed a good gimballed stove, marine toilet and now have the ground tackle, rigging and sails up to scratch. We've polished the ports and resprayed them again now. In short we now have a comfortable, seaworthy vessel that we can both have trust in, which will serve us well over our cruising future.

We don't have much money but we'll knuckle down again soon with the same determination that brought us to this point in our lives, together we'll build up the cruising kitty then off we'll go again, cruising the east coast of Australia

# The Building of *HAKA*

[www.haka2.blogspot.hu](http://www.haka2.blogspot.hu)

## Introduction

Last issue of TCP featured free plans for the CSC30 design. Leon's building method really had tongues wagging all over the world as any claim of building a cat cheap has much attraction. Also the story of it attracted those brave and keen enough to go their own way, design and build their own cat.

We received several letters and Igor from Slovenia caught my attention. He was really doing it. You should check out his blog! [www.haka2.blogspot.hu](http://www.haka2.blogspot.hu)

I asked him to write a little story of how it all happened and I found the reply more than interesting.. inspiring.

So here is the story of a clever, hard working builder doing it on the cheap. I have edited very little of Igor's English. I like the flavour of it's difference. Enjoy!

In the times when I went to school, I liked to read the books of Jules Verne, stories about travelling and adventure. The sea started to attract me, although as a kid I never sailed, we were living about 300 km inland. But each year I used to spend at least 14 days on the Adriatic coast (former Yugoslavia). In the time of my studies, back in 86, I decided to build a sailing craft. I discovered Wharram's catamaran design, and decided for Tiki 26. I built it with three other friends. A few years earlier we were on the coast and the last evening before we left for home we were standing on the cliff, and I said "the next time when I come here I will come with my own boat", and they started to laugh and laugh... And so it was.

We started to build on the first of April (it was not a joke), and finished it in September. The next few years, I sailed the boat along the Adriatic coast. The boat was simple with no luxury, and I was looking at mono's, and how they sail against the wind. My Tiki had short gaff sail (we made them), and they were made

of unbleached cotton. We called them underwear. Of course, at that time I did not realize what I have, but when I look back on that times, it was very nice.

*continues.....*



# The Building of *HAKA*

I got married in 89, and in the same year my oldest son was born. In 1990 Yugoslavia started to fall apart and luckily (or not) I could sell the boat, and spent the money to buy a flat. With my wife and friend we were renting a sailing boat, this time mono, so I stayed in contact with sailing. In 92 daughter was born, and with two small children and a wife I thought sailing boat is not possible to handle alone, so I decided for motor boat. I started to build a 6,5 m boat from Van de Stadt design. I enlarged it to 7,2 m, and made it instead of ply, out of glass fiber. I finished the boat in 96 and in 95 my third child, son was born. I was working the boat in a garage by my father in law about 160 km from where we lived, and that was only for the weekends, holidays and vacations. My wife was not much enthusiastic going with the boat with three children. So once again I sold the boat, a flat, and started to build the house. That meant once again no sailing.

The desire for a sailing boat was so strong that I was planning to build again, and I was deciding between mono and cat. 2005 my youngest daughter was born (yes they are all with one female), so four children need space on board, decision was made to build a 10 m catamaran. I started in May. First I had to build a shelter, money and circumstances did not allow more than plastic shelter, and any way, for the winter if I would like to heat up the space than it should be well insulated, such a space is not cheap to rent. So each winter I have winter dormancy. After the first season I realized building progress will be much slower as I thought, that's why I decided to build in a garage a 5 m catamaran, that would be for fun during the vacations on the cost. Because I was building it in the heated garage in our house I started already end of February, and thought I will finish till the temperatures will allow to build the big one in the shed outside (normally

end of march, beginning of April). But once again I was wrong. I finished him till the vacations in end of July. But still it was a very important project for the big one.

I tried different building techniques, like vacuum bagging (lamination), I made the beams out of styrodur and fibers, and by curing I used vacuum vacuum bagging. On one beam I changed the rope attachment that is holding the hull and beam together (the hulls will be lashed together with ropes like I had on Tiki), and that again I will use on the big one. On the small one I have crab claw sails. I decided for them because sail maker wanted to have 700€ for the gaff sails of about 15 m<sup>2</sup>. My neighbor is a dressmaker, she sewed my crab claw sails. Together with the material they costed around 100€.

*continues next page...*



**Taking time to dream of sailing!**

# The Building of *HAKA*

We went on vacations to the beach, and sailing with him was rather disappointing. He was uncontrolled heading into the wind and away until I found out the correct tilt of the front "mast". To get him through the wind is also a challenge. In the next years I made some changes on the boat. With small Haka I gained some experience and new ideas. Originally I planned to have dagger boards, but last year I found on internet site from Kohler design, so called anti vortex panel, that should prevent leeway. I still have keel cases, and will leave them, but I will try the panels, and if they will work I can remove the cases afterwards. I decided for crab claw sail, because they are cheap, I can make them by myself, and they perform surprisingly very good. The only negative side I see, is a big sail (spars of about 8-9 m long) lying around the boat when not sailing and the hoisting. There will be two masts, A shape frames, and the sail will hang underneath (Crab Claw Rig on Hobie Cat YouTube). The first A frame mast will be higher, because of the flock. I am not a high technology freak, I like it simple, because all complicated systems on the sea require a lot of maintenance or even don't work when you need them at most. I like camping, living outdoor, and as an agricultural adviser I am a lot outdoors. Some they say primitive (tools, people, technic), I hate these word because it gives the feeling of superiority, I say simple.

So this is the rough plan, hope next year I am gone, put him to water, and of course sail. Pictures you can see on my blogg "Haka story of the catamaran".

**And in the end I wish to all readers all the best in the new year, and a fair wind.**



## Great news for international yachts traversing the South Pacific

**Hello Bob and Kay,**

I have attached a small publication from the Indonesian Government. (*Eds note: the scanned copy of the pamphlet is available as a PDF - click on link below:*

<http://thecoastalpassage.com/indonews/indovisa2015.pdf>

Indonesia, as has most Asian countries and indeed the rest of the world, recognises the value of marine tourism including yachts people as well as cruise ships etc.

Traditionally whilst Indonesia has sought the cruising yacht person, rallies etc and has spent a considerable amount on promotion and infrastructure to encourage this activity (bringing yes \$billions into their economy as told by them) the process has been complex with CAIT, (cruising yacht permits) and visas as well as limited time frames.

Well the Indonesian Tourism and Marine Departments are currently touring areas well known for gathering yachts persons and promoting their new easy scheme for yachtspeople choosing to visit Indonesia. I had the opportunity to participate in one of these workshops.

**What does this mean? In essence:**

- \* NO more CAIT's! yes they have been done away with
- \* Visas on entry free (but if you are an Australian read further)
- \* Massive de-regulation

This is provided in President Decree 104/2015 and 105/2015.

President Decree 104 of 2015 provides for free visa regulation for 90 countries which means "just enter Indonesia and stay for 30 days". But wait for the punchline, of those 90 countries included in this scheme including New Zealand, United Kingdom, United States, Singapore, Vatican City, Japan, Canada and many other credible first world countries BUT Australia is NOT included. Yes that is correct Australia is deliberately NOT in that list. The officials will not answer why, but we all know why, (do unto others as they do to you an old parable!), they just give a nervous laugh and move on.

President Decree 105 of 2015 is in regards to the ease and convenience permits for sailing vessels or yachts to enter Indonesia, in the field of customs, immigration and port. The convenience permit includes the liberalisation of CIQP (Customs, Immigration, Quarantine, Port Clearance) no more CAIT (Clearance Approval for Indonesian Territory) and TIP (Temporary Import Permit). It also proposes expenditure and development of Marinas, Navigation Aids and Ports.

These are the exact opposite of policies in Australia, a country now avoided by cruising yachts due to red tape, bureaucracy, rampant officialdom with no controls, and a "Border Force" mentality keep everyone OUT at all cost, they are all criminals!! If they do wish to come and spend money here make it as difficult, oppressive and offensive as possible that should teach them a lesson for their abilities to work and earn enough to buy and care for a boat and spend some leisure time learning other cultures and sharing skills, resources and money with other countries around the world.

*continued next page...*

# Great news continues

**Australian yacht men and women are not included** to benefit from these changes Being offered to the world by Indonesia and Australia is way behind the development and attitudes of goodwill towards others in the same way.

Where did we go wrong in this country?? What do our Politicians say in defence???

Yes I know I will be punished when I come back to Australia for revealing these truths, but someone has to speak up before the decline continues.

I have previously sent articles to Politicians and others in Australia from global cruising magazines which reveal the cruising world perception on Australia as a destination. Now even other countries will only reciprocate to Australia in the way it treats them! And Australian's are the ones who suffer.

Kind regards,  
**Chris White**

### TCP comment:

**Australia has gone out of it's way to annoy Indonesia for some time and on broad fronts. Everything from Indonesian fishing boats being destroyed and crews later found innocent of any transgressions, our illegal tapping of the Indonesian Presidents family's phones, refugees forcibly returned to Indonesia and escorted by Australian government vessels deep into their territorial waters and the way they slaughter cattle imported from Australia. Our government had a hissy fit about the latter and interrupted the trade which caused Indonesia some embarrassment and threw the business on both sides of the sea into chaos.**

**This news is likely to damage the marine industry in Australia, Queensland in particular. Circumnavigating vessels will have less reason to stop here on their way around and Australian vessels that have spent time in Asia have less reason to return.**

**Our sincere thanks to Chris for his report.**

# SHAPE THE ADVENTURE **DIAMOND DECK**

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## Whilst we are on the Subject....

**Hi Bob,**

Having read the letter from Geoff Hazelton (TCP p16 Nov-Dec 2015) re their positive experience with Australian Customs and Quarantine, I was taken aback with your response on page 17. I'm afraid that you come across as a bitter and twisted victim, like you have had a bad experience and just won't move on.

I know it's your publication and you can say what you like, but TCP has a very wide local and international readership and your bad-mouthing the Australian Customs and Quarantine is doing as much harm as you accuse them of doing. You have a responsibility as editor of TCP - how about you stop and think what effect your opinions are having about our wonderful country.

No fair person would assume that ALL of the Customs and Quarantine front-line staff are as evil and vindictive as you suggest - and which you have been doing repeatedly for some time. As Geoff Hazelton experienced, by first-hand contact, not hearsay, there are officers doing what they are supposed to do in a professional and courteous manner. That fair minded person might also assume that the evil vindictive ones you mention might be in the very small minority. After all, it's the Aussie way to be helpful and friendly, whether you wear a uniform or Speedos.

We've all had bad experiences as boaters, and many other countries customs are "difficult" in their own strange ways. If you let one or two bad experiences fester and become an obsession, you would give up cruising very quickly.

I have no association with the Customs and Quarantine service, nor am I a "crony" doing some Astro-Turfing. Get real!

Geoff Robertson  
The Entrance, NSW  
Retired sailor.

**Hi Geoff,**

I am sorry to have to say it but, YOU are the problem. So you think a "victim" should just "move on" eh? And as a publisher it is my "responsibility" to cover up misdeeds by government officials? I believe you mean well but your attitude is one that gives oxygen to the underhanded side of the Custom's machine.

But there is still *The Coastal Passage* with the largest readership of any marine publication in Australia that is sticking up for the victims and creating enough awareness in the international and domestic boating communities that Australian agencies have had to modify their behaviour. Which accounts for those positive experiences people are now reporting.

I venture to say that if YOU were the victim you may have a different opinion. So we have chosen different sides, you chum up to the agencies and TCP supports the victims of them and prevents more from happening. You see, that is the function of the press in a democracy.

**Cheers,  
Bob**

*A footnote: Geoff pulled a well balanced letter off of noonsite.com about a positive experience with customs and sent it to me to illustrate his point. As it turns out it was a letter TCP had also published!*



## Furlaway gear needs new home

**Hi Bob,**

I recently replaced the mast on my oceanic 46 and now have the complete inmast furling system from the old mast available.

This is the original "Furlaway" system and includes inmast fittings, hydraulic motor, hydraulic pump, foils, etc. The system was working well when last used.

My Oceanic 46 was the last factory-built hull, launched in 1994, so this was the latest version of the Furlaway system.

I do not have the mast anymore - this is the furling system as removed from the mast.

Is there a way you can make your readers and advertisers aware of this as I would like to see it go to a good home and for a modest price. Many Oceanic 42's and 46's were fitted with it, and it is no longer made.

**Kind regards,  
Graeme, SY Quiet Achiever  
[quietachiever@thecoastalpassage.com](mailto:quietachiever@thecoastalpassage.com)**

**Hi Graeme  
Maybe publishing your letter will help  
cheers  
Bob**



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# Organic raw afloat: wellness on the water

Story & photos by Marj Sullivan, MV *Aussie Spirit*

In March 2014 we had an unsettling experience with prostate cancer. Well, not me personally but my partner in life and aboard *Aussie Spirit*, Captain Col. After an uneventful prostatectomy our outlook on life changed, as did our concept of what consists of a nutritious diet.

Luckily, I had retired from my position as director at Hervey Bay Regional Gallery the previous year and could devote every waking moment to researching this 'dis-ease' and what could be done to help heal the body, prevent recurrence and build the immune system to maintain wellbeing in general. The males of our species are less inclined to show much concern for their health and diet in any constructive way, so I basically felt it was up to me to pursue this important subject matter for the good of both our lives.

The more I read and learned about nutrition, the more I wondered why the human body, health and nutrition weren't part of my general schooling. It's all very well to participate in physical education (sport), and home economics (cooking) but what we actually learned about what we put in our mouth that equates to nutritional intake was never realised as the most important part of promoting health, let alone healing. It became blatantly clear that 'you are what you eat'.



Fermented foods L-R: sauerkraut, pickles (cucumber) and chutney (pineapple).

*continued next page...*

A good friend had loaned me a couple of books about 'beating' cancer, diet and nutritional therapy. These were just the beginning of the realisation that orthodox medicine isn't all it's cracked up to be. You hear various comments about 'crack pots' in the alternative medicine arena, but I think there's more 'cracks' in traditional medical practice than you would care to know.

We really do need to know about health, healing and prevention and take responsibility for our own health and wellbeing. Your GP receives as good as no training in nutrition and is constrained by professional practice ethics so as to not step outside the norm when it comes to diagnosis, medical treatment and general health.

Col even ended up giving his GP the flick after a confrontation in his surgery over blood tests he didn't believe were warranted.

Post-prostate cancer treatment and a couple more books later, our diet had transformed into something that resembled a chemistry, biology or science experiment. I had learnt the art of fermented foods and the good juicing machine was used every day (carrot, beetroot, celery, pineapple, etc).

Natural supplements and a diet concentrating on specific nutritional intake had certainly supported

Col's radiotherapy treatment and put him streaks ahead of anyone else in recovery from this traumatic bombardment of cells in the body (if it was me, in hindsight I would not have chosen to have this damaging treatment).

The report on his PSA (which is still the only test used in Australia to report on the condition of the prostate) was according to his oncologist outstanding as she had not witnessed any other patients' readings being so low so quickly after the treatment. Food really is our medicine.

To some extent I felt vindicated and was giving myself a pat on the back. It's really important to ask the question "what is the cause of this disease" to have any chance of tackling it at its core. I didn't see any point in treating prostate cancer with radiotherapy or any other type of orthodox treatment, if at the same time you didn't treat the root cause. It was just going to reoccur sooner or later (often within around five years) after the treatment as is the case with many people treated for cancer illnesses.

In September 2014 there was a talk happening at the yoga centre in Hervey Bay organised by the FROG (Fraser Region Organic Goodness). My friend Rhonda and I went along to see what it was all about.

*continued next page...*

# RainSnare™



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**[www.rainsnare.com](http://www.rainsnare.com)**

Video of RainSnare collecting water:

<http://youtu.be/5aP-TMgalrw>

We met the most interesting couple, Joan and Francisco, who presented the story of their journey of becoming raw foodies. ROUVAS is their mantra - Raw, Organic, Unprocessed, Vegan, Alkaline forming, Sugar free. Joan especially is living proof that self-healing using food is a reality and not just some airy fairy tale. She probably wouldn't be here now to tell her story if it wasn't for going 100% raw.

Converting to organic as much as practically possible has become an important part of our nutritional intake because -

- a)** Toxins in our food, personal care products, cleaning products and general environment contribute to xenoestrogens (toxins that mimic oestrogen) in the body and other modern day ailments (I believe Col's prostate cancer stems from 10 years in the navy as a diver in contact with a long list of chemicals including Agent Orange);
- b)** Research reveals that levels of nutrition in organic food is higher than traditionally grown produce; *and*
- c)** Organic food is usually fresher and tastes better than what's available at the supermarket (so if you're going to eat it raw, you want it to taste really good).

Learning how to prepare nutritious meals that are flavoursome and interesting was a huge learning curve and, of course you know, 'you never stop learning' and you can teach an old dog new tricks - it just takes a little longer. So introducing as much raw, organic food as I could get into Col (and me) became my day to day goal.

*continued next page...*



*Real raw salad - this is basically 'our daily bread' - lots of fresh leafy green, some red, white and light green, sea salt, lime and coconut oil - yummmoh!*

Now this is all well and good when you're tied-up in port close to organic food supplies, have all the electronic gadgets at hand and all the time in the world to shop, prepare and enjoy the fruits of your labour. Heading out on the high-seas for indefinite periods of time, sometimes up to a month without any opportunity to stock-up on food, water and fuel, is another thing entirely! How to preserve the freshness and nutritional value of green leafy produce, like coriander for example, is very difficult but not impossible.

We had decided to do the Queensland east coast trip north that had been planned for some time. *Aussie Spirit* had major maintenance completed, some semblance of an itinerary had been organised, and we were ready to head-off into the wild blue yonder.

This was going to be an adventure, especially for me, a newbie to this boating thing, although I had lived aboard for four years in port and done numerous trips to our favourite spot, Wathumba Creek just off Platypus Bay, Fraser Island, during that time. But the major thing concerning me was how to keep vegetables and fruit fresh and were we going to be able to stock-up with organic when we got to wherever we were going each couple of weeks or so.

From Joan and Francisco's playshop and their guidebook - *Sexy Naked Loving Food* I had enhanced my skills in the art of fermenting food, dehydrating, and good preparation methods so that you preserve and benefit from the highest possible nutritional intake possible; call it nutritional therapy, if you like. I had already been juicing for 12 months

*Would I be able to keep our nutritional intake at the level we'd become accustomed to and not compromise all the 'good work' done post-prostate cancer?*

and religiously pumping a mind-boggling variety of vegetables, delicately flavoured with a little fruit, into Captain Col and myself - real nutritional medicine on a daily basis. Oh, and sprouting had also become part of my repertoire. So now was the time of reckoning. Would I be able to keep our nutritional intake at the level we'd become accustomed to and not compromise all the 'good work' done post-prostate cancer?

The short answer is, yes, to a point. In the first instance, being able to locate organic suppliers and health food stores along the coast (as far as we've travelled this year, from Hervey Bay to Airlie) was a major concern.

Then it was a logistic challenge to obtain enough produce, detox anything that was not organic (by soaking in vinegar water), and store it for a determined number of weeks in the limited refrigeration space we have on board.

Additionally, maintaining our little bit of 'green', the herb garden on the top deck - parsley, shallots, garlic chives, oregano, climbing spinach, lemon grass, kang kong, aloe vera, water chestnut and the occasional mint, coriander and perpetual lettuce, meant dedicated tender loving care and adequate watering.

Our gas hot water takes a little time to get to the shower so we save it in a bucket for the plants which is sufficient most of the time. We certainly don't want to waste it! Plans to construct some form of catchment are in the pipeline (no pun intended). And as an additional supplement seed sprouting. This too takes a little time, effort and water, but for the end result it's certainly worth it.

*continued next page...*

Luckily, most organic suppliers will deliver to the marina or port side stop-off you designate as your address in the online order. Most of them are willing to go out of their way to get the produce to you in a timely manner. They package in broccoli boxes with ice block, especially if your order includes any frozen goods.

I've also sussed-out all the farmers markets along the way which don't necessarily have much in the way of organic, but the produce is usually more fresh than the supermarket as you're buying local, seasonal and sometimes 'spray-free'. For example, there's a little stall at Airlie Beachside markets on Saturday mornings. Zoe's Organic herbs sells the best organic red capsicum pesto! Plus it's a great way to meet some of the locals while getting some early morning exercise.

If you've been wondering . . . , yes, we still eat some meat and of course enjoy fresh fish when it can be located and caught. But please be careful of the oysters. I got terribly ill at Pancake Creek, diagnosed in Gladstone as Salmonella and Aeromonas hydrophila. Never again - enough to turn you vegan. This episode may have contributed to some of the weight that disappeared from my hips. But even prior to this, around six months into our new regime, my pants started to fall-off as if they were a size too big, a sure sign that I must have been doing something right even though I had not consciously aimed at weight reduction - call it a pleasing side-effect! It was all about nutritional intake, avoidance of toxins, plenty of alkaline water (filtered), good sleep and moderate exercise to become healthy and maintain wellbeing.

We still eat 'stuff' that we 'shouldn't' eat but in moderation and not as often as we used to. 'Four-bells' is still time for a chilled bubbly or red



*Kale chips made in my little 5 drawer dehydrator.*

depending on your persuasion. However, our daily intake of green leafy raw and fermented food, like raw sauerkraut and pickles, has sustained our nutritional intake. Becoming a dehydrator guru is taking a little longer and I'm still getting the hang of this, but the kale chips are consumed in no time which is obviously a good sign.

*continued next page...*

Getting rid of sugar is another story altogether (did I mention bubbly and red wine? at least the anti-oxidants are a good excuse). Processed food of any type is a biggie to rid from your diet. Oh, by the way, substitutes like rapadura, coconut sugar, honey and maple syrup are still sugar. Even fruit is a major source of sugar, but much better than the substitutes. Chocolate is no longer a problem with a couple of easy, tasty recipes for chocolate-like slices and coconut rough balls. Carob, coconut and vanilla are real lifesavers when it comes to satisfying the sweet tooth.

And yes, you have to work at it. Living on a boat and maintaining a nutritious diet is a full-time job. But there's no argument about the life-style afloat. It will be a long-time before we become land dwellers again.



**Marj in Aussie Spirits galley**

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*Everything You Need To Know to Help You Beat Cancer*, Chris Woollams  
*Finding Wellness: Your Guide to Overcoming Illness*, Hayley Wallace  
*Food for Thought*, Phillip Day  
*Food Over Medicine*, Pamela A. Popper & Glen Merzer  
*Green for Life*, Victoria Boutenko  
*Guess What Came To Dinner?: Parasites and Your Health*, Ann Louise Gittleman  
*Join Our Escape from Death Row*, Barry Thomson  
*Nourishing Traditions*, Sally Fallon  
*Oestrogen: The Killer in Our Midst*, Chris Woollams  
*Perfect Health Diet*, Paul Jaminet & Shou-Ching Jaminet  
*Sexy Naked Loving Food*, Joan Molony & Francisco Garcia de Vinuesa,  
[AlegriaLifestyle@gmail.com](mailto:AlegriaLifestyle@gmail.com)  
*The A B C's of Disease*, Phillip Day  
*The Rainbow Diet*, Chris Woollams  
*The Truth About Cancer*, Ty Bollinger, [www.thetruthaboutcancer.com](http://www.thetruthaboutcancer.com)

### Suppliers:

Fraser Region Organic Goodness (FROG), Hervey Bay: [www.frogshop.com.au](http://www.frogshop.com.au)  
Go Natural, Bideford Street, Torquay, Hervey Bay  
Nanas Pantry, Hervey Bay & Bundaberg [www.nanaspantry.com.au](http://www.nanaspantry.com.au)  
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*TCP Note: Marj has shared names and locations of suppliers she has sourced from her trip so far. It would be great to hear from TCP readers sources found on their journeys north, south, well, anywhere!*

# My favourite marinated vegetables

By Kay Norson, SC Scrappy

## MUSHROOMS

*500g mushrooms  
1tbsp olive oil  
1 tsp lemon juice*

Clean mushrooms and cut in half if large. Briefly steam if you like.

### **In a glass jar add**

*¼cup water  
2tbsp olive oil  
1tsp balsamic vinegar  
1tsp lemon juice  
2-3 chunks of lemon rind  
mixed herbs of your choice  
(fresh or dried) to taste  
salt and pepper to taste  
1 clove of finely diced garlic if you like*

Add mushrooms; if necessary add more water to just cover.  
Close lid tightly and shake to mix above ingredients.  
Store in fridge for at least 24 hours before serving.



## ZANAHORIA EN ESCABECHE Marinated carrots (hot)

*3 - 5 carrots, cut into large chunks  
(cut diagonally if possible).*

*Briefly steam if you like.*

*1 onion, sliced thin*

*1 or more tbls sliced jalapeños*

*1 or more tbls liquid from jalapeños*

*1 or more cloves of garlic cut in halves*

*1 cup white vinegar*

*2tbls sugar (or honey)*

*Pinch dried oregano,*

*Coriander -*

*leaves & stalks roughly chopped, to taste*

*salt & pepper to taste*

Fill jar with vegetables  
Combine rest of ingredients  
Pour over vegetables to cover  
Fill jar, refrigerate at least 24 hours before serving.



**Note: These recipes are just "guidelines". There are lots of ways to make marinated vegetables.**

## **MANDARIN SALAD**

*1 small can mandarins, drained  
1 small onion, sliced in rings  
1 small cucumber, sliced  
½ head cabbage, roughly shredded*

### **Dressing**

*¼ cup olive oil  
3tbsp white vinegar  
¼ tsp chili powder  
salt & pepper to taste*

Arrange ingredients in a salad bowl, topping with onion rings. Mix dressing ingredients and sprinkle over salad and serve.

## **VICTOR BRAVA BROWN RICE SALAD**

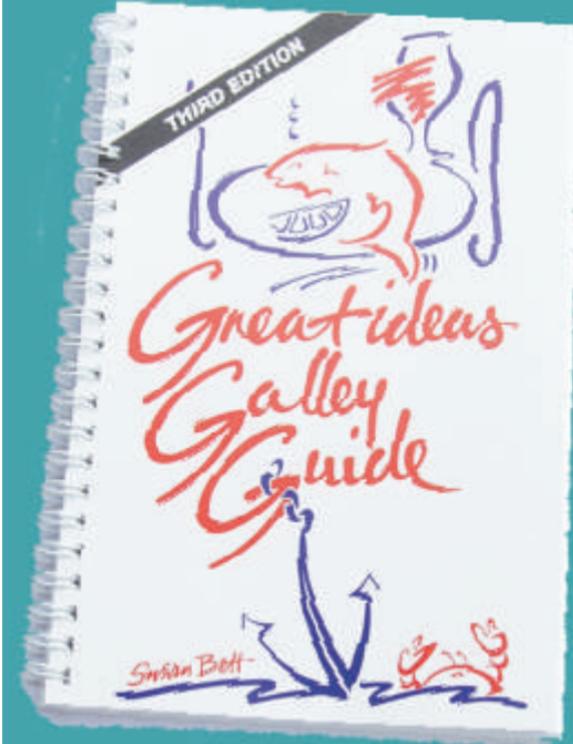
*¾ cup brown rice  
2 cups chicken stock  
1 tomato, sliced (optional garnish)  
¼ cup shallots, chopped  
¼ cup red capsicum, sliced  
¼ cup green or black olives, chopped  
½ cup sliced fresh mushrooms or 1 small can, drained*

### **Dressing**

*1 tbsp vinegar  
2 tbsp olive oil  
¼ tsp each oregano and basil  
1/4tsp freshly ground black pepper*

Cook the rice in the chicken stock until all liquid is absorbed and allow to cool. Add all other ingredients to the cooled rice in a bowl. Mix dressing ingredients, add to rice and toss well. Garnish with tomato slices and serve.

# Great ideas Galley Guide by Susan Bett



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# Life after school

**By Natasha Harper, *EX SY Kalida***

After an exciting life of travel on our family yacht *Kalida* for ten years with my brother Matthew and my mum and dad I thought life couldn't get any better than that.

Well I might be mistaken, I just completed my Higher school certificate so school is now over for ever for me and a long road ahead of work (that's a dirty word isn't it?). For many years Mum and Dad had talked about when I finish school they would like to take me overseas for a holiday instead of going to schoolies in Queensland like everyone else that seems to go in that general direction.

It was a few months before I finished school - I just so happened to bring that subject up of, "Well mum and dad where are you taking me?" Expecting it was a ploy all the way along just to keep me studying hard. To my surprise they had already secretly booked a holiday to Asia.

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**Natasha plays tourist with family somewhere in Asia**



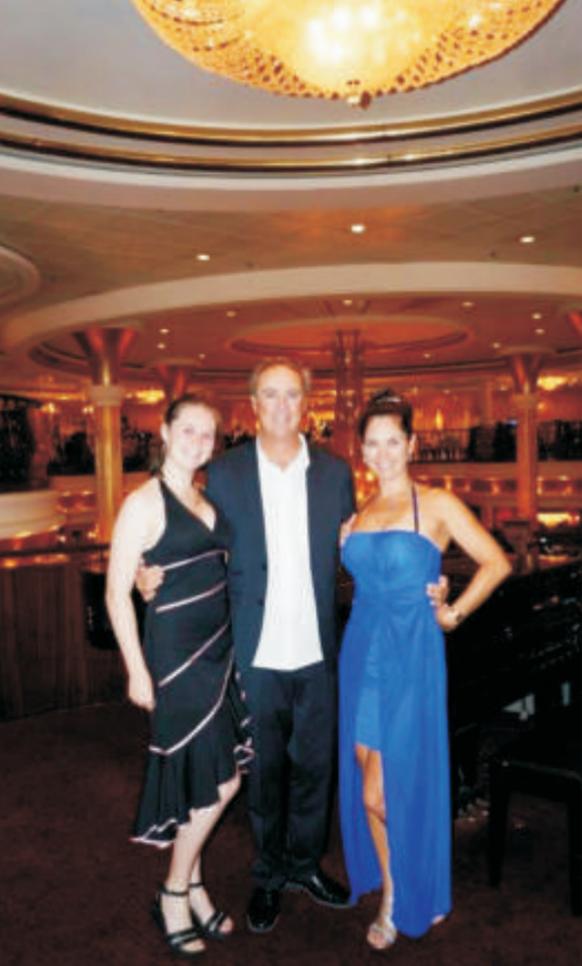
**Matthew in lollie heaven**

Now life after school really starts. We visited Thailand, Singapore, Malaysia, Vietnam, by land and sea. I knew we couldn't go on a holiday without Mum and Dad getting a good dose of sea life again. We cruised from Singapore visiting such places as Kuala Lumpur, Penang, Langkawi, and Phuket.

We caught up with friends we hadn't seen for years that cruised over this way and decided to live in these pretty places. I can see why they did after the fast pace of Sydney life.

Dad got to have yet another birthday on the high seas; I swear he arranges all these adventures around his special day every year. Then the alternative to hot weather easy living and fantastic food to one billion motor scooters in Vietnam all seeming like they wanted to follow you like a swarm of locusts and you couldn't run away from them. It was an endless stream - they just kept coming and coming what a sight that was.

*continued next page...*



**Natasha, Dad (David) & Mum (Allison)**



**Natasha in China**

Then to change from 35 degrees and sweaty clothes to rugging up and flying to China and experiencing 3 degrees and one billion cars like ant trails in each lane of highway or side street it had no end to the lines night and day.

At least when it rains ant trails disappear; not the Chinese cars. They just kept on coming and we didn't see one accident. They seem to sense the drivers around them and merge left right over and over. Matthew commented driving in China was a bit like a theme park ride - very exciting.

All the exciting things we saw here blew us away. I even got to climb the great wall and I'm sure you can sense a theme throughout this story. The food was fantastic. Because we tend to adventure away from the main stream of tourism we get to see a lot more unusual things and one thing we did notice in some of the more out of the way areas they didn't speak English at all and they always stared at us. Matthew keeps telling us it was his good looks but I think we probably look really strange to them.

Well this is my story to date and it's time to consider my choices for Uni as broadening our minds with travel is good but it's now given me another hundred directions to look into decisions. I know what Matthew wants to do when he leaves school; "professional candy taster"! He made an effort to try it everywhere we went I'm surprised he has any teeth left.

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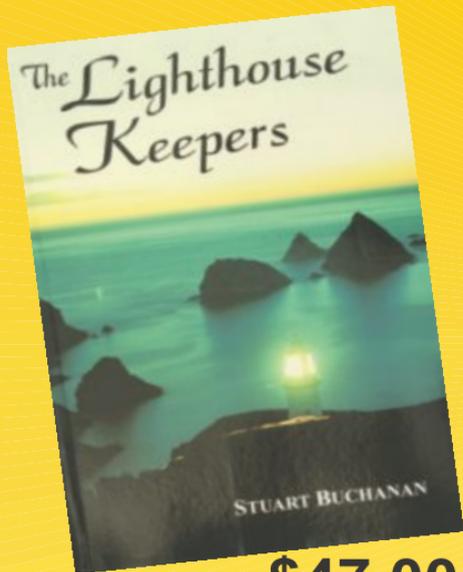
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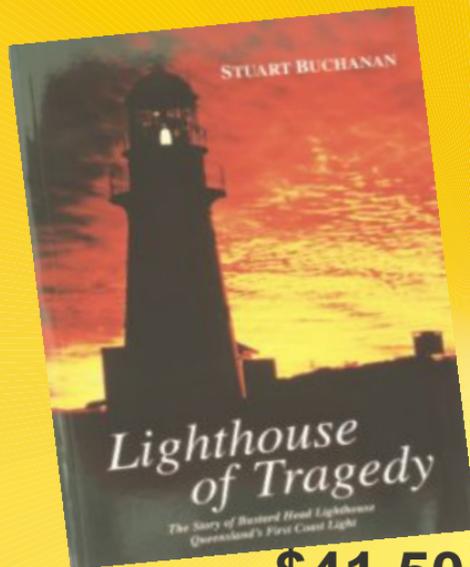
Cheers and happy boating!  
Kay and Bob Norson

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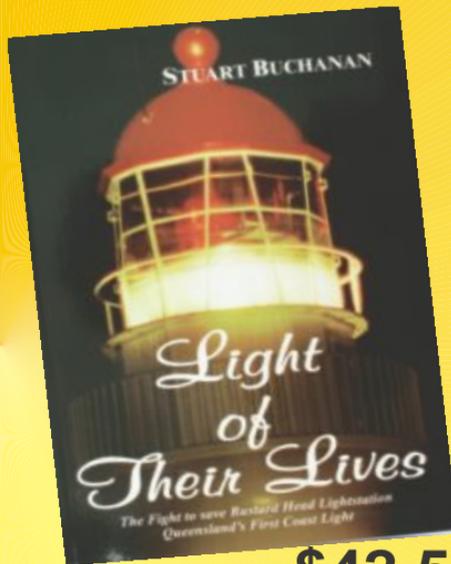
# Books by Stuart Buchanan



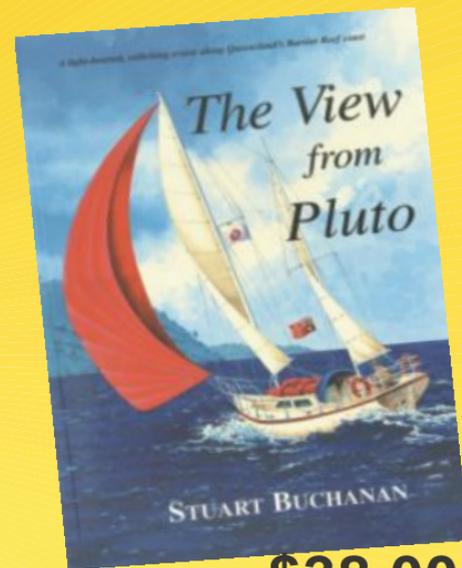
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# A Holiday at the Mackay Marina Shipyard?

**By Kay Norson, SC Scrappy**

On December 14th the rig (well most of it) showed up at the Shipyard. The rigger was only available on the 16<sup>th</sup> & 17<sup>th</sup> and the shipyard would be closed from the 19<sup>th</sup> to the 4<sup>th</sup> of January, except for emergencies of course. My simple existence at the marina berth was to change dramatically on the 15th, when we moved the boat to the yard. In order to be measured for sails the rig has to be up. Then hopefully this year...we will be a sailboat again.

That week the yard was very busy and chockers (full) as several boats were being lifted back into the water to head out during the holiday season. We were the oddball. As I write this it is Dec 24<sup>th</sup>, and not a soul around. No work is going on, but the wind blows all the remnants of black dust from sanded antifoul and other dirt around all day and night.

I was tempted by a friend that offered a bed at her place while at the shipyard and I did almost jump ship when the large container ship came in and for 4 days trucks loaded it with what was guessed at 80,000 tons of scrap metal. I wonder where all that metal went?

*continued next page...*

So trucks were going by day and night time to get out the earplugs! But I endured as you do - always better in your own bed and "They can't be much longer?" (I said the second day).

I am a bit of a "neatnick", a much nicer description than "anal". I like uncluttered space and do not like the idea of getting into bed with dirty feet. A true challenge when at a boatyard. I don't do any of the hard boatyard work anymore - my bad shoulder just cannot cope with it all, but I am good for clean up crew and "go-fer". I have learned a few tricks to help me feel not so grubby while here.

If you get a nail or toothbrush and some whitening toothpaste you can almost get the stains out from under your nails. Also the blessed baby/face wipes on your feet are the cure before climbing into bed. You cannot have too many of these on a boat. A bucket for soaking clothes by the hose is a good idea as well to keep the filthy clothes and rags out of the boat. I actually enjoyed the evening spraying the dirt away from around and under the ladder - it was cool under the boat. That did help to keep the dirt from getting up into the boat. We have a little chargeable vacuum cleaner Makita brand. Its been put to hard use for several years and still works great! It s great for vacuuming dust/dirt that you cannot see around the entryways but you have to do this everyday. I get a cloth with metho (denatured) alcohol and wipe down the surfaces inside that accumulate the fine dust which drifts in from the hatches and when we get out of here the rug in main saloon (so glad we did not glue it down!) will come up for a washing.

Amazingly we did have visits from mates around town and the Marina and I did spend time away selling pearls at the market and "running errands". So the days went by and now it is just a memory not so bad really as shipyards during holiday times can be quite peaceful - well, most of the time.

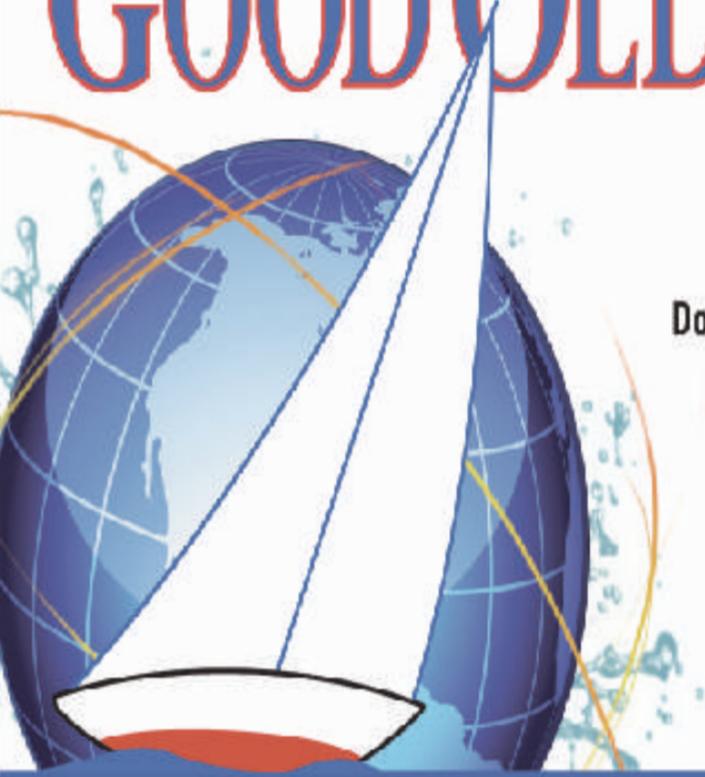


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# Mast at Last But...

## a question I didn't think needed to be asked

By Bob Norson

The Rig.... *Scrappy* and I learn another life lesson or This was a question I didn't think needed to be asked.

Regular TCP readers will be aware that I lost the rig on *Scrappy* several months ago in the Whitsunday channel, the final resting place of several other rigs and a few boats.

I'll never know what caused the failure, that secret is 120 feet down. From the sudden noise and fast fall, a component failure is suspect. Windspeed in the low twenties on a broad reach just shouldn't have done it. But that doesn't matter now.

It came down to bidding between All Yacht Spars and Tempo Spars. I had a look at a Tempo rig on a

Seawind 1160 that I had asked to examine for their geometry, the distance between and positions of the parts and chain plates. *Scrappy* and the 1160 were virtually identical in that regard. It seemed a sturdy and simple thing also using the same length of mast as I had. I took some photos around the deck and one very important one right up the track showing the graceful curve of the pre-bend.

I was at Percy Island when I decided to go with the Tempo bid. "We're on it!" was the enthusiastic response to the \$15,000 (approx) bank transfer (deposit). Three weeks was projected as completion. Emails from Tempo became rather quiet. I hoped that meant they were too busy building my rig to chat. I thought the three week thing was a bit optimistic but to be sure, *Scrappy* motored toward Mackay to be there at the appointed time.

*continues next page.....*

# Mast at Last But...

Having waited a week or more at Mackay Marina and not having heard anything encouraging, I grabbed a car and drove to Sydney. Showing up at Tempo in the morning before the crew arrived I saw a trailer in their driveway with two short pieces of mast section on it, looking freshly anodised. Too bad, I was hoping it would be mine. Shortly after I got a shock as I was told that *was* mine. But I protested, I didn't order a sleeved mast! "They're all done that way, we have to, we ship them all over the country." Had I not noticed that when I looked at the 1160 rigs? Could I have missed that? Confusion and exhaustion from the cruel drive south along with shock.

I left for another cruel drive north. Upon arrival in Mackay I looked in my files for the rig photos. Four meg files and close up, no - no way! That rig was one whole mast and so was another that I looked at. When confronted with this Tempo responded by email and confessed that of the 100 or so rigs produced for the 1160, as many as 25% were whole masts. That many admitted anyway. I asked that delivery could be postponed while I considered my options.

I talked to another rig builder about it and he thought I should have been told, I agreed! He went on to say that, "but Bob, if he told you, you might not have bought the rig." No, I ABSOLUTELY would NOT have bought the rig.

I sent off an offer to pay thousands more if Tempo would exchange the two piece thing for a whole mast. Basically I resorted to a bribe, a chance for Tempo to profit from the 'misunderstanding'. My offer was refused and this most interesting reply came from Tempo's Roland Schmidmaier via email;

*continues next page.....*



# Mast at Last But...

*"I can not accept the offer you have put forward. You have purchased a mast and the definition of a mast is:*

*Nautical.*

*1. a spar or structure rising above the hull and upper portions of a ship or boat to hold sails, spars, rigging, booms, signals, etc., at some point on the fore-and-aft line, as a foremast or mainmast.*

*2. any of a number of individual spars composing such a structure, as a topmast supported on trestletrees at the head of a lower mast.*

*3. any of various portions of a single spar that are beside particular sails, as a top-gallant mast and royal mast formed as a single spar.*

*What I have made fits within this definition."*

So there you go... if you buy a rig from Tempo spars and it fits the above description, Tempo is satisfied they have fulfilled their obligation to you.

Roland went to some lengths to claim that "sectioned" masts were the industry "standard". This conflicts with my own observations. Here at

Mackay Marina I investigated every sail boat and found 4 sleeved masts out of about 150 total. If my sample here is representative only 3% of boats are sleeved. A note of interest; there are two resident Seawind 1160's here, one is a "sectioned" mast and the other is not.

Every person I told about this expressed shock. "OH NO!!"

So for now we are stuck. Go to law? Queensland consumer protection laws are good but do I want to go through with it? Not at this time. I'm too busy trying to fix the problems related to poor workmanship and incorrect parts and etc... Though I will say there are some strong points to the rig.

**But on balance could I recommend Tempo? No, definitely not, but if you want an 1160 sectioned rig you can buy mine at a steep discount. It is for sale.**

This was a question I didn't think needed to be asked. Caveat emptor.

*At right: That's Tim OBrian and Andrew from Marlin Marine putting it all together and Ramsamy Crane Hire were excellent.*



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**By Stuart Mears,  
SY Velella & Author of "Over-Boated?"**

When it comes to selling a boat, the vendor's first impulse is often to hand-ball responsibility over to a yacht broker. Maybe the boat has become a mental block; maintenance has been neglected and the vendor just wants it gone.

But the reality is that this mindset is an open invitation to rape. Bend over if you must, but it's not to be recommended as a recipe for survival, let alone financial prosperity.

A big part of the reason why boat prices have crashed since 2007 has to do with precisely this dysfunctional vendor mindset against a backdrop of generalized financial stress.

There is a very powerful reason why this tactic fails every time; which is also the reason why DIY is nowadays the only way to go.

The reason has nothing to do with broker commission. While the broker's commission is often cited by vendors, the rationale for DIY has absolutely nothing to do with cutting out the middle man and saving commission. How so?

Consider this fact: all major decisions in life are driven by emotion; it's in-built into the DNA of the human condition. We all operate this way; emotion leads, logic follows. And the decision to buy a boat is a standout emotionally driven decision, however it might be rationalised by a buyer.

In plain terms the buyer's emotional response is the alpha and omega of selling your boat for a decent price.

Moreover, activating the buyer's emotional response is cheap. It requires thought, strategy and attention to detail but very little money. Neither is emotion activated by sales spiel. I say in the book...never embark upon a sales spiel with a buyer! It's a deal killer. Of course as vendor you have a role to play but it's not the role of salesperson.

But here's the thing; buyer emotional response is not even on the yacht broker's radar.

The yacht broker business model is about getting deals across the line. And even though the boat vendor pays the broker's commission, for multiple reasons it's the vendor not the buyer that will be leant upon in a price negotiation. The vendor is already in the broker's pocket. The buyer on the other hand represents not only an immediate opportunity, but also future business because every buyer becomes a vendor. The broker leans on the vendor and price takes a hit.

The thing is, buyer emotion trumps price every time. But activating buyer emotion must begin the moment your prospective buyer discovers your vessel on the Internet. If you're serious about selling your boat for its true worth, you absolutely need know how to activate buyer emotional response. Step by step, it's in the book.

*continues next page...*

# Book Review: Over-Boated

By Bob Norson

I read the book and smiled all the way, when I wasn't laughing!

Selling a boat doesn't have to be tragedy. A fair wad of cash in hand at the end of it can displace a lot of heart ache whereas getting beat up in the deal adds to the pain. So there is a reason by itself to read the book and take it to heart if you are selling but I advocate it because it is funny! I love Stuart's writing and his articles in TCP have been favourites.

Tired of being dumbed down and bored from reading a self help book? Fogetaboutit! This book is lively and entertaining. You should like this book even if you aren't selling your boat, or maybe even if you don't have a boat and don't even like them!

This book could be a two edged sword. I can see how recognising a vendor who is sending out all the wrong signals as warned of in the book could be "Royally **screwed!**" and the boat flipped.... hmmm ("flipped" means bought and quickly resold for profit in real estate speak for you virgins out there. Not rolled over and sunk!)

OK... so read for fun and profit or just entertainment...

flipped...hmmmm think maybe I should take a cruise through gumtree and ebay, just have a look, see if there is a desperate looking thing with potential.....

And one more thing, I do know some really competent boat brokers but if you don't know one, do your homework or get royally screwed!

Get the book at: [www.over-boated.com](http://www.over-boated.com)

STUART MEARS

## OVER-BOATED?



THE ZEN OF HOW TO SELL YOUR BOAT  
AND NOT GET ROYALLY **SCREWED!**

[www.over-boated.com](http://www.over-boated.com)

# Boat Space

By Stuart Mears, *SY Velella*

There was a time long ago, when I used to think that people who lived on boats were; well... kinda lowbrow. Never would have thought I'd end up there myself. Mind you the way it happened wasn't exactly an orderly life-style choice; more like a blow from a piece of 4" by 2", to the back of the head.

It's a crisp bright morning in the winter of 1991. The short row out through the Palm Beach moorings is something I always enjoy. I throw my tool bag over the cap-rail and climb aboard *Velella*, our 60 year old 10m wooden sloop. In the southerly chop she rocks purposefully on her Pittwater mooring. As much as maintenance is on today's agenda; the boat is increasingly a haven of peace from the now frequent, arctic exchanges with my wife.

I look around the cabin's boat-space; the kid's quarter berths forward, the two settee berths in the saloon with its tiny meths stove...thinking to myself: "Geez if push comes to shove... could I live here?"...Nah ...No way mate! Too bloody tiny! No room for books for one thing and then there's the home office stuff: computers, files, printer & the rest (I work(ed) from home)".

Funny how a, fleeting thought, like the faintest seismic shudder, portends the earthquake to come.

They say it's a 'boy thing'; I mean not seeing relationship signposts; like imagining that you're back away from the cliff's edge of matrimonial disaster, when in fact you're already in free-fall. Consequential to all of that; I guess it's two months later & again I'm rowing out to the boat. Only this time it's a cold bleak winter morning; my mood matching the weather. The two green garbage bags in the bottom of the dingy contain pretty much everything I now own. There's been the matrimonial equivalent of what's referred to in corporate weasel speak, as; 'a re-organization of core business infrastructure that has put me out of the management loop'. That same day, my soon to be ex-wife, does for me what I cannot do for myself and calls St. Vinnies, who come with a truck & take away whole walls of shelves of books; 'downsizing to optimize resource parameters' or some such. Mercifully she tells me after the event.

It takes about three weeks for the shock to morph into some semblance of acceptance; relief

Lily & Stuart



even. At one of the frequent dock-side parties, I am in the process of developing a taste for neat whisky while contemplating the other side of my newfound singularity: namely the thought that given the socially hectic Sydney marina scene into which I have apparently parachuted; at least now, there exists the hypothetical possibility of sex. In the midst of this alcoholic musing, the mobile rings. "Dad I'm coming to live with you!" Sex, ah yes! all three of us in a 10m boat; hand me that bottle! Soon have aboard my seven year old, his teddy & a wounded parrot plus an amazing amount of kid stuff, school stuff, office stuff and my stuff.

*continues next page...*

# Boat Space *continues*

Oddly, apart from the morning ritual of ironing two shirts on the chart table, our life aboard is surprisingly painless. Something has changed and sure as hell it isn't *Veleva* getting any bigger. Maybe it's my head 'adjusting to boat-space'.

In time of course, the parrot recovers and moves on. All of that was years ago. And it seems that the only one who hasn't moved on so to speak, is me. From my son who now lives in London, I occasionally get remarks like: "Can't believe you're still living on that bloody boat!"

Look! I might be stuck in a rut and real slow on the uptake, but I've learned a thing or two about living in a small boat-space. The first is that it isn't like your fifteen room, MacMansion where space for expansion of stuff, is pretty much infinite. Boat-space is definitely finite! Believe me I've been testing this proposition for fifteen years. In this time I've created cupboards, lockers; you name it: all of which has increased boat-space by SFA! You want to go beyond the absolute limit; you spill over into the truck, container or whatever,

The second Law of boat-space is that your partner's priorities with regard to 'stuff'; unless he or she is from another planet, are going to be different. I collect books and tools. Lily my lovable and warmly gracious partner these days, who I might say has learned to punch well above her weight, in boat-space negotiation terms, can't stand the sight of tools and barely tolerates books. Her thing is outfits. "All hands on deck!" for example means first and foremost, attendance to matters of personal toilet and secondly the selection of an appropriate outfit. This process takes time and is inviolate. In a tropical squall where I am happily naked, Lily usually emerges eventually, dressed for Cape Horne. My attempts to circumvent the process have included inter-alia; screaming, raging and the full tantrum. Nothing has the slightest impact. I now just accept that Lily marches to a different drum; end of story. God knows: we all have our peccadilloes.

The bottom line is that adapting to boat-space and maintaining the harmony necessary for equanimity requires an adjustment of mind-space; simple as that. This much I have learned.

**I am after all a modest man with simple tastes. All that I want before I die, is the opportunity to kill at least one weasel speaking, politico, sociopath; "down-sizing spatial potentialities to match re-aligned infrastructure capacity restraints going forward". Surely a life of simple piety and modest expectations entitles me to this one small indulgence. Is it possible to purchase an AK47 on E-Bay? Can anyone help me here?**



# Inaugural Australian Yachting Championship awarded to **Audi** Hamilton Island Race Week 2016

**By Rob Mundle,  
Promotions Manager,  
Audi Hamilton Island Race Week 2016**

The inaugural Australian Yachting Championship, which has been awarded to Audi Hamilton Island Race Week 2016, will include an elite Performance Handicap division.

The sport's governing body, Yachting Australia, has announced this expansion of the national series previously titled the Australian IRC Championship to accommodate a sector of keelboat racing that is expanding significantly across the country.

The decision to rename the series *The Australian Yachting Championship* also reflects this trend.

In announcing the expansion of divisions for the national championship, and that Audi Hamilton Island Race Week would be the championship venue for the second consecutive year, the president of Yachting Australia, Matt Allen, said the decision was influenced by two factors: "All crews enjoy the superb and varied racing conditions and courses set against a stunning backdrop, and the ability of Glenn Bourke and his team to deliver an outstanding event.

**Racing or relaxing, Audi Hamilton Island Race Week 2016 will deliver the best of boat worlds.**

*Image courtesy of Hamilton Island*

*continued next page...*



# AUDI HAMILTON ISLAND RACE WEEK

## 20 – 27 AUGUST 2016



"We are honoured to have Yachting Australia endorse Audi Hamilton Island Race Week 2016 by awarding us the Australian Yachting Championship," Bourke said.

"The 2015 IRC Australian Championship was recognised by many as the best ever when it came to race management, course selection, the intense level of competition and the exceptional camaraderie that was experienced onshore.

"It is our intention to make the inaugural Australian Yachting Championship 2016 even better."

**Audi Hamilton Island Race Week 2016 will be staged from August 20 - 27, 2016.**

**All details will be posted on the website:**  
[www.hamiltonislandraceweek.com.au](http://www.hamiltonislandraceweek.com.au)

"It also feels appropriate that the sailing community be the first to welcome back the Australian Sailing Team as they return directly from the Rio Olympics as so many sailors taking part at Hamilton Island have been loyal supporters of the athletes for many years", he added. "Those supporters include Hamilton Island and the Oatley family who have been long-term partners of Yachting Australia and the Australian Sailing Team."

Glenn Bourke, who is a world champion and Olympic sailor, as well as CEO of Hamilton Island, said everyone associated with Audi Hamilton Island Race Week 2015 could feel justifiably proud as a consequence of Yachting Australia's decision.

This site also presents an image gallery and video from this year's Race Week.

Audi Australia returns as the principal sponsor of Audi Hamilton Island Race Week for an incredible eleventh year. Over those eleven years of partnership, Audi and Hamilton Island have worked hand-in-hand to create the most impressive sailing regatta in Australia, with even more activities on offer for sailors and onshore guests alike. This shared vision is based on a joint passion for winning performance, technological innovation and spirited competition.

**Are you over 60?  
Poor health??  
Heavy smoker???**



**Do you have a pile of assets and been agonising over a will? Your kids are a bunch of spoiled brats, your ex got more than their share already and the rest of your rellies are a bunch of ..... Well, we know how that can be.**

**And now the priest is coming around.. hinting about putting the church in your will...**

**Do you want to leave it to em..**

**Or stick it to em?**

# **Leave it to TCP!!**

**Make em crazy!**

**We'll put it to good use. Tell us which gobment agency or other nuisance has angered you most and leave the rest to us! They've all got dirt, it's just a matter of digging!**

**TCP, professionals at pissing off the bad guys.**

**Or do it because TCP is free, and is great reading!**

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Thanks!**



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**Deadline for TCP 77:  
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# I give Up! I'm gonna go with the flow.....

By George Cringer *SV Ondabricksagin*

Some people are put upon the planet for the benefit of those who make their own life a trouble. I know as I am one of those helpless accidents waiting to happen. Trust me on this! But then one should never trust my account of anything.

I have had my life saved more times than I can remember, but then my memory is unreliable. Nevertheless, those helpful dogooders must be recognised for what they are. Were it not for them I would drink more, swear more, drive faster and probably have developed a good heroin habit by now. But no, I owe much to them, my saviours.

Those that were born to the task of righteousness bear a heavy load and I will not mock them, or at least not very much. I shudder to think of the possibilities were it not for them. Just think if I was a politician! And I did consider it once upon a time. Think of the havoc I would have caused! Why I would have taken the credit cards handed out by bureaucrats for my "expenses" and bedded myself down in the foulest house of ill repute available with a carload of booze and not come up for air until blue around

the gills. But the Labor boys have already done that. At least I would have admitted it! In fact I would have bragged about my stamina, or lied about it more likely.

**I have to admit it, I'm out of my depth. I need guidance and I know where to get it..... MSQ.**

It is their ever reaching goals that I admire most. The laws that are a burden to me are sweet vices when compared to the lofty standards of the angels of mercy that would save me. I would think that a few hundred pages of legalese defining all aspects of safety at sea would be enough to satisfy, but fortunately for me there are those that can see the need for further and further "interpretation", making up whole volumes of fine print to suit every occasion and anticipating into the future. And doing this all in their heads! Why bother us with reams of paper and complication when all that is needed is to ask their various and several opinions. That's the way to run things! Yes, Queensland, the "smart state"!?



# The Coastal Passage

See the web site for more information and payment details.  
[www.thecoastalpassage.com/boatsforsale.html](http://www.thecoastalpassage.com/boatsforsale.html)

**Boats & stuff for sale**

*email TCP: [mail@thecoastalpassage.com](mailto:mail@thecoastalpassage.com)  
with photos and text. We do the rest!*

## **Ragin Cajun is for sale**



**Roberts Maritius**      **Located at Darwin**  
**URGENT SALE: \$40,000.00**

For more details & photos see: [www.thecoastalpassage.com/monohulls.html](http://www.thecoastalpassage.com/monohulls.html)



# *FreeFall* is for sale



**A BARGAIN at \$55,000**

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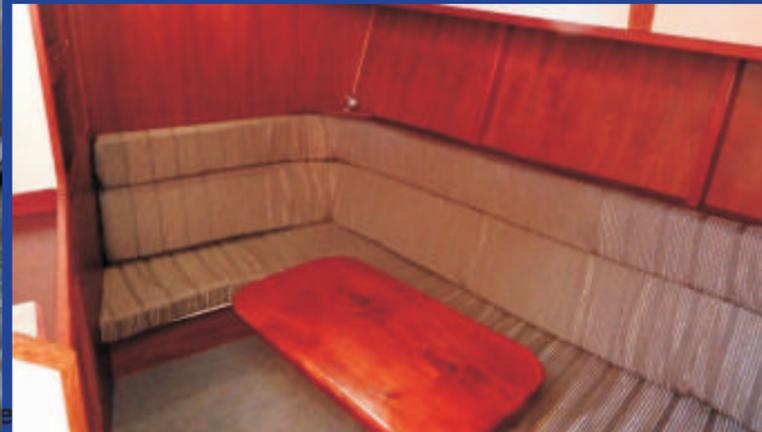
Located Seaforth (Mackay)  
contact Mike: 0448 413 538

*For more details see: [www.thecoastalpassage.com/monohulls.html](http://www.thecoastalpassage.com/monohulls.html)*

# ***Vision* is for sale**

**50ft Steel Pilothouse Cruising Ketch**

*more on next page...*



# Vision is for sale



Hull is 6mm Corten medium tensile steel, reputed to be more rust resistant than mild steel, this boat is well equipped for long range liveaboard cruising, and furlers on headsail and in main and mizzen masts simplifies short handed sailing. Dual helms, on covered aft deck and in pilothouse.

This vessel has recently undergone an extensive refit and there doesn't appear to be anything left to spend.

120 HP MWM 6 cylinder diesel, reconditioned BW gearbox, new uni's in jack shaft, reconditioned 3 cylinder Kubota driving 8kva 4 pole genset, runs at 1500 rpm, much wiring renewed, new led interior lighting, new battery banks, fully repainted, tankage for 1700 litres diesel and 800 litres water, some new electronics, massive amount of storage, plenty of hanging lockers, this is a big yacht with 6ft 8in headroom throughout.

Large aft cabin with queen size double, ensuite, with another head forward. New stove and new gas installation, new stainless sink, 12V fridge/freezer in galley and a microwave.

Large engine room allowing excellent all around access to engines for routine servicing.

Large ice box forward could easily be refrigerated. Hot and cold water with new hot water service. 2 x 12V macerator toilets with holding tank on forward head.

Nicely varnished timber finishes throughout in a generally light, bright,



interior. Large furling genoa has been sailmaker inspected and new UV protection strips added. In mast furling main and mizzen sails.

No expense spared refit recently completed with the view of long range world cruising and unfortunately unexpected health problems have put paid to these plans and the boat has reluctantly been placed on the market, at well below cost and well under insured value of \$220,000. Now reduced to \$165,000 this is good value for money. More details on [www.nqboats.com.au](http://www.nqboats.com.au)

# **YAWARRA II is for sale**



**13.70 x 4.30 x 1.65 metre  
steel converted trawler**

**Asking price: \$269,000  
Available for viewing in  
Kettering, Tasmania**

*continued next page...*

## **YAWARRA II is for sale**



This is a rare opportunity to own an affordable, proven long distance passage maker powered by the iconic Gardner 6LXB engine.

*Yawarra II* has returned from a 5 year cruise from Brisbane to Tasmania, returning up the East Coast of Australia, across to the Northern Territory, the Kimberly and S.E. Asia which included many non stop voyages of between 300 and 1,700 nautical miles and has completed an over 5,000 mile voyage from Malaysia back to Tasmania.

Her current owners (Janice is the author of "*We Hate Hippos: Stories from a Sea Gypsy's Life*") are experienced yachtsmen having sailed over 150,000 miles including a circumnavigation via Cape Horn. More recently we have enjoyed the comfort of cruising over 20,000 miles under power on board *Yawarra II*. Health issues have made us decide that it's time for us to move ashore after 37 years afloat.

Full maintenance and engine logs are available. Her sparkling Gardner was professionally installed in 2004 and still has less than 5,000 hours on the clock.

In 2008 she underwent a complete professional refit which turned her from a family weekender into a comfortable full time liveaboard, go anywhere cruiser.

If you dream of simply coastal cruising or of venturing further offshore, you can be confident that *YAWARRA II* will take you there in comfort and safety.



**For more information,  
equipment list and more  
photos please contact:**

**Nick & Jan Wooller:**  
[yawarra2@gmail.com](mailto:yawarra2@gmail.com)  
[www.getjealous.com/yawarra](http://www.getjealous.com/yawarra)

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# AQUARIUS 35



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***For more pictures and details see: [www.thecoastalpassage.com/motorvessels.html](http://www.thecoastalpassage.com/motorvessels.html)***



# SY New Song



**\$45,000 ono**

*For more details & photos see:*

[www.thecoastalpassage.com/monohulls.html](http://www.thecoastalpassage.com/monohulls.html)

**or phone owner, Geoff on 0414 857 300**



**42'6" on deck, 3.6 mtr Beam, 1.8 draft**, Samson cutter rigged ketch, centre cockpit. 45hp HRW Lister Diesel, Eutectic fridge, Radar, GPS, Electric anchor winch, 2x225litre fuel, 450litre water, Gas cooker, Hydraulic Steering, TMQ Auto-Pilot, Arco winches, Aquapro dinghy with 4hp Yamaha O/B, 60lb plough anchor on 10mm s/l chain (80m) spare 45lb plough.

**New Song** is a reliable passage maker and comfortable live aboard yacht. With double bunk, nav station and vanity aft. A "galley alley" leads forward to a spacious saloon forward of which is the head/shower, sail bin and tool area, the forepeak has a vee berth and chain locker. Deck work is easy as most sail control lines lead to the cockpit. I have sailed many miles single handed. We have moved to small acreage, and offer her for sale as a great opportunity for anyone interested in cruising, an extremely satisfying and enjoyable lifestyle. We would also be very negotiable to a buyer who would take her over and use her well.

**New Song** is currently moored at Iluka, on the NSW north coast. The vessel is probable worth 70k but the asking price is 45k ono, considering the current boat market, and my desire to see her carry someone else on their cruising adventure.

# MOULDS FOR SALE *and/or* SHED FOR RENT

## 52 feet Burgess Catamaran

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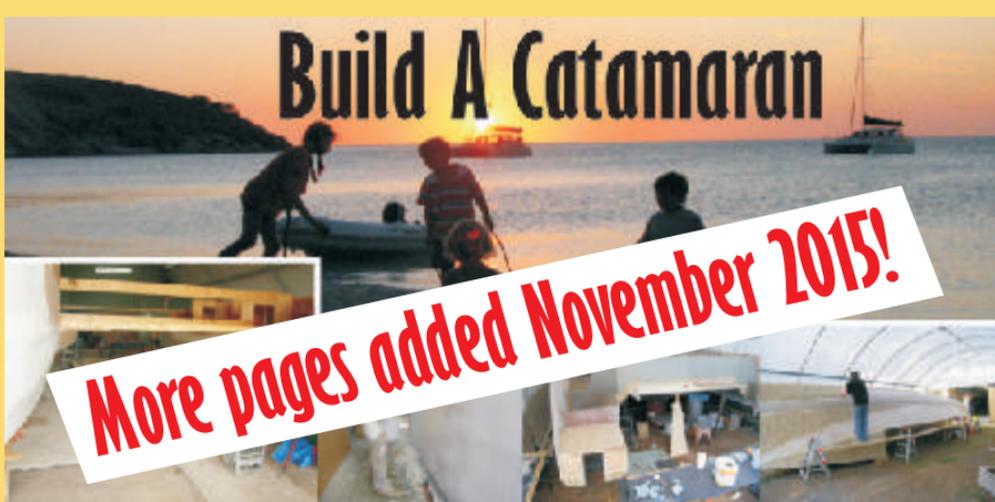


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# Build A Catamaran



**More pages added November 2015!**

This site will feature building projects from as great a variety of materials and build methods as possible. If it's a cat or any project that relates or enlightens we want to feature it here. How about yours??

**Share your experience or learn from others**



**[www.buildacat.com](http://www.buildacat.com)**

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0428 857 336

# Passage People

## Aussie Spirit



When Col retired as a builder, he decided the best way to break away from work offered to him was to sell his tools and buy a boat. In 2009 he found *Aussie Spirit*, built by Hunter Engineering on the Gold Coast. At 15 mtrs with Corten steel cathedral hulls, offshore cruising is not a problem.

Marj joined Col in 2011 and is now retired from her work as Director of Hervey Bay Regional Gallery. As an artist and professional photographer herself, Marj is happy to have 2 of the 4 double cabins converted to her workshop. With the additional large master cabin forward, they have decided to join AirBnB and now offer a cabin for accommodation when in port.

Marj is Chef (see this edition for her article on "Wellness on the water"), navigator and all around deckie. Col does all the rest, so now he has a full time job keeping *Aussie Spirit* in top shape!

We met Marj & Col at Mackay Marina and their plans are to slowly cruise up to Hinchinbrook Channel this year. *Aussie Spirit* is a perfect vessel for Hinchinbrook - shallow draft for fishing the creeks and no worries about the crocks being a steel vessel.

***Happy Cruising Marj & Col!***

# The "Fifteen-Minute" Job

I went down to the boat to fix a thing or two  
Just lubricate a hinge - and tighten up a screw  
And the "admiral" said "certainly! - and please fix up that knob"  
And I replied "no worries - it's a fifteen-minute job!"

So I went to see the article that had become a pest  
It wasn't really broken - just not working at its best.  
It only needs a little tweak - a polish with a swab.  
I knew I could improve it with "a fifteen-minute job"

I started to undo it; but it used a special tool...  
... that shipwrights are familiar with, as apprentices at school.  
Now clearly I'm no tradie - but I'm certainly no snob  
And when it's done I'll fix it! (with "a fifteen-minute job")

Well that's a pest! - I've sheared it off! - And it's only half undone!  
So now I'll have to drill it out and buy another one.  
I'll pop next door and borrow tools from Don and Sime and Bob  
And have it fixed in no time: "a fifteen-minute job"

With drill in hand I re-commence to make it all legit  
or would have done so in a trice - if I'd not broke off the bit!

And slice right through my finger which then began to throb  
'Twas then I began to worry about this "fifteen-minute job"

An hour more and it's all removed - in pieces on the floor  
And now it doesn't work at all - unlike it was before.  
So it's off now to the chandlers shop - to pay a pretty bob.  
To replace what wasn't broken 'fore the "fifteen-minute job"!

And then I try to fit the part - but dejected there I sit  
The make's the same and all of that - but the "fittings"... just don't fit!  
"I'll jury rig with what I've got" like all the yachtie mob  
And after all it can't be hard - it was a "fifteen minute job!"

Too chicken now for "face to face" - I give "the boss" a ring  
To tell her that her shiny knob... is now a piece of string!  
I vow I'll not do that again - I'll sit here like a slob! ...

Till I get another bright idea...  
... for "a fifteen-minute job!"

**By Craig Margetts, SC SCARLETT ©**

*continued next page...*

## ***A note from Craig:***

I wrote this poem after circumnavigating Australia and spending lots of time wishing I had NOT started to fix something that wasn't actually broken - as I often made it worse!

With my wife Kerry and our two boys Stephen and Lachlan we have circumnavigated Australia in our Seawind 1160, *SCARLETT* in 2011-2012. I have had many "fifteen-minute" jobs during my cruising career. The concept seems to strike a chord with other yachties so I thought I'd put it into verse for other's enjoyment...



# SCARLETT