



The Coastal Passage

www.thecoastalpassage.com

42nd Edition
May - June 2010

The Voice of the Boating Community

FREE!



AIRLIE BEACH COPS IT AGAIN - PHOOEY ULUI

Bob Fenney photo



TCP NOW IN NEW ZEALAND!

Kay Norson photo

\$ AUTUMN SPECIAL OFFER \$



20% OFF all Topcoats

Polybest, Brilliant Enamel and MultiCoat

"offer valid until May 31st 2010, or while stocks last"

Late/Post Season tidy-up?

We're offering a 'GFC Buster' during Autumn.

The economy might be in question, but your boat shouldn't be!

Available only at your Hempel Yacht Dealer



RELAX,

you've chosen Hempel

WORLD CLASS YACHT COATINGS

Visit the **SPIRIT OF MYSTERY** at the Sydney International Boat Show

1800 HEMPEL
smel.au@hempel.com

HEMPEL

Yacht

Reflections By Alan Lucas, SY Soleares

GUN HAPPY

The debate about guns aboard cruising vessels has been around for a long time, starting, I suspect, back in the 1950s when a well-known French sailor lost his wife in the Sulu Sea.

Ghosting along in his engineless yacht, not far from the sectarian-torn Philippine island of Mindanao, he was overtaken by a gun-wielding mob in a large outboard-powered canoe. With his infant son on his lap in the cockpit, the Frenchman kept his cool, but sadly his wife did not. She ducked below and popped out of the forward hatch with a gun in her hand.

The criminals shot her dead then allowed the father and son to continue.

Next to the United States, Moslem countries seem to be the world's gun-happiest people, an incident in the Red Sea suggesting that they are either incredibly fine marksmen or have no regard whatsoever for innocent bystanders.

Whatever; Patricia and I thought we might never see the light of day after one dreadful night at anchor off Sudan.

Being the only vessel in a snug coastal inlet, its mouth embraced by complex fringing reefs, we anticipated a peaceful night with not a worry in the world. It came as a shock, therefore, when we were rudely awoken at midnight by car headlights directed our way followed by a remorseless volley of rifle fire. Patricia and son Ben lay flat on the cabin sole below the waterline where I quickly joined them.

Shocked that we had become a target for no logical reason, we were doubly horrified to hear return fire close to seaward of us. A nervous peek through a porthole showed it to be coming from a huge dhow, anchored just fifty-odd metres away, her crew jabbering excitedly and firing their guns randomly. Now the meat in a deadly sandwich we were numb with fear but, perversely, I couldn't help admiring the seamanship required to bring a large vessel into an un-beaconed reef anchorage on a black night.

The barrage continued from both sides for some minutes before the car lights went out, the gunfire stopped and small boats put ashore from the dhow. Exactly what took place that night we will never know, but on recovering from the shock of it all, we believe it to have been a friendly interchange between smugglers; the headlights guiding the dhow into anchorage and the gunfire being their way of celebrating a successful trip, probably taking sacrificial lambs to Saudi Arabia and returning to Sudan with white goods. This, we learned later, was a very common illegal two-way trade.

Whatever the truth, responding by shooting my own gun had I had one could have achieved nothing beyond changing their aim directly at us.

Another shooting incident in which being armed would have achieved nothing was when anchored under the lee of Dominica, in the Caribbean. We were one of many yachts, one being a



German ketch two hundred metres away. By morning she would be a serious crime scene.

Very late that night, we heard shouting and gunfire, the latter very close at times. On ascertaining that we were not in the line of fire, we managed to get back to sleep to later learn that a drug deal had gone badly wrong. Someone tried to dud someone else and a fight broke out aboard the yacht, which ended in the owner being killed and his two female companions being gang-raped.

Then there was the story of the French yacht *If*. She anchored under a Caribbean island where her owners went ashore to a party. On returning, a runabout hanging off their stern forewarned of intruders so they boarded as silently as possible and went to the hatch. The intruder was expecting them and shot them dead with their own gun. This was very much a case against having a gun on board.

Anchored in Port Moresby in the mid 1960s, my wife worked days and I worked nights, meaning she was alone all night five nights a week. It didn't worry us until a friendly cop said to me one day, 'You're crazy leaving you wife alone every night, you need a gun aboard?' When I responded that we'd be incapable of shooting anyone, he suggested I buy a small 22 revolver that fires blanks loaded with mace and that he would licence me.

We succumbed to the idea but never had cause to use it.

But its concept was appealing, being a weapon that freed us from the horror of killing someone in a bad situation. On re-entering Australia, I did not declare it to Customs because it was legally purchased on the advice of an Australian policeman in an Australian enclave. But a few months later, anchored in Townsville, I was called ashore by a policeman to be accused of having a concealed weapon aboard.

What could I say? I was sprung. Months in jail loomed large as I blubbered about not thinking of it as a weapon, at which he softened his tone and said, 'I have to confiscate it, but we can refund your original purchase price, which was twelve dollars - am I right?'

I had to admire both the thoroughness of police records and the fairness of the policeman involved, although I was a little irked that such an ideal form of defence was illegal aboard a cruising boat. Now days, our police are armed with mace spray and they have been available to the public in the USA for decades.

As the gap widens between the haves and have nots, it's understandable that our 'luxury yachts' become a logical target for the disenfranchised, many of whom are not criminals so much as desperate people trying to feed their family. I for one have no desire to cause them bodily harm but would have no compunction about discouraging them with a knockout weapon.

If ever we must defend ourself, surely that makes the most sense.

Insurance for most boats including FERRO!

Third party cover or comprehensive insurance for most types of boats.
Ring: 0438 563 164

D&G Marine
Suppliers of Quality Marine Products
www.dgmarine.com.au info@dgmarine.com.au

Boutique MARINE For all your boating needs!

Don't mop the decks!

Enjoy your boat & let the professionals take care of it!

- Fixed price anti-fouling
- Boat sitting
- Dive bottle re-fills
- Small chandlery items
- Made to measure Rolly Tasker Sails
- Project management
- Commercial cleaning
- Bond cleans
- Domestic cleaning
- Trade brokerage

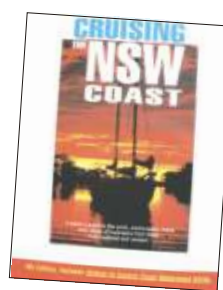
We now stock a broad range of boat care, cleaning products, marine products, rope supplies and more!

Located in the Beautiful Mackay Marina

Tenancy 6
Waterfront Commercial Arcade
Mackay Marina Q 4740
P: 4955 0826 F: 4955 0417 M: 0412 037 474

www.boutiquemarine.com.au

Read more by Alan Lucas!

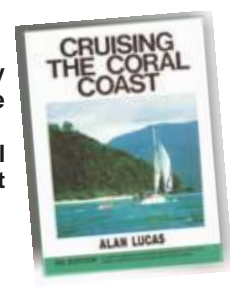


See the selection of famous books by Alan at the new "SHIPS STORE" at the web site of The Coastal Passage. See other great titles and authors as well as stuff so good you even have to have it in a recession.

Be a patriot and "Buy Now"!



www.thecoastalpassage.com/storebooks.html



Cruise the Whitsundays
Charter a luxury Perry or Fusion 40 Catamaran

"Mango Tango" & "Razzle Dazzle"

2010 specials available now



www.whitsundaycharterboats.com.au

WHITSUNDAY LUXURY CATAMARANS

email: sales@luxurycats.com.au Ph: (07) 4947 1653 mob:0419 874 096

Contributors

Ada & Charlie, TS *Geronimo*
 Chris Ayres, SY *Lady Lonsdale*
 Sue Bett
 Stuart Buchanan, SY *Pluto*
 Dianne Challis, Boat Builder Extraordinaire
 Kay & Russ Ezzy SY *Vanda III*
 Bob Fenney, SY *'Elcho'*
 Jan Forsyth, SY *Sea Wanderer*
 PJ Halter, SY *Cheetah*
 Natasha & Mathew Harper, SY *Kalida*
 Julie Long, SY *Adagio*
 Alan Lucas, SY *Soleares*
 Patricia Lucas, SY *Soleares*
 Bob Norson, *issues, technical, ect....*
 Mariet Prim
 Norm Walker SY *Peggy-Anne*
 Carmen Walker, SY *Dream Weaver*

What's your story?
"It can't be about you without you!"



And as always, TCP very much appreciates your letters and other contributions that provides the rich forum of ideas that sustains the rag. For information on feature contribution requirements and awards, see the TCP web site, "contributions" page.

Where can I get copies of The Coastal Passage???

New distribution places in red

.....NEW ZEALAND.....

- NORTH ISLAND**
- Whangarei Marina
- Ponsonby Cruising Club
-NORTHERN TERRITORY.....
- *D A R W I N
- Dinah Beach Yacht Club
- *G O V E
- Yacht Club
- QUEENSLAND.....
- *PORT DOUGLAS
- Port Douglas Yacht Club
- Port Douglas Combined Club
- *YORKEYS KNOB
- Yorkeys Knob Boating Club
- *C A I R N S
- Blue Water Marina
- Cairns Yacht Club
- Cairns Marlin Marina Office
- Cairns Cruising Yacht Squadron
- The Coffee Bean Estate
- *MOURILYN HARBOUR
- Coast Guard Innisfail
- *CARDWELL
- Hinchinbrook Marina
- *MAGNETIC ISLAND
- Iga, Horseshoe Bay Supermarket, RSL, Maroon'd and "TraxsAshore"
- *TOWNSVILLE
- Motor Boat & Yacht club
- Breakwater Marina office
- Breakwater Chandlery Café
- BIAS Boating Warehouse
- *AYR
- Burdekin Browser Book Shop
- *B O W E N
- North Qld. Cruising Yacht Club
- Harbour Office
- Summergarden Cinema (Q.B.)
- *AIRLIE BEACH and surrounds
- Whitsunday Sailing Club
- Abel Point Marina Office
- Whitsunday Ocean Services
- Marlin Marine
- Shute Harbour Chandlery & Slipway
- Quadrant Marine
- Edges Boatyard
- *SEAFORTH
- Seaforth Boating Club
- *M A C K A Y
- Mackay Marina
- Mackay's Boat Yard
- *PERCY ISLAND
- A frame
- *ROSSLYN BAY
- Capricornia Cruising Yacht Club
- Keppel Bay Marina
- *ROCKHAMPTON
- Fitzroy Motor Boat Club
- *GLADSTONE
- Gladstone Marina Office
- Gladstone Yacht Club
- *BUSTARD HEADS
- The Lighthouse
- *BUNDABERG
- Midtown Marina
- *BURRUM HEADS
- Burrum Traders
- *HERVEY BAY/BURRUM HD
- Great Sandy Straits Marina Office
- Fishermans Wharf Marina
- The Boat Club Marina
- *MARYBOROUGH
- Boaties Warehouse

- Mary River Marine Supplies**
- *TIN CAN BAY
- Tin Can Bay Yacht Club
- Tin Can Bay Marina
- Tin Can Bay Boat Sales
- *MOOLOOLABA
- Kawana Waters Marina
- Mooloolaba Marina Office
- Whitworth's (Minyama)
- *N O O S A
- Noosa Yacht & Rowing Club
- *REDCLIFFE PENINSULA
- Moreton Bay Marine Supplies
- *S C A R B O R O U G H
- Scarborough Marina
- Moreton Bay Boat Club
- *NEWPORT
- Australiawide Brokerage
- *SANDGATE
- Queensland Cruising Yacht Club
- *BRISBANE
- Whitworths (Woolloongabba)
- Whitworths (Breakfast Creek)
- Boat Books
- Glascraft Marine Supplies, (Rivergate Marina)
- *M A N L Y
- Moreton Bay Trailer Boat Club
- Marina & Yacht Club
- East Coast Marina
- Royal QLD Yacht Squadron
- Wynnum Manly YC, Marina Office
- *R A B Y B A Y
- Raby Bay Marina
- *C O M E R A / HOPEISLAND
- Gold Coast Marine Centre
- Marina Foods and Takeaway
- Hope Island Resort Marina
- *SOUTHPORT
- Southport Yacht Club, Marina Office
- Whitworth's (Warehouse Rd.)
- NEW SOUTH WALES.....
- *Y A M B A
- Yamba Marina
- *COFFS HARBOUR
- Coffs Harbour Marina
- Harbourside Chandlery
- *PORT STEPHENS
- Lemon Tree Passage Marina
- *CENTRAL COAST
- Gosford Sailing Club
- *NEWCASTLE
- Newcastle Cruising Yacht Club
- *S Y D N E Y & SURROUNDS
- Boat Books
- Middle Harbour Yacht Club
- Cruising Yacht Club Australia,
- Rushcutters Bay
- Royal Motor Yacht Club Broken Bay
- Royal Prince Alfred Yacht Club**
-CANBERRA.....
- Canberra Yacht Club
-VICTORIA.....
- Royal Yacht Club (Williamstown)
- Royal Geelong Yacht Club
- Sandringham Yacht Club
- Royal Brighton Yacht Club
- Royal Melbourne Yacht Squadron
- Hastings Yacht Club
-SOUTH AUSTRALIA.....
- (Northhaven)
- Cruising Yacht Club of S.A.
- Royal S.A. Yacht Squadron
-WESTERN AUSTRALIA.....
- Boating Hardware-Prosail -

MARY RIVER MARINE SUPPLIES

A "new" / "old" TCP Distribution Place



The Mary River Marine Supplies has now re-opened for business. Bill (left in photo left) and Dwayne are keen fans of TCP and happy to be a distribution point once again. Their hours are Mon.- Fri: 8-4:30 Sat: 8-12 Sun: closed

Cyclones, oil spills, and rain, rain, rain...it was time for a holiday!!

Bob & I spent 2 weeks in the North Island of New Zealand in April. Not by boat, though our second day there saw us on a "cruise" around the Auckland Harbour (see inside for the whole story). This was our first trip to New Zealand; one we had been looking forward to for years, as the reports were very positive. Well, it was even better than we both expected. The land of beautiful scenery and beautiful people. "When is someone going to be rude to me?", I asked. It never happened. A trip there someday on our boat? Lets hope that day will come, but for now we are back, refreshed and ready for whatever new challenges come our way...

Kay



Bob & Kay, somewhere on North Island, New Zealand

POO vs OIL

I'm so angry, day after day, that's it's amazing my head doesn't explode!

"The Great Barrier Reef Marine Park Authority (GBRMPA) says a Chinese coal carrier has caused kilometres of damage to the reef off central Queensland".... 3-4 tonnes of oil have dumped on our gorgeous, now endangered reef. What has Maritime Safety Queensland and Boating and Fisheries been doing in recent years to protect our precious reef? Well, chasing poo... Have a look at <http://www.thecoastalpassage.com/poo.html> for the long & sad history of the poo police. I can only come to one conclusion: It is OK to destroy 3 km long section of the reef with your bottom scraping along the coral. It is OK to dump tons of oil: "Queensland Transport Minister Rachel Nolan says an aerial inspection along North West Island showed the spill was isolated. Flights over the island this morning could not detect any further oil in the water," she said." (ABC News 14 April in theAM). As I write this tirade the very same afternoon, oil is washing up along beaches near the grounding...it's turning into a much worse disaster than we've been told. By the time this appears in print, we will begin, but only begin, to know the full extent of the damage. Remember, Moreton Bay oil spill was only 1 year ago. So where are all the 'poo police'? Chasing yachties that may or may not be dumping a little untreated sewage. Oh, by the way, after the cyclone hit the Whitsundays, untreated sewage was stinking & dumping into the shoreline, just ask anyone who takes a daily walk along the foreshore! So, dump away - not your loo of course - but your engine oil ought to be OK. Ask your local GBRMPA.

PJ Halter, SY *Cheetah*

UPDATE ON THE CHINESE COAL SHIP, *Shen Neng 1*: As of May 8th, the decision to tow the ship 12 nautical miles offshore to World Heritage Listed Fraser Island and unload 19,000 tons of coal, then tow the ship back to China has left may dumfounded..and angry. The question, why not Gladstone Harbour? Many believe that because of Gladstone Port being recently "privatised", the loss of revenue due to delaying waiting ships is just not acceptable to Gladstone Ports. So, Qld. Govt. picks Hervey Bay which is coming in to whale migration season now. Commercial interests \$\$ versus environment? Is this the result of such privatisation? Stay tuned for the continuing saga of the possible disaster and what will be done in the future with all the coal ships in the Great Barrier Reef Marine Park.

See page 7 for more on this subject...

The Coastal Passage
 The Coastal Passage logo and lighthouse are trademark
www.thecoastalpassage.com
 Kay Norson: Senior Volunteer, temporary editor, all the rest & expert postie.
 Bob Norson: sometime publisher, editor, journalist, advertising, photographer, computer & marine heads technician, etc., etc..
 The Coastal Passage
 P.O. Box 7326, Urangan, Qld., 4655
 Ph/Fax: (07) 4129 8720
 email: mail@thecoastalpassage.com
 All text and drawings in this publication are copyrighted by Robert Norson, except contributions where noted. Delivering contributions infers permission to print. Contributions may be edited. Opinions expressed by contributors are not necessarily that of The Coastal Passage, & the editor assumes no responsibility for the accuracy or validity of information.

MARTZ

INTRODUCING THE MCY 46

The MCY 46 is designed for extended cruising and passage making without sacrificing performance, creature comfort or structural integrity.

Some of the features of the yacht include:

- Fuel and water capacity for extended cruising
- Moulded one piece hull and keel with internal lead ballast
- All sails furling and controlled by an electric winch for easy short handed sailing
- Centre cockpit configuration for owner comfort and privacy

Available at various stages of completion

For further details and pricing contact the builder Brent Martz at:

CRUISING YACHTS

87 Pendennis Rd Tamborine Qld 4270

Ph: 0412 130 287

www.martzcruisingyachts.com.au

www.martzcruising.talkspot.com

email: Martzcruising@bigpond.com

For more than 30 years, Brent Martz has had a simple aim, to build the best Cruising Yachts on the Australian market.

By combining quality craftsmanship and leading edge technology, he builds yachts that provide the very best performance at sea and the comfort required in harbour and at anchor.

Sail the worlds oceans, set a course for that favorite destination, make that dream come true.

Basic Structural Stage
available from

\$165,000



CRUISER DESIGNED, SAILOR MADE

www.martzcruising.talkspot.com

LETTERS



JUST GO HAVE THAT BLOODY PSA TEST!

I am writing in response to Gary Thompson's letter in the last issue of Coastal Passage. My thoughts go out to you Gary. Thank you for sharing your story and helping to spread the word about PSA tests.

"But Doc! I haven't had any symptoms!" That is exactly what I said too, Gary! I had my first PSA test at age 55.

Prior to starting our dream trip 4 years ago, Julie and I both had medical and dental checks as part of our pre-trip planning. My doctor discovered that I had never had a PSA test and added it to the standard blood tests she was doing. It came back with a level of 4.0 just 0.5 above acceptable.

My doctor hastily arranged a visit to a specialist before we left. "I don't think there is a problem, but we will do another test in 3 months" he said. We were planning to fly home for a few weeks then so it didn't seem to be a problem.

The next test returned a PSA of 8.0 still very low but doubled. Next thing I know I am having a biopsy, and then informed that I had aggressive prostate cancer with a Gleason score of 7. I had to wait 3 months before he could operate so we spent the time lolling about the Whitsunday's. I opted for a radical prostatectomy (full removal of the prostate), and the specialist told me later that the cancer was advanced and would have spread to secondaries within another 2 months! I have been having PSA tests ever since and fully endorse your call to all men over 50 to have the little prick.

Going sailing can save your life! I have had several yachties confirm that they have now been tested since my story. I'm sure Gary's story will inspire many many more.

All the best Gary. I look forward to catching up out on the water someday soon, and sharing a sundowner in a pleasant anchorage.

Peter Long, SY Adagio

PARK BENCH NEEDED FOR YACHTIE

Greetings Bob,

I live on my 13.7m yacht, in the Bowen harbour, North Queensland, so far. Not sure how long, because hanging over live-aboards here is a law that we can stay only two nights each week onboard.

Unless we have a shore base, which I have not. It's obviously a park bench for the remaining five nights. Some have already been told to move out.

I would like to know if other yachtsmen

have been targeted with this latest draconian and oppressive legislation in Queensland waters.

I would like to know what's behind this latest Government stunt. I can't find out why from the local authorities here; they apparently haven't been informed.

We have good amenities here which we use so its not a sanitary issue.

What can be done to restore some sanity in our once normal lives on the water?

Regards,
Ivan Adams, SY Elise

QUEENSLAND REGO BLUES

Dear Bob / Kay,

We have just received our Queensland boat registration renewal demand.

It would appear to be worth about 2.4 times as much as it was last year. Is this a general increase across the board? How do they justify that?

Nothing has changed. The boat is still a 12 m ketch. The government still give us nothing for our money except a tiny little bit of paper with printing on one side and glue on the other.

For once, I am at a loss for words. From 2004 to 2009 our registration fees were:

2004:	\$147
2005:	\$151
2006:	\$155
2007:	\$161
2008:	\$166
2009:	\$393

So, from 2004 to 2009 a 136.75% increase!

Do we have any right of appeal on this matter? Is there an ombudsman or arbitration system we can approach to protest the amount?

Regards,
Russ and Kay,
SY Vanda

GO GET THOSE BALLS

Hi TCP,

In reference to Forum in 41st edition March-April on Drinking Yachting and Anchoring by Andrew Crawford, the following is worthy of note:

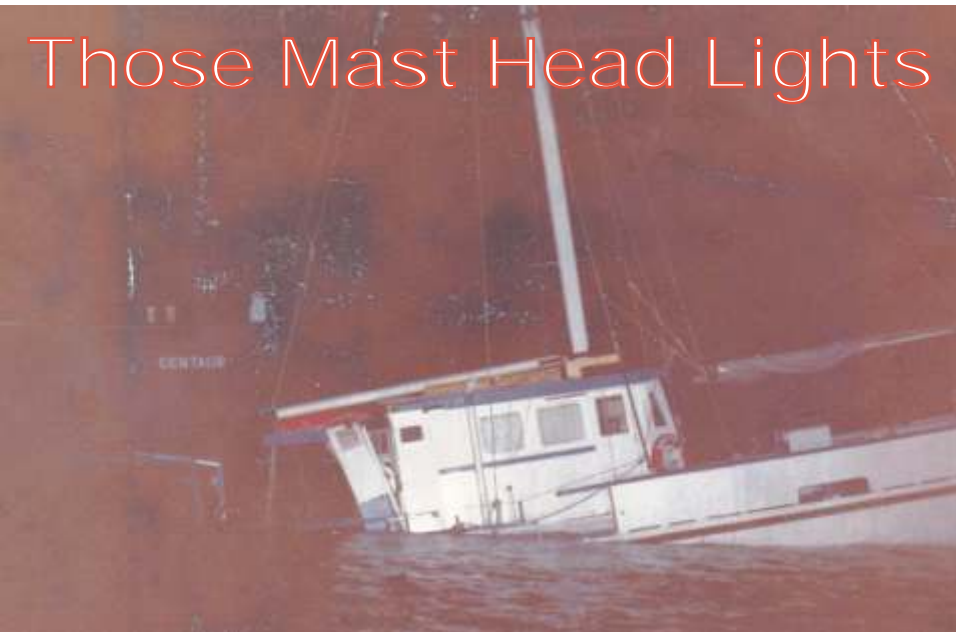
When anchoring for "sundowners" with the intention of staying the night, then the anchoring procedure of hoisting, in line, two balls or round shapes, should take place in accordance with regulations, Rule 27 (a) (ii) signifying that the vessel is NOT UNDER COMMAND.

If the vessel needs to be shifted, the radio can be used to request assistance from someone (not under the influence) to do so. I have these on board my vessel to advise the authorities, however to date have not had to do so.

In short you have to have the balls to exercise and advise of your rights.

Regards,
Ian Lechmere,
SY Arum "n" Ared

Notice to contributors: All contributions that purport facts in a matter of possible contention, should be ready to provide support for their assertions or additional information or the contribution may be refused at the discretion of the editor. Anyone disputing a matter of fact in any part of TCP is **invited** to respond as long as the discussion remains one of fact and the responding writer must also be ready to provide support for their assertions or additional information if requested. It's about a fair go for boaties.



I was contemplating my navel the other day after reading the many letters to T.C.P. about anchor lights, and lights on moored vessels and wondered what Capt. Jos Slocum of the "Spray" would think if he sailed into one of our more popular ports. For a start he would be totally illegal in an unregistered vessel his masters ticket would be expired, with no poo tank, and the list is endless. If he found a spot to anchor among the minefield of moored boats and unoccupied floats, without a marine incident which he could not report without a phone. Customs would be furious with his unexpected arrival.

The photo is of the *Torres Herald* my old vessel of the "Fun Race" notoriety after the barge "Centaur" hit her - a steel-landing barge of about 150 ton's back in 1983. The *Torres Herald* was on her mooring opposite the Shute Harbour jetty in the shelter of Repair Island to the S.E. in a cluster of other smaller Rent-A-Yacht's, some of which were occupied and lit. We had not left our anchor light on, as it was not considered necessary especially with the spilled light from the jetties close by.

However the *Centaur* was well off course and hit the *Torres Herald* and sunk her. If he had continued he would have hit the small bare boat with a holiday family aboard, so they were lucky.

The incident attracted a marine board enquire, the skipper was reprimanded and is still working today. Needless to say it was a total disaster for us, but that is another story.

Since then I have tried to anchor in shallow water away from any major traffic. I don't think a light on *Torres Herald* that night would have saved her, I personally like to have a light on even if it's only makes me sleep better.

The "Good Old Boat" *Torres Herald* is still going and is having a complete refit by David Edge of Edge's boat yard in Airlie Beach.

Allen Southwood, SY Abrolhos Pearl

ANOTHER NORSON SPLICE SUCCESS

See: www.thecoastalpassage.com/eye_splice.html

Hi,

Just a quick email to say thankyou for the excellent instructions on how to splice a double braided rope.

We have been putting off replacing our main sheet for the last couple of seasons, because I didn't know how to splice it - the previous owner had stitched and whipped the loop.

I followed your diagrams and it came out perfect the first time! You can see the old main sheet and the new in the pictures - I had to show somebody!

Thanks again,
Chris Higgins
UK

It is always rewarding to know that the knowledge sharing efforts in the TCP website are utilised. My splice tutorial is now a world favourite. I like that!
Thanks Chris, Bob



SUBSCRIBE TO TCP?

If you are silly enough to pay \$40 a year for a paper you can get free at the marina or now the free "E" version off the net...Mate, you can sail with us!



www.thecoastalpassage.com/subscribe.html

1 year, 6 editions, 2 copies each issue - one for you, one for a mate!
\$40 inc. gst & Shipping in Australia

Finally! Subscribe from the web site with your credit card! Which is even stranger when you think about it... going to the web site where the free papers are to pay for a subscription!

OR Send cheque or money order to:
The Coastal Passage
P.O. Box 7326
Urangan, Qld. 4655
(07) 4129 8720



Are coal ships misbehaving in the Great Barrier Reef Marine Park?

Dear TCP,

We received an email (below is text from email in italics) which was being sent out by the Australian Marine Conservation Society regarding the bulk coal carrier Shen Neng which was stranded on the Douglas Shoal April 4th and towed off the reef April 13th:

"It is really beyond belief that one of the wonders of the natural world and a declared World Heritage Area is still not protected from shipping. The bulk coal carrier the Shen Neng 1 remains stranded on the Douglas Shoal, the risk of further pollution and damage to the fragile ecosystem of the reef is a ticking time bomb. We need to make sure the Government take action to prevent this from happening again.

This must serve as a wake up call for Government to introduce measures so our World Heritage Great Barrier Reef receives the protection from shipping that it deserves.

Tell the Government that one ship grounded and leaking oil in the Great Barrier Reef marine park is one ship too many. The Great Barrier Reef is one of the natural wonders of the world but it has also become a major highway for shipping. It is plain common sense that ships passing through an area of such immense environmental sensitivity and value be required to carry pilots and that a vessel tracking system is in place to detect vessels straying off course.

Coal exports from Queensland have boomed and vessel traffic will grow further as a result of plans for expanded ports and Liquid Natural Gas facilities along the coast. The risk to the reef will continue to increase, unless Government is stung into action.

With climate change, coral bleaching and pollution from land already paying a heavy toll on the reef, it needs all the help it can get."

On 20th May last year we were sailing from North West Island to Great Keppel Island and had a close encounter with another tanker in nearly the same spot. This tanker had also taken this shortcut to get through the reef and without quick thinking on Pete's part, it would have run us down. Here are the notes I wrote in my journal:

"Today the wind was at a better angle from the south east, the rain had stopped, and we hoisted our sails and headed northwards. No sooner had we left than Pete's AIS system on the computer alerted us that we were on a potential collision course with a huge tanker. As we approached nearer Pete called the boat up on the VHF radio to give their captain a courtesy call telling him of our intention to cross (two nautical miles) astern of the boat. The fellow spoke a foreign language, and only seemed to understand numbers and the word 'astern'. All was going well until ten minutes later when he changed his course and headed

straight at us. Pete moved the boat on sixpence, and changed our direction to avoid a collision. Our mast would have hardly made a scratch on their antifouling paint, and this blog would never have been finished."

Legislation needs to be tightened, and hopefully this latest incident will bring about changes before a major catastrophe occurs. If you agree with the sentiments expressed and the information on the Australian Marine Conservation Society's web site, please add your voice:

http://www.marineconservation.org.au/default2.asp?active_page_id=596

We are privileged to have this beautiful World Heritage Area on our own back door, and if we band together, we can make a difference, and help save it for future generations.

Regards,
Julie and Peter Long, SY Adagio

Xstrata coal port for Fitzroy River Delta??? Not in our backyard!

Capricorn Conservation Council (CCC) will strongly oppose Xstrata's plans to build a large coal export terminal on Balaclava Island in the mouth of the Fitzroy River.

The extensive tidal delta is a natural system containing mangrove forests, saltmarsh flats and wetlands of high environmental value. It is completely unsuitable for an industrial coal port. CCC believes that dredging required for coal ships and loading wharfs, coal stockpiles, washdown facilities, rail terminal and construction of an artificial causeway from dredge waste would completely alter the tidal dynamics and unique ecosystem functioning of the island, its surrounding estuaries and protected fish habitat areas. 'The community needs to know about the magnitude of Xstrata's plans and the potential impact they will have on Keppel Bay and the Fitzroy River,' says CCC spokesperson, Janet Barrett. 'A telling indication of just how devastating this project could be is the federal government's stipulation that Xstrata address almost the entire list of matters relating to 'national environmental significance'. This doesn't happen very often.'

The Fitzroy Delta is a commercially-important fish nursery and a contributor to marine productivity. Unique salt marshes and algal mats store nutrients vital for prawns, crabs, molluscs and fish. On seasonal high tides these nutrients are flushed into estuarine channels sustaining a dynamic and complex food service for many species including large numbers of waterbirds. 'Recent marine research has uncovered a

sizable population of threatened snubfin dolphins which inhabit the Fitzroy River and the immediate vicinity of Balacalava Island. We are really concerned about how these dolphins will cope with not just the loss of their saltmarsh food sources and mangrove habitat but also with any reduction in water quality. Noise and ship movements are also going to be big problems,' says Ms Barrett.

CCC believes the environmental and social costs of constructing a coal port in the Fitzroy River Delta will far exceed any economic benefit the local community might reap.

Capricorn Conservation Council,
A voice for the environment
Environment Centre, Haigh Park,
Livermore Street, Rockhampton
Postal Address:
PO Box 4011, Rockhampton Q 4700
Phone: (07) 4927 8644
Email: ccc@cqnet.com.au
www.cccqld.org.au

All enquiries:
Janet Barrett, Coordinator,
Ph. 4927 8644

NOT A GOOD LOOK, QUEENSLAND

Dear Editor,

It is not a good look for Queensland internationally and here at home with the Chinese coal ship having run aground on the Great Barrier Reef, leaking oil and about to break up.

The massive mines of Hancock and Waratah coal together with the coal mines of the Bowen Basin coming through with the Northern Missing link means that upwards to 230million tons per annum of coal will be going through the nationally significant wetlands of Caley Valley and exported through the newly constructed ports at Abbot Point.

The vision portrayed by Government is that this port will become the largest coal export port of the world but what they fail to highlight is the fact that it is situated in the World Heritage Great Barrier Reef Marine Park at the top of the Whitsundays.

The Governments planned sale and privatization of public assets means the States ports together with Queensland Rail will be sold off and most likely to a consortium of coal companies who have already made their bid.

Mining already takes precedence over any other land use here in Queensland. With our valuable public assets of rail and ports then privately owned will the coal companies be left to regulate themselves? And then what of the future of the Great Barrier Reef and indeed ourselves?

Yours Sincerely,
Maria Macdonald,
Coral Coast Greens,
Bowen, Qld.

RE: PORT BINNLI CASH GRAB AND DYA (Drinking, Yachting and Anchoring)

Why the heck does all the lunacy seem to occur in Queensland?

They seem to have an uncanny way of selectively sticking it to a narrow piece of their constituency. The thieves in charge of this plan don't seem to understand what happens when you unfairly exact sharply pointed penalties on a mobile constituency with the brains to get out of town when they smell a rat.

We Live in Michigan in the USA. This is a unique place on our planet surrounded by some 1/5 of the total fresh water on Earth. Every 35 to 50 years, some left-leaning politicians convince themselves and their constituency that it is un-natural and unfair for people to own what they consider to be objects of excessive and conspicuous consumption. The last round was boats over 8 meters, cars of greater than 30,000 dollars value, all private air planes and fur coats. The punitive luxury tax (because "they could afford it") put four of the five oldest boat builders out of business or caused them to relocate (Owens, Thomson, Lyman, Chris-Craft). The fur business crashed. We are now overrun with raccoons and coyotes. The car business sold almost no high end cars in Michigan where they were made.

Michigan used to have a higher percentage of boat ownership than Florida. Tens of thousands of people lost jobs as these industries failed. ¼ of the marinas around our state disappeared to private developers-gone forever. The result was that the net tax cash flow decreased. What they failed to recon with is that the mobile intelligencia could simply find other toys or hobbies.

The same has happened in the EU where the VAT has sent many boat owners to Turkey. When Turkey succeeds in making it into the EU they will find somewhere else (Morocco?) to go. Our punitive tax was repealed a few years ago just before the last remaining boat builder collapsed. He has since made a come-back.

We here in the USA find the entire concept of the government owning the sea-bottom somewhat amusing. The same archaic remnant of British law also holds true in Canada across the lakes from here.

The Parks people in Ontario tried to enact a tax on setting an anchor in the bounds of the provincial park at the north end of Lake Huron, a popular cruising area for many from both countries. They then extended the zone in which they claimed park jurisdiction. This tax was recently overturned by their Parliament under an 1800 vintage maritime law that granted that the right to anchor anywhere at any time unimpeded, and at the discretion of the ships master. This was founded in the understanding that the master is responsible for the safety of the cargo, vessel and crew. It was deemed unlawful to tax this right as this impeded the free right granted by statute.

One would suspect that there must be an ulterior motive to forcing the marina to fail. This sounds like someone angling to acquire the real estate on the cheap for some other purpose.

By the way, that drinking and "In command of a vessel" business is a hoot. Sounds like something that could only be conceived by a drunk.

Regards,
Mark Hoenke, SY Roxy
Michigan USA

Thanks for that brilliant letter Mark.

It used to be that we looked to America for leadership in Lunacy. "Only in America" was once the catchall phrase for anything outlandish or inexplicable. But not anymore! Queensland punches way above it's weight in Lunacy and corruption. Only freak shows like Mugabe stand in the way of Queensland being number 1 in the world!

And as far as the alcohol issue... I suspect our local nutters are on something stronger than just rum. I think a search for crack pipes in parliament may yield good results.

Cheers,
Bob

ECH₂O Tec.™

Watermakers



Choose a Model to Suit Your Needs! - www.BlueSeaMachines.com.au
 Supremely Reliable Desalimators, Designed For the Offshore Cruiser.
 Hi-efficiency AC, DC & Belt Driven Models from 49 to 227 litres/hour

- Duplex Stainless Steel Pump, and 316 Stainless Control Panel
- Automatic Pressure Regulator
- Limited Lifetime Warranty on Pump & Membrane Housing
- 3 Year Warranty on Remainder of System



Blue Sea Machines

www.blueseamachines.com.au
peter@blueseamachines.com.au Ph: 0413 266 204

New - Lifetime Warranty
on Pump & Membrane Housing!

more LETTERS

Dear Kay or Bob Norson,

ANCHORING AND DRINKING

Recently I hired a boat at Airlie Beach and during the briefing was told, "Wait until anchored and then you can drink all you want". I queried that statement but was told that no limit applied when at anchor - quite different to my understanding. I then rang the police to find out their opinion. Surprisingly, it was quite a practical approach. They agreed that the limit of 0.05 is applicable to the skipper even when anchored but take the opinion that "a little over" does not matter unless you have to move the boat, then, it becomes very subjective as to whether an "emergency situation" causes the boat to be moved and therefore the alcohol level is the lesser of two evils or whether the boat has to be moved because the skipper was incompetent in the first place, in which case the rules would be applied. Likewise if a skipper was to "write himself off" whilst at anchor and the police happened along, then he would be booked. So far these police could not remember any one being booked while the boat was at anchor. This doesn't of course answer the strictly legal application but I personally like to be "in control" whenever I am in my boat regardless of moored, anchored or "under navigation".

GLOBAL WARMING?

I was surprised to find a letter on Global warming in your publication but then thought, "It is as good a place as any". However, Bob, I have to disagree with you to some extent. You say "...we have to get it right" but that seems to be predicated on the basis that global warming is definitely caused by anthropological action. This has not been proven (but is a reasonable supposition). There are other theories, such as sun spots and a natural cycle and one that seems to fit most arguments, ie, that CO2 increase/decrease follows the temperature and it is not the case that temperature follows any CO2 increase or decrease, ie, temperature variation causes CO2 variation. If you look at the very graph you published, you will see quite clearly that it is the CO2 that is following the temperature graph line.

I believe that we all ought to "do our bit" to preserve what we have, whether it be fossil fuels, natural resources, fishing stocks, etc. The way to do it is to use only what we need to use and not fall for the "carbon offset" approach, which means you've already used part of the finite reserve of fossil fuels and are (perhaps) "off-setting" the effects. This term is mis-used as you cannot and will not be, putting back anything that you have used.

Sincerely,
Steve Woolcock

Dear TCP,

I have a few comments regarding Bob Norson's letter titled *What are the Facts?* in the Mar-April 2020 Coastal Passage.

I am inclined to a fair degree of confidence in the ability of science to eventually unearth the facts in relation to the operation of the cosmos. However note the term eventually and consider the history of our attempts to explain the burning of substances. The prevailing theory by science to explain burning was that it was by the operation of a substance called phlogiston. Over a number of centuries science gradually discovered the true reason was rapid oxidation and the phlogiston theory was discredited and displaced. This will be the case with our understanding of the earth's heat balance however it will take many more decades of research before we are able to definitively explain and accurately model all the processes involved.

Bob uses a graph and examples of previous atmospheric events in support of the global warming theory. Firstly it is still just a theory as was phlogiston and requires much more investigation before it can be considered definitive and secondly it does not help the process when we become warring camps throwing about epithets like "climate skeptics". After all it was the phlogiston skeptics who turned out to be right. Claims by the pro warming side that the science is completely settled will only bring arguments that then there is no longer any need to support further research.

If we want to address the real environmental issues we need to start with too many people and too much waste.

Regards,
Raymond, Sounion

Response

Greetings Steve,

Thanks for your thoughtful letter(s).

On climate change issue, I think you missed my point. You state that my quote, "...we have to get it right" refers to a definite conclusion. I think if you look again you will see it invited debate on the facts rather than stating a conclusion. I do not know and am not qualified to state a conclusion on this subject.

Regarding the need for a discussion based on best facts, your reference to a theory that states that variation of CO2 in the atmosphere may be a result of temperature change, not cause, needs support. As the graph I used showed a current CO2 rate much higher now than in any period in the last 800,000 years (according to the theory you refer to), wouldn't we have had a run of temperatures higher than any in the last 800,000 years recently to cause the increase in CO2?

I can only speculate what your source is. I made a major point in my letter in the last edition, that it was very important to provide such support and I demonstrated the point graphically. I referred to the most credible source possible and that isn't popular media which I think is where most people get their information from.

TCP exists because I observed what the web site "Crikey" confirmed with a recent survey, that most of Australia's so called news reporting is spin. Whether it's a boating mag (advertorial) or radio talk show (cash for comment) or national paper ("The Australian" has been singled out for much criticism), political and commercial interests often outweigh reportage. My observations suggest that Australian news content is largely shaped by politics, mining interests, religious organisations and other powerful groups. Science seems to me to be used when convenient and dismissed when it conflicts with a vested interest. And how do you know without making a career of fact checking?

That's why I think it is so important to seek the most reliable sources possible. And to that end we have been lucky in acquiring a small feature at right from one of Australia's premier scientists who can speak with an authority that we cannot.

But perhaps more important than any of that is what we do agree on. "Take care - of what you read and what you do." Let us just use less and waste less." Could not agree more and the best way to do that is to **have less people!**

On the alcohol/anchorage issue, thanks for the report.

And Greetings Raymond,

I did not state in my article that the science was settled, nor did I use the term "climate skeptics" or indicate a view. I did encouraged civil and fair debate of verifiable information. But in the end, we agree, overpopulation and waste must be addressed.

We regret that we ran out of room in this print edition. We will post the unedited versions of these letters in the electronic edition on line (see next page). I've always said that sailors are the most intimately involved with the environment. It shows.

Regards to you both,
Bob Norson

Balance of Certainty

Would you get on a plane with a 10% chance of crashing? Penny Sacket doubts many would. Yet on the key issues of climate change, the levels of certainty are closer to 90%.

The results of all large bodies of scientific work rests on years, decades, and- in some cases- centuries of self-critical research that hones understanding, improves predictive power, and reduces the number and size of uncertainties.

The science of climate change, which aims to understand the immensely complicated interacting system we know as the "Earth's climate", is no different.

Part of the scientific process is submitting research to an independent expert in the field - the referee - who reads the manuscript critically, looking out for errors in analysis or logic, important omissions, appropriate levels of reference, lack of clarity, any misinterpretation of statements or failure to recognise the work of others.

It is very common for a manuscript to be changed on the advice of the referee. And once published, other scientists are free to criticize, build upon or amend the work. But modern science requires that any such challenges be done in the same manner, through work that is itself submitted to expert peer review and mediated by editors of a scientific journal.

While the process does not guarantee that everything that is published is correct, it does ensure that those who engage in science have all agreed to adhere to the same standards.

One aspect of my job as Chief Scientist is to ascertain when the information the scientific community provides is certain enough to warrant action - particularly when compared with the risks of inaction.

I have made it clear that now is the time for action on climate change. This is because the science of the Earth's climate has a high degree of certainty in key aspects. And because the results of inaction are enormously risky.

We know, with a high degree of scientific certainty, that the Earth's climate is warming at a fast rate; that the bulk of this is due to additional greenhouse gases added to the atmosphere by humans and the effects of deforestation; and that carbon dioxide is the most important of the greenhouse gases due to the amount emitted, its ability to prevent some of the Earth's heat from being discarded back into space and the amount of time it remains in the atmosphere.

My counterpart in Britain, John Beddington, agrees, and to demonstrate his point, asks: "Would you get on a plane that had a 10% chance of crashing?" I doubt many people would. Instead, they would take immediate action to avoid a serious risk, even if it had only a 10% chance of occurring.

On the key issues of climate change, the levels of uncertainty are closer to 90% or more, and yet we are not acting with sufficient speed to reduce the risk it poses to our health, environment and livelihoods.

Individuals need to make up their own minds about climate change, and in order to do so they need to hear from scientists who study the climate, and actively engage in the process of science.

On issues as important as climate change, it's crucial to note the degree of certainty of the most critical conclusions as well as the risk of inaction. But it's also valuable to recognise that some areas are not as certain, and require more research.

These less certain areas include the break up and movement of the great ice sheets and the effects of climate change on local - as opposed to large - scale weather patterns.

More understanding of these areas of climate science will enable us to better prepare for what lies ahead. But regardless, the high level of certainty that the climate is changing, as well as the risk associated with doing nothing, make it evident that we must grasp the means to improve our own future by acting now.

Not all action will be taken through government policy, but governments will need to get involved and show leadership. And it will be very important for Australians to disentangle discussions about the science of climate change from the political debate.

Penny Sacket is Australia's Chief Scientist (www.chiefscientist.gov.au) and the former director of the Research School of Astronomy and Astrophysics at the Australian University of Canberra.

This article was published in **COSMOS Magazine** (www.cosmosmagazine.com) Issue 32, Apr/May 2010 edition.

Thank you both **Penny Sacket & COSMOS** for your authorization for TCP to provide this information for our readers.



Yacht & Multi Hull Specialists

GOLD COAST Marine Centre

- Hydraulic Trailers and 70t Lift
- Refit Bays (open & lockable) to 85'
- 30 Berth Marina for vessels up to 85'
- 25,000m2 Hardstand & Service Area

P 07 55 000 000 www.goldcoastmarinecentre.com.au

RAYMONDS LETTER UN-EDITED

Dear TCP, I have a few comments regarding Bob Norson's letter titled What are the Facts? In the Mar-April 2020 Coastal Passage.

I am inclined to a fair degree of confidence in the ability of science to eventually unearth the facts in relation to the operation of the cosmos. However note the term eventually and consider the history of our attempts to explain the burning of substances. The prevailing theory by science to explain burning was that it was by the operation of a substance called phlogiston. Over a number of centuries science gradually discovered the true reason was rapid oxidation and the phlogiston theory was discredited and displaced. This will be the case with our understanding of the earth's heat balance however it will take many more decades of research before we are able to definitively explain and accurately model all the processes involved.

Bob uses a graph and examples of previous atmospheric events in support of the global warming theory. Firstly it is still just a theory as was phlogiston and requires much more investigation before it can be considered definitive and secondly it does not help the process when we become warring camps throwing about epithets like "climate skeptics" after all it was the phlogiston skeptics who turned out to be right. Claims by the pro warming side that the science is completely settled will only bring arguments that then there is no longer any need to support further research.

One of the examples Bob used was the 1816 volcanic eruptions cooling effect and consequent reduced plant growth and the human consequences. If one draws a line across the graph at the 0 Temperature Anomaly point and then sums the periods above and below the line one finds that there was vastly more colder periods than warm. If a very short recent example of cooling lead to starvation then we must do all we can to ensure that the climate stays warm. If the global warming zealots are right and warming is due to our burning of fossil fuels then we must apply the precautionary principal and continue to burn them like mad if we are to stave off another cold spell and starvation.

I have heard it stated a number of times that the temperature rise actually preceded the CO₂ rise. Looking at the graph this appears to have been the case? The earth's atmosphere once had about 7000ppm of CO₂ it did not turn into another Venus it turned into what it is now and most of the CO₂ is now locked up in carbonate rocks which in places are thousands of metres deep. Since this process is continuing perhaps in the future we will actually have a deficit of CO₂ in the atmosphere.

If we want to address the real environmental issues we need to start with too many people and too much waste.

One of the consequences of global warming is supposed to be sea level rises. We know the consequence of ice ages is sea level falls. As a cruiser on the Queensland coast you cannot imagine the number of times I have wished for just another half a metre of water under the keel. Considering all the places I could go with a two metre increase in sea level and the fact that this would give nature an opportunity to undermine and destroy much of the coastal high rise, bring it on babe.

At this stage and opinion wise agnosticism and a supporter of more scientific investigation is the prudent place to be.

Regards, Raymond. "Sounion"

STEVE'S LETTER UN-EDITED

Dear Kay or Bob Norson,
May I write and cover two topics from your March/April edition?

GLOBAL WARMING

I was surprised to find a letter on Global warming in your publication but then thought, "It is as good a place as any". However, Bob, I have to disagree with you to some extent. You say "...we have to get it right" but that seems to be predicated on the basis that global warming is definitely caused by anthropological action. This has not been proven (but is a reasonable supposition). There are other theories, such as sun spots and a natural cycle and one that seems to fit most arguments, ie, that CO₂ increase/decrease follows the temperature and it is **not** the case that temperature follows any CO₂ increase or decrease, ie, temperature variation causes CO₂ variation. If you look at the very graph you published, you will see quite clearly that it is the CO₂ that is following the temperature graph line.

I believe that we all ought to "do our bit" to preserve what we have, whether it be fossil fuels, natural resources, fishing stocks, etc. The way to do it is to use only what we need to use and not fall for the "carbon offset" approach, which means you've already used part of the finite reserve of fossil fuels and are (perhaps) "off-setting" the effects. This term is mis-used as you cannot and will not be, putting back anything that you have used.

[This bit isn't as important and is up to you if printed - as in all letters. We are being "sucked in" by being "green". To put a solar panel on one's roof is counter productive to carbon emissions. No solar panel yet will produce as much power in its rated life time as it takes to produce that panel and install it. Hybrid cars produce lowered emission when and were used but cause more carbon emissions to produce and destroy, than a normal petrol driven car and therefore, overall in the hybrid's life. The "new" compact fluoro lamps (CFLs) contain mercury and when thrown out in rubbish collection, will eventually contaminate the earth in the vicinity. There are warnings on the web sites but should be on the packaging, NOT to vacuum broken lamps as you will spread mercury vapour throughout the house every time you vacuum after that. We preserve our forests when in fact they are "stagnant trees". Only young growing trees counter carbon in the atmosphere. The point of me bringing all this up is to simply say, "Take care - of what you read and what you do." Let us just use less and waste less.]

ANCHORING AND DRINKING

Recently I hired a boat at Airlie Beach and during the briefing was told, "Wait until anchored and then you can drink all you want". I queried that statement but was told that no limit applied when at anchor - quite different to my understanding. I then rang the police to find out their opinion. Surprisingly, it was quite a practical approach. They agreed that the limit of 0.05 is applicable to the skipper even when anchored but take the opinion that "a little over" does not matter unless you have to move the boat, then, it becomes very subjective as to whether an "emergency situation" causes the boat to be moved and therefore the alcohol level is the lesser of two evils or whether the boat has to be moved because the skipper was incompetent in the first place, in which case the rules would be applied. Likewise if a skipper was to "write himself off" whilst at anchor and the police happened along, then he would be booked. So far these police could not remember any one being booked while the boat was at anchor. This doesn't of course answer the strictly legal application but I personally like to be "in control" whenever I am in my boat regardless of moored, anchored or "under navigation".

Thank you for the opportunity to write to you,
sincerely

Steve Woolcock

AUCKLAND HARBOUR, WITH PONSONBY CRUISING CLUB



one more LETTER

Dear Sir/Madam,

I am part way through a conversion of an old live fish boat to a comfortable retirement home. Like all such jobs, it is taking longer and costing more than I had expected, but with the best yard on the East Coast, a great collection of colourful identities and a job in the mines, all things become less than critical.

One thing that has really got up my nose, however, is the tendency of some very boring cruising types to get very pugnacious about any boat powered by an engine - a "filthy stink boat":

A degree of good natured banter is expected, and will be returned in kind, but a small but incredibly annoying percentage of the sailing fraternity seem to add a quasi-religious element to their contempt for FSB's - like I am single handedly destroying Gaia and all her minions by burning 6.5 litres of diesel an hour.

How about the stress on the planet's resources of manufacturing all those hundreds of square metres of Kevlar (it's never canvas), hundreds of metres of stainless steel and polypropylene (never wire & Hemp), and all that plastic in your hull (mine is real wood).

I have been sailing for over 45 years, powered from both below and aloft, and I consider the sea to be an unique brotherhood, but religious nutters please take note - excessive zeal & intolerance are likely to result in an invitation to continue the discussion outside.

Regards,
Greg Hughes,
FFSB Mud Elephant

Hi Greg,

Let's not escalate the conflict here. No need to come to violence over this. The position of TCP has always been that anyone who owns a boat is demented. Every one of them is a path to financial ruin and will eventually sink or dash itself to bits on rocks and the best we can hope for is that we aren't on the things when they go!

So... when someone speaks disparagingly about your stinky, just hold you head up with pride and acknowledge that indeed, a stinky is almost as bad as a Fart Catcher!

Seriously... well, nearly seriously... TCP is for all boaties. We've all got far more in common than we have in dispute. If one feels the need to stand with fist raised, there are plenty of worthy targets but we need to stand together.... or fall together.

Cheers
Bob



News...

and views

Liveaboard GST concession

B. Norson

Not all marinas or cruisers know of this but you may be eligible for a GST concession if you live aboard your boat for more than 28 days at a time where you pay rent to moor.

To investigate, here is the link to the page on the ATO site that explains it:

<http://law.ato.gov.au/atolaw/view.htm?docid=GSB/GSTB20032/NAT/ATO/00001>

2 Million Litres of poo a day..is OK! Risk to swimmers and surfers, "negligible"

B. Norson

A study by the University of NSW's Water Research Centre gave the green light to the continued dumping of 44million litres of treated effluent and 2 million litres of "biosolids" a day off Hunter Beaches on NSW's central coast.

According to a report in the local paper, The Herald, a community group had requested a study on the affects of the dumping.

The report concluded that the risk was negligible due to the volume of biosolids discharged and subsequent dilution. The study examined for the presence of bacteria, viruses and protozoa at various local beaches.

Previously published scientific reports in TCP confirm that the report could be true. The nutrient introduced to the local environment would be significant but the risk to humans of disease is probably small. Infectious pathogens are destroyed by the chlorinating effect of sea water as long as salinity isn't reduced by rains or flooding.

The manager of the Hunter Water systems operation did state that drinking the contaminated water may result in a mild case of gastro-intestinal illness.

Chief Water Cop charged over illegal firearm parts

B. Norson

Queensland's water police chief, Inspector Alan Magarry, has been charged with importing illegal firearm parts. Magarry has been under investigation since September when his home was raided.

He initially took sick leave for stress and was later suspended pending the outcome of the investigation.

TCP has had conflicting reports on what weapons permissions Magarry had. Some reports indicate he had an armourers license whilst Queensland Police reported to TCP that he did not. In either case, the goods he is charged with importing were illegal. Those parts are ones which would convert a weapon to full automatic or machine gun. See TCP # 39 for the full report.

Magarry is reported to be charged with three counts with each charge carrying a maximum penalty of \$275,000 or 10 years in jail. He is expected to face court in June.

Mackay Marina and Bowen pass Ului test, Abel Point minor damage and Laguna Quays sustains damage

B. Norson with material from Mackay Marina

Boats moored at Mackay Marina survived virtually unscathed from the buffeting of the category three Cyclone Ului last month.

Gale force winds of up to 80 knots lashed the marina for more than 12 hours in the strongest test the facility has undertaken since it opened 10 years ago.

The storm caused significant damage at Airlie Beach when it crossed the coast in the early hours of the morning in late March but further south all 360 boats moored at the Mackay Marina escaped serious damage.

Marina Manager Ben Anderson said careful preparation by boat owners in tying down their vessels had made a huge difference to the impact of the storm with a couple of lost boat covers the biggest concern.

"Ului was the first category 3 cyclone the marina has faced and we're delighted that not one boat broke loose," Mr Anderson said.

"Loose items are what can cause damage, and our owners responded well to early warnings and prepared thoroughly," he said.

The marina manager was thankful both professionally and personally that the marina passed its test with flying colours.

"It meant I could concentrate on cleaning up the damage caused by the tree that crashed through my home," he said.

CASA CAT
Motor Trailer Sailer



*A truly unique trailer catamaran
PLANS FOR THE AMATEUR BUILDER*

www.casacat.com
Terry Culley
Email: terry@casacat.com
Ph 0428 422 307

**A REAL ROLLER
REEFING SYSTEM**

The REEFING system
made just for
Trailer Sailers



\$695
FULL
PRICE
INCLUDING
DELIVERY

Phone 07- 4947 3366
Web site: www.justboatparts.com
e.mail: reefurl@furlings.com

**You'll never be caught
out on the water again!**

The Sani-Loo system
is the simplest, most affordable
solution to meeting government
regulations for treated
sewage!



comply with the
new Pollution Act.

**Agents
wanted**

www.sani-loo.com.au
email: sales@sani-loo.com.au
Ph: 0414 942 811
GRADON Marine

Electrical problems got you stumped?

OUTBACK MARINE
AUSTRALIA

*Your one stop shop for the very best
in boat electrics!*

Whether you're looking for the best deal, wanting a professional installation or just need some help with your D.I.Y. project, contact us now!

Outback Marine is a Certified Electrical Contractor

Ph: 07 5563 9088
sales@outbackmarine.com.au
3/7 Ereton Drive, Arundel Qld 4214

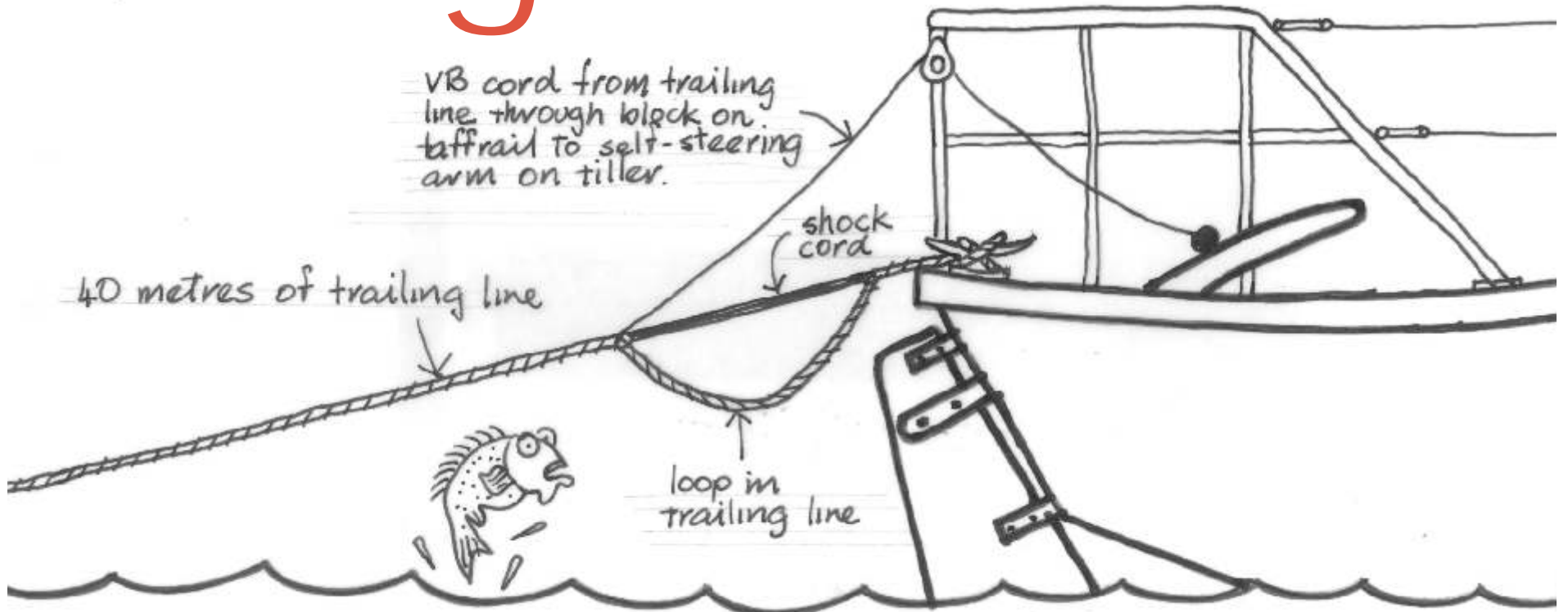
- ELECTRICAL
- ELECTRONICS
- ENTERTAINMENT
- LIGHTING
- REFRIGERATION
- AIR CONDITIONING

Specializing in refurbishment and D.I.Y....



shopOMA
THE OUTBACK MARINE STORE
www.shopoma.com.au

Going Overboard



Text & sketch by
Stuart Buchanan, SY *Pluto*

Capt'm Oddworm's encounter in the South Indian Ocean with a derelict yacht that was dragging an obviously dead body still attached to its safety harness (TCP#41), reminded me of a conversation I had with a veteran yachting mate, Jim Sue, many years ago.

We had spent the night in my ketch *Pluto* anchored at Lucinda Bay on the western side of Moreton Island. Next morning, while we were having a cup of coffee in the cockpit, Jim asked:

"Have you ever considered what you'd do if you fell overboard while sailing single-handed?"

"No," I replied quite taken aback.

"It might be worthwhile trailing a line behind the yacht," he suggested.

"How long a line do you think I'd need?"

"I don't know."

"Well, why don't we experiment?" I said. "I'll trail out a line and jump overboard to see what happens."

"Do you think that's a good idea in this area?" Jim asked. "That point of land over there is called Shark Point - can you think why it was named that?"

"Yes, I can, but it will give me some incentive for trying to get back on board as quickly as possible."

There was hardly a breath of breeze and the sea was dead calm. We weighed anchor and motored along at 4 knots, while I let out about 20 metres of line and tied it to a stern cleat.

With Jim at the tiller, I changed into

my budgie smugglers, went amidships and fell backwards over the safety lines. By the time I surfaced, orientated myself, swam towards the line and grabbed it with both hands, I noticed there was only about 3 metres of line left. I put a turn of line around one hand and was dragged along by my arms, which felt as though they were being pulled out of their sockets. There was no way I could hand over hand my way along the line against the force of the water; not only that, I couldn't breathe. The bow wave made by my body was covering my head. I rolled over onto my back, but still couldn't breathe. Spluttering and gasping for air I could do nothing else but let the line go.

"Struth!" I said to Jim when he came back to pick me up. "If we were doing 6 knots I would have missed the line altogether."

On subsequent trips in *Pluto* I experimented with various versions of trailing lines. I ended up with 40 metres of line attached to a stern cleat. Close to the transom I fitted a length of shock cord to the trailing line and formed a loop in the line. On the seaward end of the shock cord I attached a length of VB cord, which ran through a small block on the taffrail and was connected to the arm of the throttle. The idea being that if I fell overboard while motoring I would grab the line, the shock cord would extend, tighten the VB cord and pull the throttle up to the idle position, thereby almost stopping the yacht.

And when sailing, I could connect the VB cord to the self-steering arm on

the tiller. Once again, when the shock cord extended, it would pull the self-steering arm off the tiller and the yacht would round up.

I had to try various strengths of shock cord. I found that trailing the line in moderate to rough seas put extra strain on the line, often lifting the self-steering arm off the tiller, so a stronger shock cord had to be used.

Every yacht has a different cockpit setup and no two yachties weigh the same, so the system has to be tailored to the individual. Another problem is falling overboard at night - you wouldn't see the trailing line. And because there aren't too many single-handed yachties out there, I can't imagine that manufacturing an overboard kit would be a great commercial success. But if some entrepreneur wants to try it, be my guest. I've even got a name for it SUE-O-SIDE named of course after my mate Jim Sue, who first brought up the subject. All I want is 10% of the retail price for each kit sold.

Of course, another problem about falling overboard while sailing single-handed is getting back on board. With some difficulty I can climb back on *Pluto* via the bowsprit and compression strut, but I wouldn't like to try it in rough seas, so some sort of folding ladder on the stern would be imperative.

It's plain to see that, from Capt'm Oddworm's story, even wearing a safety harness with a generous length is deadly if you go overboard. And a short harness restricts your movements. The last thing you want when the shit hits the

fan and you're working in a panic on deck is to be restricted.

The best preventative of falling overboard is to be careful at all times. Always have one hand gripped onto something secure. And it might be better that you can't swim; like the old sea-dogs on the square riggers who purposely didn't learn to swim, their reason being that if they did go overboard they wouldn't be hanging around for too long.

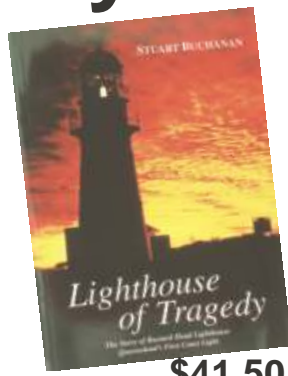
Safe sailing.



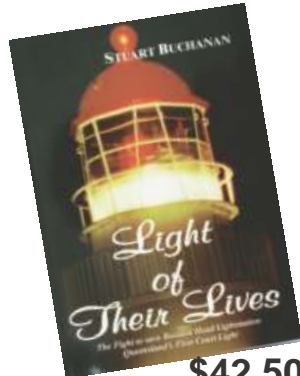
The TCP Ships Store Books by Stuart Buchanan



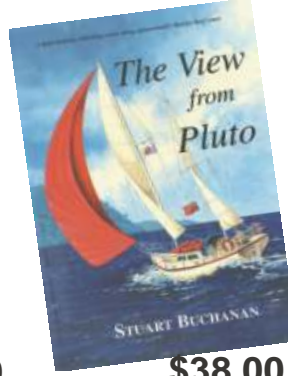
\$47.00



\$41.50



\$42.50

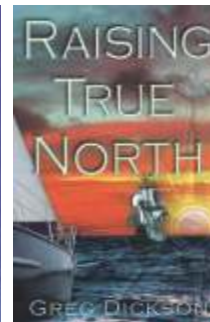


\$38.00

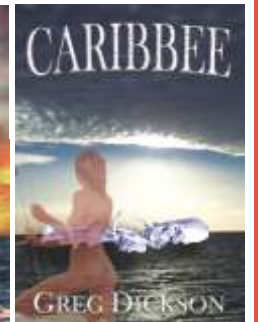
More good reading



now only \$25.00



\$29.00



\$29.00

All Prices Include gst & Shipping (within Australia)

Use your credit card to order online!

Buy Now



sorry, no credit card phone orders

OR Send cheque or money order to:

The Coastal Passage

P.O. Box 7326

Urangan, QLD. 4655

(07) 4129 8720

www.thecoastalpassage.com/storebooks.html

buystuff@thecoastalpassage.com

TCP's Forum

Drinking Yachting and Anchoring

By Chris Ayres,
SY Lady Lonsdale

I want to thank Andrew Crawford for his well researched, thoughtful and clearly written article in TCP #41. Andrew raises two worrying issues.

The first is, can we, as the skipper of a yacht, be breathalysed and charged if over the limit whilst on board an anchored yacht?

Secondly, do authorities other than the police i.e. Queensland Transport Maritime officers - also have the power to breathalyse and charge the skipper?

Let's start by stating the obvious. Here, the law is an ass. A complete donkey.

Now I understand where the problem for the government arises and fully appreciate the positive side of their good and wholesome intentions to try and protect us from ourselves (whether we want to be protected or not). It is also a problem that authorities in Victoria (Marine Act 1988 Sect 33A), Tasmania (Marine Safety [Misuse of Alcohol] Act 2006 Sect 7) as well as the U.K and many other overseas jurisdictions are attempting to control through regulation.

The core of the problem quite simply is this - a vessel (often though not always a hire-boat) will throw out an anchor where it pleases and too often without regard or even awareness that an anchor needs to be picked and held, and then the party begins. We have all been near such craft (nursing murderous thoughts were it not for our respect for the law) and I doubt any of us would condone the behaviour that often goes on. Then someone dives or falls overboard. Fun turns to tragedy in an instant. It is the poor bloody copper that has to go and break the news to distraught family and friends.

So the law looks for someone to be held accountable. It applies the legal fiction that the master, the skipper or however described, is the person in charge of the vessel. In Queensland the Transport Operations (Marine Safety) Act 1994 Sect 7 defines the Master as "the person having command or charge of the ship". Section 10A then goes on to define a recreational ship as "a ship used only for private recreation". In Queensland you are in charge of a vessel if you are the Master or skipper in charge of the vessel. Circular reasoning get used to it! Section 60 states "regulation may require a person to hold a licence to operate a ship as its master" and Section 95 of the Transport Operations (Marine Safety) Regulation 2004 requires that a person must hold a licence to operate a recreational vessel or under Sect 87 be supervised by someone who does.

Now interesting it is that in Tasmania, under the Marine act (Misuse of Alcohol Act 2006 Sect 6) a "person in charge of a vessel" is taken to be the only adult on board at a point of time - Now that is a wake up call for grannie if she happens to be the only person on board whilst the rest of the crew are ashore swimming, drinking or otherwise cavorting!

This is the point, I think, where things get even more muddy. What if the recreational ship "is also your normal place of abode", the place where you "ordinarily reside"? At common law, it was long ago determined that "The place of residence of an individual" is determined "by reference to where he eats and sleeps and has his settled or usual abode". But he may also reside where he habitually lives, even if this is in hotels or on a yacht or some other "place of abode".

In taxation law (anything goes as long as it is taxable), a vessel has long been seen as a place not just of residence (capital gains tax legislation is expansive and includes a vessel as a place of abode; goods and services tax law specifically includes a floating home and the Income Tax Assessment Act (1997) includes a "houseboat or other mobile home" as a "dwelling"). Under taxation law, it is recently been decided by a case the ATO lost (I tried to warn them) that you can even have a "home-office" for which you can claim a taxation deduction on a vessel!

Under Queensland law, a houseboat is a premise and place of residence (Residential Tenancies Act 1994). Even the Queensland Criminal Code includes a "vessel" as property under which a defence of peaceable possession exists.

So let us forget the legal fiction that a vessel is a vehicle. It can be, depending on the facts, be a place of residence. As such it possesses at law all the rights and obligations that follow on its being your place of residence. Just as in suburbia, if you create a nuisance, commit an act of domestic violence, use it for unlawful purposes, then the police are quite within their rights to pay you a visit, and depending on the circumstances, board and search without a warrant. What they may not be able to do (and this is the legally grey area the government have dug up) is treat your behaviour in your maritime residence as being decidedly different simply because it is a boat.

Are you still in charge of the vessel, aka your home, when you are anchored? I won't put you to sleep with the legal debates as to whether or not your place of residence is affixed to the soil by its anchor. I just hope it is, and securely.

Are you still in charge when you are asleep

in your home (aka place of residence) as most people are wont to do in a home on dry land at night?

Are you still in charge (except in Tasmania) if you are ashore shopping or at the Pub? Andrew pertinently asks, can someone 20 kilometres away from his or her boat still be "in charge"?

Now to being drunk whilst at anchor. The only reference to alcohol I could find in the TOMPA (MS) 1994 was an obscure little reference concerning disqualification for licence under Section 202E Sub.paras 2(d) (i) and (ii) which refers you back to the offence noted in Andrew's article under the (Transport Operations [Road Use Management] Act) 1995 Section 79(2).

I won't bore you with what Lawyers and Courts think about convoluted serial-hopping snakes and ladders legislation, but they don't like it. They too, have difficulty trying to unearth what it means. So what we have here is clearly another example of the scrappy, lazily assembled and poorly drafted legislation. Further examples of which are readily found in the good old TOMPA (Marine Pollution) Act 1995 and on which I have previously commented on in a vain but well-intentioned effort to aid the drafters at Crown Law.

Confused? I am. Now go and visit Marine Safety Queensland's website and get really baffled! "Alcohol rules Recreational ships: The skipper must have a blood alcohol limit of less than 0.05, the same rules as on the road. The skipper is also responsible for the safety of the passengers and should be responsible for their alcohol consumption. The effects of alcohol are enhanced while on the water due to the sun, wind, waves and constant motion. Reflexes and response times to emergencies are slowed and swimming ability deteriorates considerably. Skippers of recreational boats should also be aware that, when their boat is anchored, it may still be considered to be used for navigation, and the blood alcohol limit applies (please note the little word "may"). The limit does not change unless the boat is securely moored in a marina, to a jetty or wharf or on a swing mooring".

Firstly, why isn't this included in the legislation? Go to the Regulations (TOMPA [MS] Regulation 2004. Nothing there. Go to the (TOMPA [MS-Recreational Ship Masters Licence Approvals) Standard 1998. Still no luck. So back to the (TO [RUM] Act 1995) Sect 79 and voila! Your boat has, under Sub.sec (a) become a "motor vehicle, tram, train or VESSEL". So by the amazingly convoluted magic of the legislators, your boat is now a vehicle and if you attempt to use it you are caught by this law and if you are in charge of it then Sub.sec (c) applies.

This is despite the fact that also at law, it is also your place of abode and your place of residence. Over the limit and you may be busted! But by whom? The police, then OK. They have the training, the equipment and the knowledge of the law (maybe the only ones in Queensland if not the planet who do). But what about Fisheries Officers or the other myriad of authority described by TOMPA?

Now let us consider the thorny issue of exemption that may apply if "the boat is securely moored in a marina, to a jetty or wharf or on a swing mooring". Now I know of no yachts-person who would prefer the risk of mooring to a swing mooring of unknown age and of doubtful integrity, or of tying up to jetty or wharf that may become exposed to on-shore winds during the night or a marina that may similarly be exposed to bad weather in unfortunate circumstances. But of course, this is a rule, included on a web page and not the law, so in event of vessel attempting to comply with such a request and under the honest but possibly mistaken belief they are obeying the law, then I am sure the government would quickly hide behind its sloppy drafting in order to protect itself.

Finally there are the issues Andrew raises about "a person in charge of a vehicle" (but "had manifested an intention not to drive". Yet a person living on a yacht as his/her ordinary place of abode but who has just quietly had one glass over the limit to celebrate the long hard slog to her/his safe and secure anchorage and is just as "in charge of a vehicle" (keep up please, your boat is now a vehicle, remember) is committing an offence! Please run that past me again?

Look, I know Crown Law are busy, but they need to get out more. Sailing, meeting people in the real world, experiencing what yachting, cruising and responsible boat handling is all about. They also need to read more cases and study the law (and solutions) drafted in other jurisdictions. Then go back and think about what their committee is trying to draft. The police have more to do with their time than try and decipher the indecipherable and run up against the justified hostility of the cruising fraternity.

Finally, please don't for a moment rely on this in a court of law. I am retired. Out of it. To pasture. Now you can understand why. So the only people who should take what I have written seriously and try to rely upon it are the government.

Good luck!

Marinet brings you the convenience of affordable, reliable, high-speed, pre-paid internet access from your yacht, without the hassle of paperwork, contracts, expiring data or hidden terms.

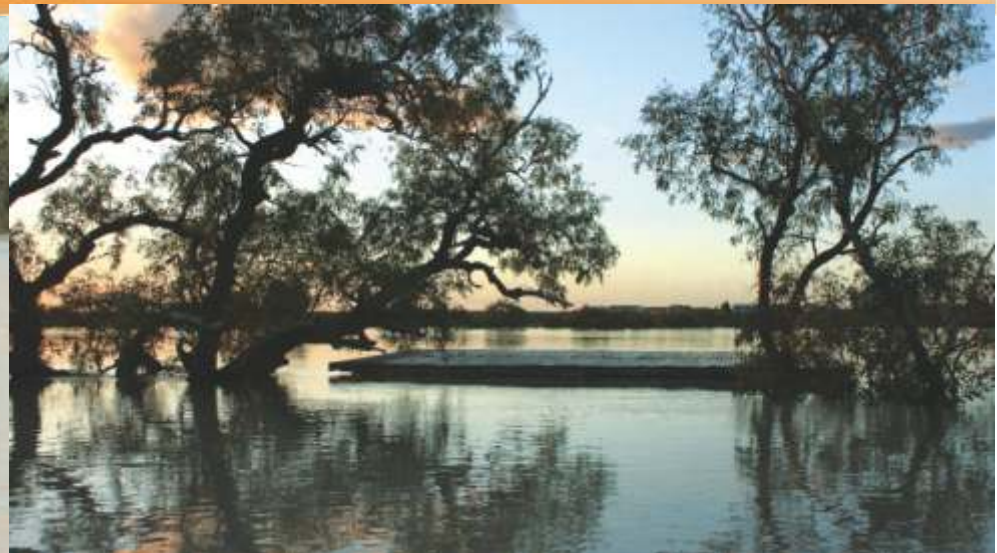
 **marinet**
ON-BOARD INTERNET
www.marinet.com.au
info@marinet.com.au
1300 739 822

On your arrival in port, start your computer. Choose the 'Marinet' wireless network.

When you open a web browser you will be redirected to the Marinet login page.

Once you create an account and make a payment, you are immediately online and can enjoy broadband-speed browsing!

Birdsville, Queensland floods - so sailors sail!



March 16th, 2010: Keeping up with all the water news is always an advantage to us stranded whales in the desert.

As you can see by the photos, not so dry at the moment. We have been on an Island for the last 5-6 weeks. Paradise! All we need are the beaches minus the sandflies and it would be perfect. Not too many places that wouldn't have them these days.

The good part about the floods are the billabong is very full and the sailors are making the most of water on the doorstep.

Wolfgang and Georgie the dog are daily sailors if there is the slightest breeze, and on Wed the WAGS take to the water.

Unfortunately for the *Little Vanda* crew we have to get 10 - 15 knots' to have a decent sail, and Murphy's law its always on a working day, and the weekends are still. The iron motor comes out and we get to cruise around and photograph the beautiful reflections late in the afternoon.

Photos & words by, Kay & Russ Ezzy, SY Vanda III



Photos: Wolfgang & Georgie the dog sailing, The sailing club roof, Dinghy Wake at sunset, Dinghy on the road out of town.

CRUISING PAST MOOLOOLABA?

Located in the heart of the Sunshine Coast, walking distance to hotels, shopping and restaurants.

ABRASIVE BLASTING, GENERAL BOAT MAINTENANCE, ENGINE REPAIRS, CHANDLERY, STAINLESS STEEL FABRICATION, MARINE UPHOLSTERY, RIGGING, ANTI-FOULING, ELECTRONIC SALES & INSTALLATION, WATERMARKER SALES

<p>Aqua-Tec Engineering Aluminium and Stainless Marine Fabrication 07 5444 3200</p>	<p>Norman Wright & Sons Qualified boat builders, repairers and painters 07 5478 0750</p>	<p>The Boat Cover Company Dodgers, Biminis, Clears All marine covers and upholstery 07 5444 8172</p>
<p>Ashby Boat Builders Specialising in mono and multihull repairs and fitouts 07 5444 8625</p>	<p>Seatow Service Centre Engine & Electrical Repairs, Chandlery 07 5444 2000</p>	<p>Industrial and Marine Electronics Marine Electronics 0412 135 459</p>
<p>Greg Gilliam Marine Masts and Rigging 07 5444 0655</p>	<p>Sunshine Coast Yacht Sales Brokerage, insurance and valuations 07 5478 1899</p>	

All services in 1 convenient location
12 Orana St, Buddina, Sunshine Coast

Bookings and Hard Stand Enquiries
07 5478 1350 or 0411 011 753

LAWRIE'S BOAT SERVICES MOOLOOLABA AUSTRALIA

for all your boating needs

BIAS BOATING WAREHOUSE

BOATING SPECIALISTS - DISCOUNT PRICES
41 Charters Towers Road, Hyde Park, TOWNSVILLE

4771 5557

Mon -Fri 8.30am to 5.00pm
Sat 8.30am to 1.00pm
(Except Public Holidays)

www.biasboating.com.au
15 Locations Nationwide
email: biastow@biasboating.com.au

FREE BIG COLOUR CATALOGUE

- Thousands of Items
- Fully Illustrated
- Discount Prices

Pick up your copy or phone and quote this ad and we will post one to you

Shadows in the Sand

Photos & words by
Patricia Lucas, SY Soleares

The waters of Shelburne Bay on the far north coast of Queensland, Australia are pristine, isolated and exquisitely beautiful despite the persistence of the ever-blowing south east trade winds. Winds that, due to their strength, are reported to blow the milk out of your tea!

Ashore, exploring the soft white sands is a treat when you discover the star fish that inhabit the shoreline. When they feel the approach of your footsteps they submerge beneath the sand, leaving their shape etched on the surface. If you then pause they emerge and glide across the sand leaving a trail behind them. Start moving again and they will bury themselves once more until all you see is their outline.

The tide washes in and they are hidden from view, waiting quietly until they think it's safe to rise to the surface. A very special experience and a photographers delight!



Coming to the surface after the tide recedes.

The first signs of the starfish emerging in the shallows.



A starfish decides to bury itself as it becomes aware of something moving in its vicinity.



Soon to disappear...



In flight!

a CAT in a BOX for \$117,860*

In simple terms, the Fusion Kit is a "Cat in a Box", all the hardwork has been done, you probably won't even have to open any of the plans, the assembly is so simple.

Unlike other types of Kits where you buy the plans, and then the Kit, and find it is really a truck load of timber or a mix of various materials.

Fusion has been designed by recognised Multihull designers, people that are designer of world famous, "Earthrace", Craig Loomes, and the Fusions prime designer is visionary Gary Lidgard.

Our infusion method of manufacture employs both professional people, procedures and materials used in the aerospace and defence industries. Infusion by vacuum gives a better result than the pre-impregnated, hand laid or chopper-gun systems because it helps prevent air bubbles in the laminate and also gives a more controlled fibre/resin ratio.

The infusion process is carried out within an enclosed environment, hence a very environmentally friendly process. This layup method allows the cloth and cores to be laid with precision and uniformity before the infusion, which guarantees bonding quality.

The components are manufactured using enhanced epoxy modified vinyl ester resin with a guaranteed high Tg. The vinyl ester is a resin that provides results comparable to epoxy, and helps eliminate the chance of Osmosis, plus there is no timber in the kit, which means no rot.

We admit, it is a high quality process at the top end of the industry, but we believe your peace of mind and safety deserve only the best.

*The Fusion Kit is 82,000 Euro ex Thailand currency conversion was 28/4/2010

For more info Phone 0414 246 535 or

www.fusioncats.com



email: info@fusioncats.com



Let's Share Cruising Tips

This is a *FORUM* for cruising tips & ideas. It can't continue without *YOUR* input. Whether you have all the mod con's or none, let us hear how *YOU* do it. Contact me at: pj@thecoastalpassage.com



PJ

The "Science" of fresh carrots



Carrot experts, Ada & Charlie on Geronimo

You might remember that we were conducting some 'fresh carrot' keeping experiments (TCP #40 letters). Well, for those interested, the results are in.

For the experiment we bought the freshest bunch of carrots we could find (2 days out of the ground, at the nearest farmers market).

We tried:

- 2 carrots wrapped in newspaper, kept under the house (the coolest place during the summer at our place).
- 2 carrots chopped length wise, in a dish of water in the fridge.
- 2 carrots whole in a dish of water in the fridge.
- 2 carrots chopped lengthwise in a dish of water, out of the fridge.
- 8 carrots buried in a sturdy shopping bag full of clean sand, (we first cooled the sand overnight under the house, so as not to cook or damage the carrots).
- 2 'control' carrots in the fridge's crisper.

The results (for Queensland, in summer):

- Carrots became 'bendy' and old looking after about 6 days.
- Carrots were nice, firm and fresh for about 2 1/2 weeks, after which they became slimy. (I believe that we could have kept the carrots fresh for a lot longer if we changed the water every few days, but we didn't try that).
- Very similar to B.
- Carrots got slimy after 2 days. (quite obvious, but we thought it was worth a trial).
- Carrots lasted 5 week, still firm and fresh, some even started to grow some hairy roots. Some black spots started to show at that time, so we cleaned the carrots, chopped them up, and kept them fresh in water in the fridge for 2 more weeks, by which time we ate them.
- As they were very fresh to start off with, stayed nice for about 10 days.

So, Thumbs up from us to keeping the carrots in clean sand, by far the best results. We have very little fridge space, and are big fans of fresh food. So keeping anything we can out of the fridge is a big bonus. For those concerned about the weight issue; we believe that clean, dry and residue free sawdust will get similar results to sand. That wasn't available to us at the time, so we didn't try it. We believe it's very important to get the freshest carrots possible, and we hear that supermarket carrots are often a few weeks old before you get your hand on them. So, in Australia, local markets are a good option, but ask & look around the different vendors and stalls to get the best and freshest produce.

Fair winds,
Ada & Charlie, TS Geronimo

STORAGE AND MORE

By PJ Halter, SY Cheetah

We should all know NOT to take cardboard boxes off the jetty (See C.P. Edition 37), but Ross takes it a step further. He washes fruit & vegs. in a bleach solution to kill cockroach eggs but I find they rot a lot faster once washed.

I get rid of all boxes that are excess packaging before taking them on *Cheetah*...cereal boxes, cracker boxes, plastic wrapped things. Disposing of them is a big issue as well, as they must be stored until the next port for rubbish removal.

I'll vacuum seal coffee, rice, grains anything I can to get rid of the wasteful packaging. I also find long life cardboard containers that house milk or juice can leak. They must be carefully packed so they can't rub anything or get too warm (it softens the wax coating).

I tried many of Lin Parday's storage ideas, but found they didn't work in the tropics. Their sailing (& living in New Zealand) is almost entirely cold weather. Take this into consideration when you plan. Lin says she can keep a watermelon 40 days & potatoes 100! It's a lot cooler "out there" than "in here".

Substitutions: Since running out to the corner grocer isn't an option, I find a 4 page list I found online quite useful. It covers everything from allspice to yogurt substitutions. It's too long to print here so email me at the above Coastal Passage address & I'll send it to you. The fee is to send me an idea or two of yours.

Requests: Di East would like to know if anyone has successfully used *natural fermentation methods* on board as a means of food preservation. Eg., yoghurt, sauerkraut & other fermented veggies; or kefir / water / milk / coconut milk.

Dehydrate fruit? Does anyone use one of these aboard? Power consumption & storage?

Pressure Cooker vs. Oven? Is anyone interested in this information? I have it but don't know if anyone uses these anymore. I did years ago but haven't for eons.

What's your Cruising tip?

STITCH IT AWL

THE HAND SEWING TOOL FOR MEDIUM TO HEAVY MATERIALS
Sailcloth, Canvas, Webbing, Leather, Awnings....
A MUST FOR ANY CRUISING YACHT!

316 stainless construction

Waxed thread on spool

from \$47.95



Order by phone, mail or online

STITCH IT AWL
www.stitchitawl.com

Ph/Fax: (07) 4946 4407
email: ironworksw@aapt.net.au
P.O.Box 1238 Airlie Beach QLD 4802

Cruisecat 40



BUILT TO ANY STAGE
Comfort and Economy

www.cruisecat.com.au

CRUISECAT
MARINE

WANTED: Boat owner/agent for 40ft flybridge Cruisecat for South Coast

(07) 5446 7108 or 0413 730 866
13 Machinery Rd., Yandina, QLD.
(Sunshine Coast)

The 'Official' TCP CAP!



ONLY \$15!
inc. gst & shipping within Australia

Buy Now at:
The Ships Store

Secure payment online with credit card
www.thecoastalpassage.com/storeapparel.html

OR

Send \$15 by cheque or money order to:
The Coastal Passage
P.O. Box 7326, Urangan QLD. 4655

BUY ONLINE FROM AUSTRALPIXIE Marine Services & Supplier



NOW \$90.00
(inc. GST & shipping within Australia)

•THE 175mm (7") SEA SPANNER•

A superb multipurpose tool. Made in High Tensile Stainless. A high quality adjustable spanner; a shackle key; a bottle opener, a deck filler cap key, and screwdriver blade. End slotted for shackle pins. A unique gift that will be constantly appreciated. A must for every serious sailor off the beach or across the oceans.



NOW LESS THAN \$2600 NET

•Electricity on The Water•

The Energo-Marine mobile power unit consists of two small parts that supply electric energy to the yacht with AC power capacity of 4KW 220 /110 V , 50/60HZ, welding DC 200A, battery charging 12-24V, eliminating the need of a heavy generator that requires high maintenance, and is space consuming!

- Laser Dinghies, Parts & Accessories•
- The Wind Wheel•



International Yachtmaster
Training

www.pixie.com.au

Trade enquiries welcome 0418 772 601

Seafood! Tips & recipes - what's yours?

Sue Bett shows off her seafood banquet



Mackrel

Mariet Pruij shares Mackerel recipes her boaty mates have shared with her.

Sue's Mackerel -

Sue & Rob Mabin, SY Cougar

If you are lucky and have an oven on board, this is a very tasty one for you:

- 2 mackerel fillets
 - 1 slice white bread, chopped fine into breadcrumbs
 - 1 squirt ginger from the tube
 - 1 squirt garlic from the tube
 - 1 squirt basil/parsley from the tube
 - dots of butter or some oil
- Mix breadcrumbs with ginger, garlic and basil or parsley. Top fish with mixture and put dots of butter on top, or spray/sprinkle with some oil. Bake for about 20 minutes (depending on thickness of fillets).



Mariet

Smoked Barbecued Mackerel and Mackrel Pate -
Gene & Vicky from SY Atmosphere

To get the smoked flavour, insert a little metal plate (no alfoil) with a few casuarina twigs on top of the fire and barbecue the fish to your liking.

Use some of the smoked mackerel. Cut it finely and add some lemon juice, olive oil, crushed garlic, pepper and salt. Great as an appetiser on crunchy bread or crackers.



Seafood Tips from Sue Bett

Nutritionists love to recommend foods which taste as good as they are healthy. Seafood absolutely fills the bill. All varieties share a rich bounty of protein, minerals, vitamins, iron and zinc. Only prawns have a high cholesterol content but this is of little importance as they contain no saturated fats. Here is a useful tip for when you catch squid.

Grasp the tail and head sections firmly in your hands and pull apart. Remove the ink sac from inside the tail (can be a messy job!) and pull the tail skeleton out.

The head and tentacles make excellent bait to catch whiting. Wash in clean salt water and dry well.

To cook, fry very quickly (about 2 minutes) in butter and lemon juice add a little salt, garlic and black pepper before serving.

Above is an extract from "The Great Ideas Galley Guide", by Sue Bett.

Natasha & Matthew of SY Kalida share a Tuna recipe

TASTY TUNA FINGERS

Ingredients:

- 180g can tuna in springwater, drained
- 2 medium potatoes, boiled and mashed
- 2 tbs fresh parsley, chopped
- 1 tbs soy sauce
- 1 tbs chutney
- 1 egg, lightly beaten
- 90g cornflake crumbs

Combine the tuna, potato, parsley, soy sauce and chutney in a medium bowl. Add just enough egg to make a moist but not sloppy mixture. Divide the tunamixture into 8 portions and form into fingers.

Coat in the crumbs and refrigerate for 10 minutes. Preheat oven to 180 degrees Celsius.

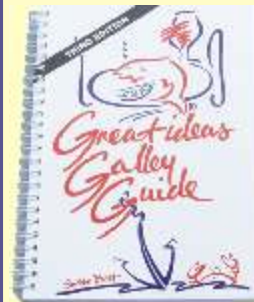
Transfer the tuna fingers to a baking tray and bake for 10 minutes or until golden.

PS from TCP: If your family fishos come good, like Natasha & Matthew in picture, the tuna fingers can wait till next week!



Great ideas Galley Guide

3rd Edition



Due to popular demand this is the third reprint. Compiled by numerous sailors, it is the result of many great hours on the water, gathering new ideas, hints & recipes to make cooking on board less of a challenge for any level of galley slave.

Well researched, sturdy & humorous, it will inspire an adventurous spirit in those who crave the ultimate sea change - the survival & the challenging search for self sufficiency at sea or on land.

The many quotes and notes will keep you entertained and smiling! Don't leave shore without it!

Buy Now



Now available at TCP's Ships Store!

only \$25

inc. gst & shipping anywhere in Australia

www.thecoastalpassage.com/storebooks.html

Marine Appliance Specialists

Importers & Distributors of the World's Finest Brands



1300 791 432

sales@oceansolutions.com.au

visit www.oceansolutions.com.au to view the full range

Airlie cops it again

Phooey Ului



Story and photo's by Bob Fenney, SY Elcho

It seems I'm the TCP bad news correspondent, first the horror storm in February, 2 years ago, more recently, another bow breaking blow, and now, Cyclone Ului.

Late at night on Saturday March 20th, Cyclone Ului made landfall at tropical Airlie Beach. We had known for a few days Ului was heading straight for us, but, deep down, we hoped she'd pick another path of destruction at the last minute and bugger off somewhere else, as cyclone's often do.

But no, Ului was determined; the lure of dozens of cruising boats to wreck havoc on was just too much temptation for her. Ului first beat the hell out of the Whitsunday resort Islands with a reported 250kph at Hamilton Island, then onto Airlie.

Most boat owners had sought refuge at Meridien Marina at Abel Point, doubled up their lines, lashed everything down, bought extra supplies of rum and beer (comfort food they called it!) and waited with baited breath, hoping to hell that she'd stay a "cat 3" and not progress to "cat 4", as the marina is rated to "cat 3".

Debates had been had on the veranda of the Whitsunday Sailing Club, as to the merits or otherwise of staying on a mooring. One theory being, if it's a cat 4, we're all bugged whether we're in the marina or on a mooring, another theory being, with a swing mooring, you'll always point into the wind, in the marina, you've no choice, and you're going to get hit. Oh well, each to their own. I guess a skipper has to make up his own mind and act accordingly.

The horrific wind and deafening noise hit somewhere around 11pm I think. I had been staying ashore for a month or so, having started renovations on the interior of "Elcho". The power went out, the house vibrated, and the windows seemed to be bulging with pressure, just waiting to smash with the flying debris of trees and branches. Water coming in through the light fittings in the ceiling. What the time was, was the last thing on my mind!

I'm told, boaties at the marina had been sent a text message telling them to evacuate their vessels, but, evacuate to where? There was no designated evacuation centre in Airlie. Can you imagine the possible scene? Dozens of boaties, wandering the streets of Airlie, getting mowed down by flying missiles. They

stayed, and I'm told, it was horrific. One bloke said "anyone who reckons they weren't apprehensive is either a liar or a fool!"

I'm told, boaties at the marina had been sent a text message telling them to evacuate their vessels, but, evacuate to where? There was no designated evacuation centre in Airlie. Can you imagine the possible scene? Dozens of boaties, wandering the streets of Airlie, getting mowed down by flying missiles. They stayed, and I'm told, it was horrific. One bloke said "anyone who reckons they weren't apprehensive is either a liar or a fool!" It's time Whitsunday Council lifted their game, and had a proper Disaster Plan in-place.

Next morning saw a scene of carnage and devastation. Vessels on rocks, beaches, sunk at their moorings, masts sticking out of the still angry sea. Bits of boats everywhere. The wind was still blowing some 30-40 knots when at 6am I went to the rocks near the Sailing Club to survey the scene.

Looking through blinding rain, I saw "Elcho" still afloat and looking good, alas, at my feet there were several not -so lucky yachts, including "Anaconda 2" laying against the rocks, being unmercifully pounded by what seemed to be, gigantic waves.

A small crowd gathered, TV crews interviewed still shocked residents, including myself. I received phone calls from concerned friends down south, saying, "you came across pretty good on telly, but we couldn't hear what you were saying, the wind and rain was too loud!" At least they saw it; we at Airlie didn't have power for over 3 or 4 days. I had taken my Honda 2KVA gen set off the boat, and was able to run both my fridge, and my neighbour, Phil's, so at least we had cold beer and some tucker. We dined by candle light and reckoned we were among the lucky ones.

A mate, Rod Fuller lost his yacht "Tangalooma" when she was hit by another vessel at Shute Harbour. He donned a life jacket and jumped over the side, making his way to shore in the middle of the cyclone. Being pitch black, and having lost his glasses, he had to feel his way through rocks, mud, and wrecked boats.

Next morning saw "Tangalooma" high and dry at Shute. Laying on her side. Ribs broken, the interior trashed, the holding tank split wide open, sewage, mud, water, and the contents of the boat mixed together. Poor old "Tangalooma" will never put to sea again, and Rod has lost his much loved home.

Later that morning I ventured to Shute Harbour, I was taking Photographs for a Newspaper and TCP. What I came across horrified me!

The first thing I saw was our recently departed mate, Dan Kane's Catamaran "Yin Yang" on a path, high and dry, near a jetty. Hulls holed, head sail tattered and torn, canopy crushed...buggered! "Yin Yang", with an expensive mono crunched against her and half on the jetty; hell, what a sight!

My eyes then started to survey the scene before me. It was like something out of a war scene in a movie, except, instead of sunken and damaged war ships, there were dozens of pleasure vessels aground, sunk, laying against others, 4 or 5 at a time in a bunch and at odd angles.

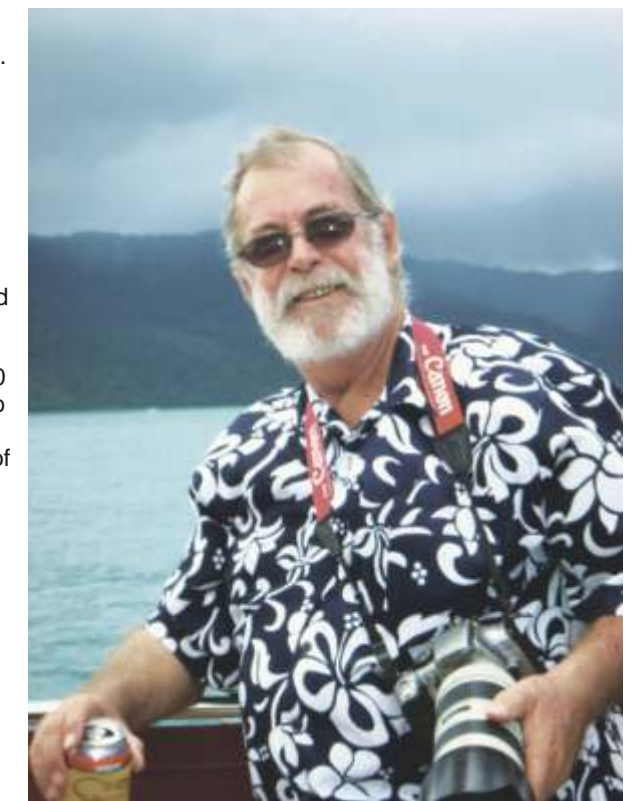
A rental catamaran, on the rocks, only feet from an office window, and these were only the ones I could see. There were others in all corners of Shute.

The well known Maxi, Ragamuffin 2, had come to grief, and her port side was a mess of damage. Skipper, George Canfield, who's personal yacht was aground and damaged, was at Rag's side, taking charge, and doing what had to be done.

I've been told there were some 20-30 boats lost or damaged, perhaps, who knows? Some of the missing vessels may never be found. A lot of wind, a lot of rain, a lot of stress, and a lot of loss!

If you hang around boats long enough, you're going to see broken boats, you're going to hear hard luck stories from skippers and owners, but the scale of this was unbelievable.

Anyone who has a love of boats, couldn't take all this carnage in, without a lump in his throat. Sure as hell, I had a bloody big lump in mine.



Bob Fenney



Surviving Ului

Norm Walker of SY *Peggy-Anne* tells his story of "staying onboard"

This is the third time in twelve months we have been looking for somewhere to hide from a Cyclone.

The first encounter was with Hamish last season. We ventured up Bluff Creek in the Hinchinbrook Channel, tied to the mangroves and waited as Hamish passed about 200 n.m. out to sea. Hardly a ripple!!! Earlier this year Olga came to Cairns, just after we had come off the hardstand. Up into the mangroves again, this time in the middle of the night. Get tied up and wait as the mangroves make a mess of our new antifoul. Olga turns into a rain depression before she hits land, not much wind but a lot of rain and plenty of man eating mozzies.

After Olga we decide to make for the Whitsundays, to allow family and friends to join us. The airport at Hammo makes this area very accessible.

We have been enjoying the anchorages and even doing a bit of swimming after donning the superman outfit to protect against stingers. Although this is the off season the maxis and other boats are still doing a pretty good trade, with back packers in abundance. The weather is still quite hot and humid and I'm buggered if I know how 20 or so young tourists can survive on these famous old racing boats when the pelting rain drives them below decks.

We explore Blue Pearl Bay, snorkelling over magnificent coral and as the wind gets up venture into Nara Inlet and bathe under the waterfall. What a perfectly blissful existence!!!!

As is the usual routine, each mornings weather forecast is usually gathered from B.O.M.'s "Mechanical Mike" on the H.F. wireless.

"Not another bloody cyclone watch!"

It's a long way off the coast, it has got the clockwise thing going and looks like it could pack a bit of a punch. Think we had better keep an eye on this one. The next day sees the low pressure system get a name, Ului (I think it is supposed to be the males turn, but are not sure if this one's gender) an unusual name, but it's going to become well known.

On the third day the track map shows a couple of different scenarios, but Ului seems to be heading south. They haven't had a cyclone in Bundy for ages, maybe it's heading down there. We decide that we had better head over to Airlie to grab some supplies. Don't want to be caught in a cyclone and run out of rum.

The weather is pretty foul with about 30kts from the south east. It's good to get past Pioneer Rocks and gain the lee of the mainland. We anchor off the sailing club and do our shopping. Ului is still heading our way and if the predictions are right should be visiting early Sunday morning. We think about finding a creek to hide in, but lack a bit of local knowledge and the wind is now gusting to 40kts constantly. On Thursday we make the decision to try and get a berth in the marina at Airlie. It's well sheltered from the south east and probably is our best form of defence. We are lucky to get one of the last available berths.

Friday's news was good; Ului seems to be losing a bit of puff and has been downgraded to a Cat 2 system. We are still hoping that it changes direction and leaves us alone. The day was spent putting as many ropes as we have onto the finger and around the actual piles. We find fenders that we never knew we had and they're all put into service. Our new headsail is tightly bound to the forestay. Our carly floats are lashed to the roof. The dinghy is lashed to the stern.

Saturday dawns bright and sunny and the wind has gone, but Ului is still heading directly for us and is expected to re-intensify as it gets closer, back to a Cat3. We decide that the captain will stay with the ship (unless evacuated) and the mate will seek shelter on higher ground. The morning is spent going over the "what if's" and putting together a "cyclone tool kit".

The next twelve hours are from the log:

16:00 Dawn heads off to Fay and Mal's, worried and teary. I just couldn't bear to leave Peggy-Anne to her own devices, but there are lots of unknowns.

17:00 Take Pip for a good walk. It is very still and starts to drizzle as we get back. Feed Pip and then have an early meal myself. The marina has sent an SMS telling all to evacuate. Unless the cops come, I'm stayin.

18:00 No cops. The wind is starting to get stronger Barometer 1000 steady

19:00 Wind SE gusting to 50kts.(est.) Conditions not too bad, we are protected by nearby apartments.

22:00 Bar 980 falling. Wind has veered to SW gusts stronger 60kts. Constant 40 kts. Conditions still reasonable lines O.K.

24:00 Bar 972 falling Lots of rain very strong gusts est 90 kts. or more. Have repositioned fenders and freshened the nip on lines. Large swell in marina (1m) Town power lost at 11:45.

Sunday 21/3/2010

01:00 Bar 967 The day started with a blast. Was out checking lines when a solid gust pinned me to the cabin side. (Thank God for bulwarks!!!) Have never experienced wind of that strength. Yacht next door is bucking around wildly and heeling heavily in gusts. Will have to move his fenders.

02:00 Bar steady it has become very calm. I climb off Peggy-Anne and walk to the end of our finger checking on other boats. Doesn't seem to be much damage. Freshen the nip on lines again and check fenders. Not sure if it's over or we are just in the eye. Make a coffee and lie down.

03:00 Bar 970 rising wind seems to be building from the NE, Conditions not too bad thinking about going to bed.

04:00 Bar 978 rising Wind NE 50-60kts gusting 70 Large swell in marina. Hope the fingers can handle this movement. Adjusted lines and fenders. A boat has broken away three pens up and is lying against a brand new Maritimo. The bowsprit and anchor are inflicting a fair bit of damage. Too dangerous to get on walkway.

05:00 Still blowing 50kts Two yachts have broken their moorings outside marina one has sunk against rock wall 20 meters from us the other is on its way to join it. Too busy looking after Peggy-Anne to take any action.

06:00 Starting to get light. Went and retied yacht that broke away had to cut his halliards to use for mooring lines. Maritimo has copped a bit of damage but not too bad.

06:30 Conditions moderating slightly. A 65ft Boro sloop has broken its mooring and is bouncing along the outside of the marina rock wall. Reaches the entrance and then heads straight for us. Oh shit!!! Trying to launch the dinghy to do, I don't know what. At the last minute the steely drifts across and plants itself onto the rock wall and the other two boats..... That was close!!!!

08:00 Conditions easing at last. Swell into marina dropping. I think we've made it. Good girl *Peggy-Anne*.



That afternoon when the swells had gone we took the dinghy out into Pioneer Bay and saw the sad sight of wrecked and sunken boats everywhere and the damage sustained here was minor, compared with the carnage at nearby Shute Harbour.

This is by far the most severe weather event I have experienced. Here's what I learnt.

I don't think marinas are the best places to ride out a Cyclone. Too many boats too close. Too much movement and strain on fingers etc. I was very worried about "the domino effect". Nearly everyone here had done the right thing and secured their boats properly. There was no debris being carried in the wind. Although marinas do provide an easy way of getting off, it would be difficult with the fingers moving so much although still possible in this storm. Mangroves provide far better protection, but beware of higher tides and flooding. With Ului there did not seem to be a large tidal rise.

Most of the damage at Airlie was sustained after the eye went through and the wind changed direction. Be prepared for that.

I suppose it's personal choice as to whether you stay aboard or leave. (You may be forcefully evacuated) Whatever you decide, do it early and be prepared.

I think we would have sustained a fair bit of damage if *Peggy-Anne* was left to fend for herself.

My "Cyclone Tool Kit" comprises of:

Head Torch
Rechargeable Spot Light
Stanley Knife with retractable blade.
Life Jacket

The one good thing about tropical cyclones is that they don't occur along the New South Wales coast.....and that's where we plan to be next cyclone season.



Norms tool kit



'Where we take
Pride in your
Pride 'n' Joy'

COMPLETE MANAGEMENT OF YOUR VESSEL

- Pick and delivery service•
- 66 point check and report•
- Engine and sail drive service•
- All repairs carried out to a professional standard•
- Insurance work carried out to Survey standards•
 - Qualified Shipwrights on site•
 - Easy access• •DIY Welcome•
- Cradles to suit yachts, motor cruisers & catamarans to 16 tonne•

Our Chandlery stocks all the materials required to maintain your vessel from masking tape to skin fittings, sandpaper to paints and antifouls and everything in between. If we don't stock it, we will get it.



Whitsunday Rent A Yacht Jetty,
Shute Harbour, QLD

www.shuteharbourslipway.com.au

slipway@bareboat.com.au

Ph: (07) 4948 8239 | Fax: (07) 4946 9512



"The Spirit of Airlie"

Carmen, onboard *Dream Weaver* after Cyclone Ului, getting ready for the cruising season.

Photo & story by
Carmen Walker, SY *Dream Weaver*

I know I was not happy with my decision to leave my boat, a Simpson cloud 9 catamaran called *Dream Weaver* on a rented mooring at Shute Harbour.

I had been watching the weather forecasts for days, which indicated a cyclone category 5, had formed near Fiji. The predications for Cyclone Ului suggested its path was headed for the Queensland Coast of Australia.

My 76-year-old mother was about to arrive in the beautiful Whitsunday's for a much needed holiday. She arrived on the Wednesday afternoon (the week prior) at Able Pt Marina. Plans were for mum to relax and enjoy herself, doing a little fishing and sightseeing of the surrounding islands.

Two days into her idyllic holidays the weather started to deteriorate quickly. I started stressing about the boat and what to do with it. As you can imagine my cyclone plan (hiding out in the mangroves in Trammel Bay) was met with some trepidation. After long discussions (pressure) the plan was for *Dream Weaver* to stay on her mooring.

The boat was covered by insurance should something happen (boat damaged or worse still, lost) and we would be safe in my cosy little unit that I was renting for the wet season. So why was I feeling so uncomfortable about this decision? I was watching reports carefully and my yachty mates were also making their own cyclone plans.

I felt that this was not a good plan to leave *Dream Weaver* at Shute. I had experienced some minor damage from another boat, week's prior as the winds shifted to the north and I was feeling anxious about this Cyclone. Nobody knew exactly where, or what it would do.

On Wednesday, after more round table discussions with mum, Eddie (he lost his boat Jessie in the last big Northerly that hit Airlie in 2008) and a telephone call from a concerned mate, I

decided it was time to review my last decision.

My plan now, was to move *Dream Weaver* in to the marina at Able Point for the night, then maybe run up and hid her in the Mangroves at Bluff Point. Three hours later *Dream Weaver* was safely tied up in the marina for the week. The decision made for me, as the marina was only accepting weekly bookings ("OUCH ", said the hip pocket).

A yachty mate, Peter, making his way down from Cairns had been milling around the Whitsundays for the past few weeks. He rang me from Able Point Marina to see how I was faring. I convinced him to bring Gizzy, his dog, pack up his personal belongings on his home (boat) of 11 years and stay the night at my place. Authorities were also advising people to get out of the marina.

Peter came over and we all tried to stay calm (more drinks) as the winds steadily increased, then we finally lost power. That's when I suggested we head for the bunker underneath my neighbours unit.

The drains near my unit were unable to cope with the large volume of water generated by Cyclone Ului. Water poured into my unit. A waterfall was raging over the retaining wall. My mum put her head down to rest. After the flooding passed I decided to mop up the mess inside.

Airlie Beach and Shute Harbour copped a hiding. 200km winds. It seemed to go on for hours. As the eye of the cyclone passed (deathly still for about an hour), Peter wanted to leave the unit and go and check our boats, and adjust lines. An SMS from another yachty mate, Grahame, who was holed up in a creek up the mangroves near Hamilton Island convinced us otherwise. 80kt winds we about to hit us.

As if Saturday the 20th March 2010 was a night to remember. Sunday morning was about to get better. NOT! Peter and I, both spent a sleepless night

waiting for the ferocious winds to pass. Our neighbour Tommy lost his rear balcony. Trees were crashing around everywhere.

At first light Peter, Tommy and I jumped into Tommy's truck and feared the worst. As we drove around, we saw lots of trees down, but luckily no real structural damage to the surrounding residential housing or businesses. The seas were humungous and as I looked towards the sea I wondered how any boats out on their moorings had survived. My feelings being, the Marina was destroyed and both Peter and I had lost our boats. Imagine our surprise as we drove down the hill towards the marina. We were lucky. Had the winds been further north, I, Peter, and a lot of other cruising folk around here would have had another story to tell had the cyclone been a Cat 4.

Unfortunately most boats that stayed on their moorings outside of the Marina were damaged or destroyed. As the day dragged on, it became evident the boating community was hit the hardest. It was heartbreaking to see smashed and damaged boats along the rocks, foreshore and beaches of Airlie Beach. Reports were not good. A yachty mate, Rod lost his home and nearly his life as another boat smashed into the side of his boat. He managed to don a life jacket and jump into the water in the dead of night to escape the carnage.

Shute Harbour was a disaster zone. Power lines were down and more boats damaged and destroyed. I was saddened to see my mate's boat (Dan Kane from *Ying Yang*) sitting on land, near the public jetty with ripped sails and a hole in her side. Another mate Stuy, his boat *Mun* was lucky to survive the fury of Cyclone Ului when winds ripped through Shute Harbour at over 200kms an hour. My girl friend Christine, although her boat stayed on its mooring, *Levitation* was buckled and bent up with a hole above the waterline. Other boats landed on the rocks. Some were swept out to sea and sunk. Lots dragged moorings, damaging others in their path. *Ragamuffin*, a popular charter, sailing vessel, dragged a 70-ton mooring through the fleet. More sailing vessels were spotted way up into the mangroves with only their masts visible.

I thanked my lucky stars that I moved *Dream Weaver*. I am so grateful to have survived a Cat 3 cyclone in the Whitsundays, surrounded by my family and friends. My mother surprised me. She's coming back to Airlie Beach in June or July. I hope to show her the Whitsunday's as they were meant to be shown, beautiful one day, perfect the next. Even though the weather was the worst it could have possibly have been, mum was impressed with the people, how friends rallied in the face of a major catastrophe.

The spirit of Airlie Beach is alive and well.



"A Greasy Spot"

All that's left of much of the fleet. An excerpt of the report by B. Norson at www.thecoastalpassage.com

First stop is the road into the VMR station overlooking the anchorage, or what's left to it. In the car park is a very large crane and a bloke running a bobcat. We chat. He is cleaning up a greasy spot on the tarmac. He tells me that spot is all that remains of many boats that have been craned up, smashed and hauled away. No salvage, just destroyed and taken away. I follow his directions to the tip outside of Proserpine in hopes they are salvaging parts there but they are not. No one mans the offices that you are instructed to stop at before entering. Everyone's hands are at the controls of a large earthmover, burying the loads coming in within minutes of arrival. I can't keep my stomach from turning as I think about the waste. I learn later I am not the only one. There was mixed feelings about the activities of the looters and insurers, one seeming to be justified by the activities of the other.

And speaking of insurance issues... Some sailors were incensed that any boats at all were still on moorings in the northerly exposed Airlie Beach anchorage and mooring field. BUT... boat owners were told by their insurers that if they were on a registered mooring, they were covered. I was hearing that some owners were told that if they took their boat into the mangroves they may NOT be covered. At least one vessel may have pushed it too far though. Several people commented to me that before the storm they were sure a ketch moored off Airlie was doomed to hit the rocks. Well, it did and rumour has it the insurance company may not buy it.

Which brings to mind a point that may be relevant. Of the boats destroyed or significantly damaged, which may reach over 100 if one could count what is on the sea bed, many, I suspect, are nothing more than a relief to the owners to have them gone. The market for monohulls especially is very weak. If they weren't in especially good condition, those ageing boats would have clogged the market for years and taken values to horrendous lows. State regulation and fees have simply made ownership at the lower end of the market all but untenable.

Driving through Airlie Beach is stepping back a few years. Nothing has changed except Muddy bay that is now a work in progress as huge, ugly blocks of unfinished units dominate the 'view'. I was told work on the site has slowed. Maybe it's the hillside full of empty, unsold units around the corner.

Popping over the hill into Shute reveals masts in the wrong places and dangerous angles. The carnage is everywhere. Whitsunday Rent a Yacht has copped it hard. The dockside facilities and the fleet. Most of their extensive fleet is either damaged or destroyed. The slipway is intact and cluttered with damaged boats being repaired for charter or just saved from imminent sinking. Many vessels have washed up into mangroves or mud and rubble beaches. They may be salvaged. The rock walls have chewed up those unfortunate vessels blown onto them. Those were being loaded onto trucks as there would be no room for crushing in that car park.

Much of the Shute Harbour fleet was not prepared for the cyclone. I heard the waters between Repair Island and Shute Island provided the best shelter.

I got a report that only a few vessels were in Nara inlet but all survived. Trammel Bay did well and The lovely vessel *Ise Pearl* of last issues cover took refuge near the other grand lugger, *Ruby Charlotte* of the Hickling family. Location not to be revealed upon pain of death or worse. Both vessels were unscathed. Bet your life they were properly prepared.



**PAINTS!
PRIMERS!
ANTIFOULS!
WATTYL, & POR 15**
Sealers, pre-primers, primers, undercoats, top coats & antifouls!!!
From rusted steel to red gum, no matter what you want to paint, **QUALITY PRODUCTS AT THE LOWEST PRICES! CALL US!**

WHITSUNDAY OCEAN SERVICES

LIFE RAFTS, LIFE JACKETS & INFLATABLES
Service * Sales * Repairs * Safety Equipment
DELIVERY SERVICE TO BOWEN & LAGUNA QUAYS
Local agents for:
AQUAPRO, BAREFOOT, ACHILLES, & RFD
Authorised Life Raft & EPIRB Service Centre
CASA APPROVED

Boathaven Industrial Estate: Lot 3 Loop Rd.,
(Off Shute Harbour Rd., Behind Jubilee Tavern)

Warwick & Janelle Eastwood ("Wok & Woody")

PH: 4948 1366 Fax: (07) 4948 1377

email: wokwood@whitsunday.net.au



Digby Days



The ragged rocks of Digby Island

Story & photos by
Jan Forsyth, SY Sea Wanderer

We were doing it rough up from the Percy's to Mackay when the sea became forceful in its effort to outpace the wind. To escape from this weather we had to put into Digby Island which according to the charts would be our nearest port in this storm.

As the boat turned into the bay we saw 3 other yachts at anchor in the Island's shelter; all rolling on the swells that swept around the end of the headland and into the bay.

The Digby landscape at first glimpse reminded me of a movie set. A cowboy movie, where the Indians were due to charge over the high grassy ridge above the anchorage at any minute, but it was too windy even for Indians.

Snapping my mind back to the business of anchoring, I moved my attention to the skipper as he let out a generous amount of chain, and set in the anchor, then attached a long nylon snubber to absorb the wind gusts.

It had been a hard day of fighting the elements and we were far too tired to launch the dinghy to explore the hills and rocks of this little island, so we settled

back to take it easy for the rest of the day.

Not so; we were reminded quite rudely that we had forgotten to launch the flopper stopper as my cup of coffee flew forcefully off

the cockpit table and onto the skipper's unsuspecting lap. Him who doesn't even put coffee in his mouth had it awash in his crouch, not a good start for me here.

The boat rolled like a Russian doll, water swirled through the scuppers as we picked our way forward to deploy the flopper stopper from the end of the spinnaker pole. I had to get up on the bow sprit to hold the fore guy which is tied to the end of the pole, ensuring it does not hit the stays as it swings out. My arms are nearly pulled out of their sockets trying to manage the yanking pole. I had trouble keeping myself on board and balanced when I realised I could loop the thrashing rope around the pulpit, then ease it out as the pole was pulled into place. Both of us then picked up the weighted board and hurled it overboard which immediately got to work sucking and dropping in the swells as it eased the boats movements.

The next morning arrived clear and sunny, deceiving us into believing that the day held promise, but the strong cold wind whipping the ocean outside our island shelter soon knocked out any thought of heading off to Mackay, a good excuse to spend another lazy day on board pottering around, eating and reading. By the third day we were now really

agitated and determined to go ashore regardless of the conditions. The dinghy was launched from the davits into the frenzy; I chose to make my entrance aft by climbing over the push pit in the lee of the broad transom. Stretching my leg down trying to find a foot hold on the leaping dinghy seat I slipped and arrived much faster than anticipated, however the only thing bruised was my dignity and we motored off.

The secondary swells that had escaped from the outside world over the rocks took hold of the dinghy, bearing us in quick time to the beach. I was dreading the landing; the skipper didn't help either by yelling at me to put my legs over the side of the dinghy ready to jump off in the surf as we hit the beach.

The dinghy hit the beach and I hit the beach, the skipper stayed on board momentarily to secure the outboard then he hit the beach and we dragged the protesting dinghy up out of the surf.

Climbing the windswept green hill, through undergrowth toughened by the harsh elements, I lost count of how many times I tripped; my dignity wasn't having a good day. However, the vista at the top of the island was worth all the effort.

I looked out over the brilliant variegating blue hues swirling in the currents between Digby and Noel Islands mesmerized by the beauty below. Here at this height we could make phone calls and were able to let our family know we were ok.

After an hour of rest and recuperation we decided to make the effort to walk through waist high reed like grass through the



middle flats to reach the windward side of the island. We suspected there would be a flotsam beach waiting for exploration.

The going was tough; I had to bring my legs right up like a Russian soldier to clamber over the harsh undergrowth of tough grass, cutting reeds and prickly brush, hoping all the time that the island was snake free. Quails startled by our impending footfalls flew up in panic in front of us scaring the wits out of me and I wondered where the snakes lay and if they would attack.

Finally we arrive at the windward beach where much flotsam had washed up from goodness knows where, some pieces of wood possibly from shipwrecks was scored and jammed under huge outcrops of jagged rock. Clusters of left thongs decorated the high tide line in matchless array, and there under the canopy of a struggling bush I found a large bone.

continued next page...

R&B Marine

PTY LTD

FULL SHIP WRIGHT SERVICES & SMALL CHANDLERY AVAILABLE AT:
SHED 11 MACKAY MARINA SHIPYARD

INTRODUCING OUR NEW BASIC PRICED ANTIFOULING

INCLUDES:

- Wet and dry sand to the hull
- Application of 2 x full coats of antifouling with an extra coat to the leading edges (as per manufacturer spec's 4 sq.mtrs.per ltr. / 75-100microns per coat).
- We check the condition of your vessels bearings and anodes.

Extras on application at additional cost:

- Anodes supplied and fitted
- Thru hull fittings
- Propspeed application
- Cut and polish
- Our premium fixed price antifouling
- Fixed price osmosis repairs

SPECIALISTS IN PORT AND HATCH REPLACEMENTS

* INTRODUCING THE "DULON" POLISH APPLICATION *

COURTESY CAR FOR PROVISIONING
FUEL POLISHING AND CONDITIONING
ASSISTED MOORING AND SLIPPING IF REQUIRED

www.mackayboatrepairs.com

email: mackayboatrepairs@bigpond.com

PHONE RAY ON: 0439 995 424 OR TINA: 0418 750 133

Office Phone: (07) 4955 1527 Fax: (07) 4955 1772

Postal Address:
PO Box 9103,
Slade Point, QLD, 4740

ABN: 69 139 152 837
ACN: 139 152 837

Lighting and Power Solutions For Your Boat

Low Power, High Brightness LED Lamps

more light, less power...



Solar Panels, Inverters and Batteries

more power, less effort and at the right price...



Brisbane
24-26 Campbell St
Bowen Hills Q. 4006
Ph: (07) 3252 7466
Fax: (07) 3252 2862

Southport
The Brickworks Centre
Unit 11, Warehouse Rd
Southport Q. 4215
Ph: (07) 5531 2599
Fax: (07) 5571 0543

Sydney
185 Parramatta Rd
Homebush NSW 2140
Ph: (02) 9704 9000
Fax: (02) 9746 1197

PRIME
ELECTRONICS
prime-electronics.com.au



Jan, enjoying the beauty of Digby Island

Immediately my imagination ran rife, I pictured a wounded shipwrecked sailor crawling over the rocks to find shelter under the bush, only to die of thirst and starvation soon after.

I shouted to the skipper to look at my find, and he ambled over from where he was examining a large aluminum float that had obviously escaped from a serious fishing boat. He burst my bubble when he looked at the bone, telling me it must have been from a very large turtle.

It was a huge task to climb up and over the bastion of rocks that border the island's hinterland, I feel like a professional rock climber (without the gear and experience) grabbing onto handholds and foot holds on the upward rise. Then the going gets rougher and I find I have to crawl and grope my way up and over. There is much scraping, swearing and pure determination required to make it around the ragged coast.

It isn't long before our feet are cut and bruised; our cheap sandals that look so

good on shore are totally useless in defending us from the sharp rocks that in some places are carpeted with colonies of oysters.

I look down at the sea bashing itself onto the rock face below, delivering huge spouts of vapour; spectacular, dangerous and wet if we were careless and ventured to close. At one stage, the way is barred by a sheer cliff, and we have to move down and brave a walk over wet slippery rock and through the surging water to reach a safe ledge.

Finally around a bend in the headland and just when I found confidence to leap from one rock to another rather than crawl and fumble, soft white sand appears and there the dinghy sits, safe and waiting.

The next day we find our time here must be extended as the weather has really set in and it is almost impossible to move back out to sea. The day is windy and we feel its strength still, as it gusts through the low gully in the middle of the island.

The flopper stopper is sucking and dipping, running on overtime at the side of the boat. At low tide we expected to get a little relief, but the forecast is up to 30 knot winds with no respite in sight.

The skipper decided to return to the windward side of the island to collect the genuine aluminum float stranded there. I am left to potter and ponder as I don't care to maim myself again crossing the island.

So I do what any good crew would do and bake bread, lovely warm doughy stuff that goes straight to my hips, but I don't care as it's been 3 weeks without anything fresh. I will put remorse aside, telling myself that in this cool weather the body needs carbs.

The wind is bitter cold, dampening my hopes of a good snorkel and swim; it is even too strong to play Frisbee on the beach. So I look forward to a nothing day, Skipper wants to dive around the front of the island where we spied good coral, but the water is too dangerous and windy for my liking so I beg off.

Another Digby day dawns and finds us walking up the hill to make phone calls once more. The uphill trek seems easier this time; and we take a picnic lunch and lay in the tall grass that quilts the top of the island. I can just see the beautiful blue bay below if I peer through the stalks of grass out over the cliff as I lay there.

I smack lazily at a mosquito that has landed on my exposed hip and just doze for an hour revelling in the peace of this forgotten, lonely island.

Back down again, when we arrive at the beach we find another couple have set up camp to get away from the rolling on board their small yacht. They don't have a flopper stopper so their boat is pushed by the swells over as far as the gunnels and back again.

I don't blame them in the least for seeking a sandy refuge. They are young

and doing it hard, with no auto pilot or any other comfort on board. We discover the single hander from the even smaller yacht is called *Harry* when he dinghy's ashore.

He rows gallantly as he has no outboard, but company is important when you are in these conditions, and he is also young and adventurous. We discover that he has an auto pilot on board if nothing else and I mean nothing, his boat is barely basic. I think to myself that the three young ones haven't yet discovered life's shortcuts.

We brace ourselves in order to launch the dinghy into the surf that smashes onto the shore; I hate these launches, but keep my mouth shut, no use protesting a necessary action.

Speed and agility are called for which I seem to lack and almost break my neck in the effort to clamber aboard between sets of breakers. Down with the outboard, getting it started before the next set arrives then out over the swells back to the boat.

Our final day on Digby dawns; we are well and truly ready to leave after five days. Not knowing what sailing conditions will meet us outside the shelter of this island we are moving on out regardless.

Waves crash against the rocky point of the island in a desperate effort to move in on us, but now their frustration only ends in a light swell that rocks the boat from time to time. It is low tide and we feel it is time to up anchor.

It is a pleasant surprise out of the shelter; the sea has settled somewhat and we experience a good sail onto Mackay, a 45 mile run. The wind is in the right direction to push us along at 7 knots and the swell which is still a force, is behind us so we actually are able to surf.

As Digby becomes a misty blue on the horizon, I still wonder about the large bone I discovered, was it really from a giant turtle?

Mackay Marina Shipyard



- ↓ Award winning facility
- ↓ Great location
- ↓ Competitive prices
- ↓ Guaranteed repairs
- ↓ Everything you need - we can supply
- ↓ Or - DIY and save!



www.mackaymarina.com/shipyard.htm

Email: shipyard@mackaymarina.com



Phone:

07 4955 5300

0439 575 370

KEEP OFF THE GRASS

Words & photos by
Julie Long, SY Adagio

For more than half the year we sail on our catamaran, *Adagio*, up and down the islands and coast of the Great Barrier Reef. The arrival of the imperial pigeons from New Guinea in November reminds us that it is time to pack our bags and fly south to our home base in Port Stephens for the wet season.

This month I have been doing a conservation course given by Port Stephens Council, called Project Aware On The Coast. The course was designed to give the general community information about the diversity and importance of the life cycles in intertidal communities. These courses have been running since Pittwater council introduced them in 1995. They are free, and their aim is to encourage people to share knowledge of how to help conserve natural habitats in our own back yard.

So here's my take on the importance of seagrass as part of the big environmental picture, and how we, as boaties, can help preserve them.

While sailing up north we have marvelled at the beauty of dugong, manta rays and turtles grazing on seagrass. In stark contrast dogs frolic on the exposed seagrass in Port Stephens, chasing sea birds as they dig for their evening meal.

Both subjects are great to photograph, but beyond that, I really hadn't thought much about sea grass and the role it plays. In years gone by it was collected to build the dykes of Holland, made into cigars, even insulation bats for houses (a hot topic at the moment). It is only during recent years that it's importance has been recognised both commercially, and environmentally.

Last weekend Terry Domico, a well-known local biologist, took a group of twenty five of us on a field trip to our neighbourhood beach. This was the practical component of our course where we were taught how to safely look for, and identify, flora and fauna found in seagrass.

We gathered at low tide with shady hat on head and closed shoes on feet, just in case we disturbed a deadly blue-ringed octopus, or stepped on a razor shell clam, so named because they can slice through your skin like a razor if you tread on one barefoot.



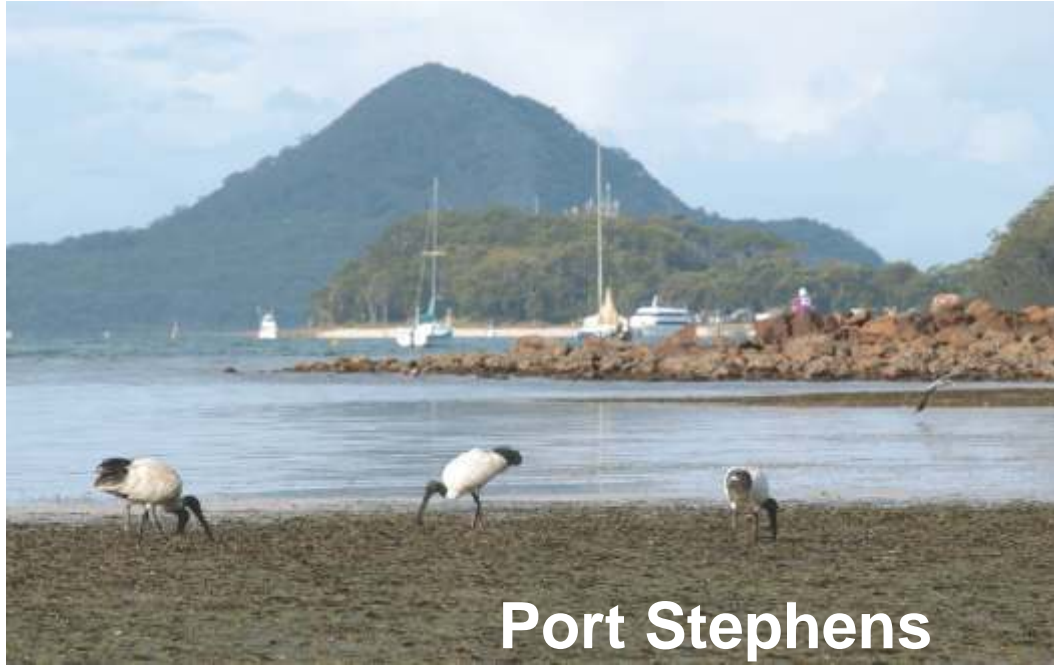
Unlike seaweed, sea grass is a flowering plant with roots that hold it firmly in the sand and tiny flowers that we sometimes see when snorkelling at high tide. These plants play an important role in stabilising sand and mud banks and provide food and shelter for all forms of life ranging from plankton to dugongs.

Our group, armed with nets and fish tanks, walked carefully over the seagrass near the shoreline. Terry's instructions were, if you start to sink into the grass, turn around and come back, as it's roots can break away and destroy the habitat. There are several different species of seagrass, and although some grow back fairly quickly, the nutrient rich *Posidonia* found in deeper water takes decades to regenerate.

"Quick, bring the tank" people called as they swooped their nets through the grass. We collected all sorts of critters, including baby paddy mullet, small translucent shrimp, pipefish, Hercules club whelks (best described as a long elongated turreted mollusc), various snails, a baby blue swimmer crab and a hermit crab living in the shell of a discarded whelk.

As the tide returned, it brought with it tiny fish, stingrays and other fascinating creatures.

I watched a flock of ibis on the exposed grass nearby, happily digging with their curved shaped beaks for goodies beneath the surface. Nearby a solitary



Port Stephens

and more graceful bird, a white faced-heron, was digging for a meal closer to the surface.

I reached for my camera as they took flight as a dog came bounding through the seagrass to join them.

We are fortunate in Port Stephens to still retain 85% of our original seagrass which supports a diet of fish and crustaceans for our local population of 100 dolphins.

There has been a marketing push to proclaim Port Stephens the dolphin capital of Australia. From a commercial point of view, healthy seagrass is important for this community.

Dolphin watching is our major source of tourist dollars, and it's subsequent flow-on injects \$40 million into our community annually.

Port Stephens estuary system meets all the requirements needed to make it a World Heritage Area, and the process has just begun to try and make this happen.

I think most boaties are aware of the importance of green zones, and it is not only the threat of fines, but the knowledge of the importance of fish sustainability that encourages us to respect these 'no fish' zones. Did you know 95% of commercially important fish species spend part of their lives in seagrass?

Over recent years fish stocks have continued to decrease. This has been caused by bad agricultural practices, removal of mangrove populations, dredging for harbours and marinas and damage done in the pursuit of pleasure by personal water craft such as jet skis.

Changes in government policy and increased awareness from local communities will give seagrass a chance to regenerate. This will mean more fish can mature to adult size.

I long for the return of more local trawlers to supply local markets with local seafood, and jobs for our local people.

continued next page...



The group gathers at lowtide

MACKAY'S BOAT YARD

SEASON SPECIAL! (long term)

\$100 in - out inc. stands Call for details

For Boaties With a Project or Fast Antifoul
safe & secure storage for all boats & yachts

www.mackaysboatyard.com

Contact John Bates for details:

Ph: 4953 2283

Fax: 4953 2588 Mob: 0402 738 999
Walker's Complex, Harbour Rd., Mackay
email: jbates@mackaysboatyard.com



Wet Blaster on site!

Dust free and environmentally safe way to remove old anti-foul, osmosis repair or prepare steel, alloy or timber for painting.



up the creek and pay less!



MULTIHULL FRIENDLY!



Shoal Bay, Port Stephens

I now realise the practices we employ when travelling or anchoring over coral, are no different to those when we are in seagrass areas. Each time our anchor chain dislodges seagrass, or our propeller mows it down, we affect the fish and crustaceans such as bream, flathead, whiting, mullet, leatherjackets, prawns and squid which live there. Although hitting seagrass does not cause the damage to our boats that coral can, driving through it or lifting the plants in any way can have the same affect as coral communities; on the aquatic species and bird life that rely on it.

Boating practices are only a small piece of a large jigsaw, but if we all work together we can create a much better environment for the rich diversity of animals and plants that live in seagrass. I'd like to share with you some safe boating practices:

- Try not to anchor over seagrass.
- Do not collect shells etc. from seagrass beds.
- Do not remove smelly seagrass from the shoreline as it stabilises the soil and breaks down to provide nutrients for it's environment.
- Pick up rubbish and either return it to your boat, or place it in a protected spot above high tide level for later removal.
- Do not flush grey water over the side of the boat in seagrass areas.
- Don't drive outboard motors over low lying seagrass, and carry any non motorised craft to and from the shore until it is deep enough for them to float.

Seagrass grows best in intertidal areas with minimal wave movement and enough sunlight to allow photosynthesis to occur, the very same conditions

suitable for mooring boats. State Government Agencies are now concerned about the damage done by older style moorings to seagrass. The system allows their chain to drag across the bottom in circles with changes in tide and wind.

In the photograph on the left I took last Christmas looking down over Shoal Bay, you can see lighter patches of sand. Slow growing Posidonia seagrass has been damaged by boat moorings over the years, along with landing barges visiting here during the Second World War.

Slowly, government bodies, are encouraging people to exchange their moorings for a seagrass-friendly mooring system. A local man from Williamstown, Des Maslin, won an award on ABC's New Inventors show for his design. This involves a mooring in which a stabilised post is screwed into the seabed and a swivel keeps the mooring line off the bottom. You can read further information and technical details on his website: www.seagrassmooring.com.au

Until my field trip I never realised what a rich diversity of beautiful animals and plants live in these meadows and their interdependence with each other. We can all help in a small way by educating people to treat seagrass beds with the respect they deserve. Encourage others to enjoy them passively, snorkelling over the top at high tide, spotlighting at night time from the shoreline, looking for creatures who live there in canoes and other non motorised craft are all fun activities that don't compromise their future.

When Terry Domico finished our field trip he said, "I hope at least fifty percent of you have now learnt to love seagrass as much as I do". I know I have.

The African environmentalist Baba Dioum said "In the end, we will conserve only what we love. We will love only what we understand. We will understand only what we are taught". I hope you feel as inspired as I do to teach others to "keep off the grass".



30YRS
IN USA

RUST ON YOUR BOAT? 10YRS IN AUS ANYONE WHO USES IT, SWEARS BY IT!

USES ARE
NUMEROUS: Decks,
Engines, Gear
Boxes, Exhaust
Systems, Hulls
inside and out,
Steel Hulls,
Ferro-Cement
Hulls, Rusty Fuel/
Holding Tanks.



WORTH THE EFFORT

POR-15 is an American product that has been marketed in USA for 30 years and in Australia, through a 70 dealer network, for the last ten years.

TRIED ALL THE "RUST CONVERTERS" ON THE MARKET & GOT ONLY TEMPORARY SOLUTIONS?

POR-15's Rust Preventative Paint chemically bonds to the rusty surface, preventing moisture or air getting to the metal and stops the rust process, when done correctly, permanently.

- Range of products
- Paint over any dry metal
- Cures to a hard, ceramic type finish
- Doesn't chip or crack

For a free 32 page catalogue PH 1800 643 229

• Steel • Aluminium • Stainless Steel Weeping • Brass •



Unit 1 / 4 Prosperity Pde, Warriewood, NSW 2102
Email: sales@ppc.au.com
Website: www.por15.com.au



DISCOVER A WORLD OF POSSIBILITIES

Whether it's cruising the crystal clear waters of the Whitsundays or taming the Tasman on a kiwi adventure, there's a Schionning ready-to-build design waiting for you - whatever your dream may be.

EASY BUILD SYSTEMS

Building your own Schionning luxury multihull is a breeze with our comprehensive easy-build kit system.

INTERNATIONAL ACCREDITED SUPPORT NETWORK

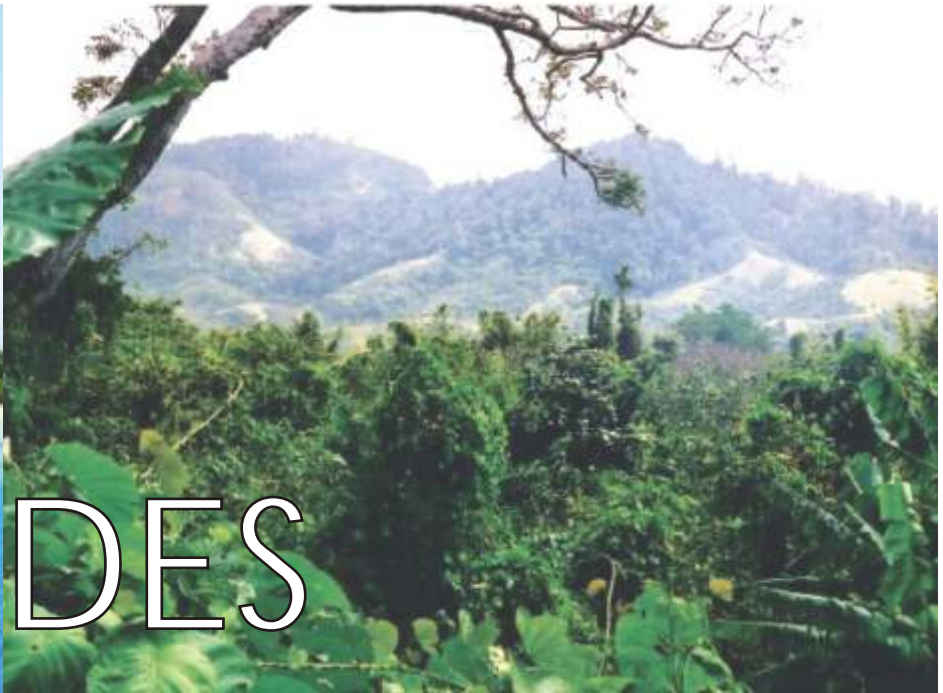
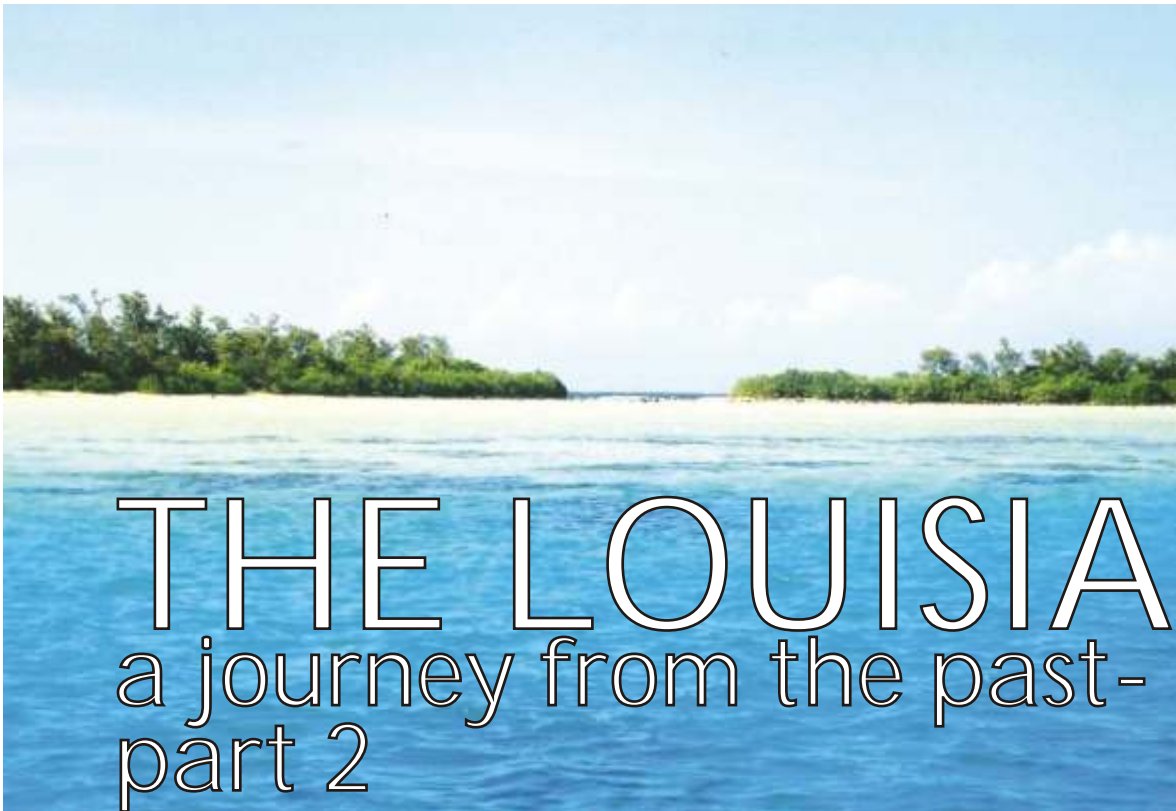
Get the right build advice or have your multihull built for you by one of our accredited Schionning master boat builders.

CUTTING EDGE DESIGN

Choose from more than 30 striking designs featuring state of the art fit-out and inclusions.



Order your FREE Schionning Marine DVD today - call (02) 4982 4858.
Download your FREE Schionning Marine study plans at www.schionningmarine.com.au



THE LOUISIADES

a journey from the past-part 2

Pics: Kamatal Lagoon, at Misima Island, the "lushness" of Misima Island and below, the PMV aka "People Moving Vehicle".

Story & photos by Diane Challis, Boat Builder Extraordinaire

After four days of sharing this time etched anchorage on Panasia Island, we left our mono chums and sailed out through the island's surrounding reef. For the next week we island hopped our way through to Misima Island. Within the archipelago we were jarred back to the reality of sailing by the 30 knot winds and boisterous beam seas. The discomfort was soon forgotten when our 17 mile journey northeast to Moturina Island greeted us with an exceptional anchorage. *Even Bet* swung lazily on a pristine blue cushion of water barely 40 metres off shore in front of a village in Riman Bay. This bay protected us from the strong south-east trade winds. A large sandy patch lying amongst bombies was only eight to nine metres below our keels. Big eyed children paddled out in a leaky dugout canoe to trade with us. They brought with them limes and bananas in exchange for magazines or T-Shirts. With their booty, huge smiles and sucking away on a handful of lollypops they left us promising to visit us again soon.

Kamatal Lagoon, a true lagoon in all sense of the word was 17 miles nor-nor-east of Riman Bay. I have never seen such deep translucent aqua water before. The catamaran appeared as if she were floating in mid air. The surrounding reef protected *Even Bet* from the trade onslaught. We were on a lee shore of Kamatal Lagoon which opened out to the south east. The winds caused nothing more than a 200mm ripple over the surface of translucency that the boat laid in.

Travel brochures had nothing on this tropical paradise. Snorkelling around the bombies revealed many different colours of coral and the fishing from the rear of the boat was exceptional. We met some local fishermen who came into the lagoon in there large tinnie. Proudly they showed us what they had achieved for the day. Lying on the floor of their boat were dozen upon dozens of fish which were being taken back to their village.

Next port of call was again 17 miles but this time across an open unprotected seaway known as the paddock to Bwagaioa Harbour on Misima Island. That day we had 30-40 knot winds and three metre beam seas. A severe weather warning had been issued later that day. The trip had been uncomfortable and I longed for the lagoon we had just left. As we approached Misima the deep waters we were crossing (so deep that the depth sounder couldn't register it) suddenly went from oblivion to 70 metres and then 20 metres. The opening to the harbour was narrow and rocks protruded on either side of the mouth with sticks showing the appropriate port and starboard colours on them. The waves broke across the entrance as they smashed against the rocky outcrops. We had to line ourselves up at an angle and gunned it through the gap surfing into a flat windless protected harbour. We had contacted the authorities earlier on VHF in preparation for clearing in.

We dropped anchor and settled down to await the officialdom. A few hours later a young man stood on the wharf waving and yelling getting our attention. We lowered our dinghy and the captain zoomed over and picked up the man with the stamps. He climbed aboard with his satchel and firstly asked if he could look right through the whole boat including all cupboards. He said that he was making sure we were not people smuggling. He was more in awe of the size of the boat and didn't really take much note of the contents of the storage places. We had been advised by previous travellers not to offer drinks or eats if we wanted the legalities to be finished quickly.

Now one has to remember that this was back in 2001 so I am unsure whether fees have gone up but we were charged 50 Kina once all forms had been stamped. We were also asked if we had rubbish to dispose of and for a small fee of another 50 Kina our official would take the rubbish ashore and dispose of it in the 44 gallon drum on the wharf. Do not take honey or eggs as these will be confiscated and as far as the other foodstuffs there seemed to be no concern.

The harbour was dirty and narrow but could accommodate up to 12 yachts comfortably. At the end of the harbour there was a boat wreck on the eastern side and on the western side just past the wharf there was a toilet block on stilts overhanging the waters edge. Draw an imaginary line between the two and do not attempt to go past this as it shallows out rapidly.

At the time there were two resident crows that would swim out towards the anchored boats with a curious eye but they seemed unperturbed and uninterested in the antics of us sailors. My heart would go into my throat as I watched small children swimming in these waters and women standing waist high with handlines attempting to catch fish. Yet apparently only dogs, cats and the odd pig had ever disappeared into the large reptilian mouths. No human life had been lost in all the years these creatures had lurked in the mangroves.

The strong wind warnings issued on the day of our arrival kept us at bay for a good week. This gave us the opportunity to get to know the locals better. We became church goers which was an enlightening and uplifting experience. We sat at the back of

the church on bamboo pews and listened to the harmonious singing voices of the congregation. The islanders were either Catholic or United Church. They all seemed very religious and loved to sing their praises.

We toured Misima Island by catching the local transport known as PMV, a people-moving vehicle owned by the then gold mining company.

These Dyna-cab chassis' were a covered tray with hard bench seats. The fare per person was equivalent to \$3 return and we travelled right around the whole island for this. We talked and joked with the passengers and learnt much about their villages. Swarms of school children would come running out waving and cheering when they saw us Dim Dims on board their local bus. We stopped and walked through villages and played with the children then picked up the next vehicle coming through. We did this for a few days. We were privileged to be taken on a tour of the gold mine which was in the process of closing down.

continued next page...



Hempel Marine Coatings




RELAX,
you've chosen Hempel
WORLD CLASS YACHT COATINGS

Large selection of used masts and rigs for sale!

- Mast and Booms
- Standing Rigging
- Running Rigging
- Halyards and
- Sheets
- Spinnaker Poles
- Furlers
- Life Lines
- Balustrading
- Mooring Strops
- Rig Inspections

we also repair and re-furbish your mast & rigs
see Andrew, senior rigger for Marlin Marine



Visit Marlin Marine for all your rope & splicing needs!



Marlin Marine

Whitsunday's leading Chandlery and Rigging Specialists



Shute Harbour Road, Airlie Beach
Hours: Mon-Fri: 7:00am-5:30pm Sat-Sun: 7:00am-12 noon
Ph: (07) 4946 6453
www.marlinmarine.com.au
email: marlinma@tpg.com.au



Pics: A classroom on Pana Wina Island, the village at Sagara, Misima Island, anchorage on Pana Wina Island, & Diane

were coping the best they could. We helped to repair the schools' fibreglass runabout as it had a large split on its bum from being dragged up over the reefs. We taught them how to mix epoxy and how to use fibreglass cloth and left them extra stuff for future repairs. Our time was running out so we turned back in a westerly direction and headed for Grass Island.

We anchored in 10 metres of pristine water. The island was so named because simply all of it was covered in grass except for the foreshore of coconut palms and trees. From here it was back to our favourite island Pana Wina where we spent a week with our new found friends. More time was spent experiencing being a student in their school cum church. It was hard to leave the island but officialdom and home beckoned us. It was a six mile journey to Gigilia Island for a few days and then to Pana Numara. By the time we had arrived at Pana Numara the anchorage was busier than Sydney Harbour on Boxing Day. It showed that August was the busier time in the Louisiades so we had been lucky to have arrived earlier and was able to have such private anchorages. We regrettably missed several islands. Three months is just not enough time to see, feel and enjoy all that is there. It seemed that we were clearing out too soon. There was so much more to see, experience and learn from these beautiful, gentle, people and their simple lifestyle.

We went back to Bwagaoia Harbour, cleared out and headed for Nivani Island in the Deboyne Group. In the 1970's an Australian by the name of Dusty Miller ran a copra plantation there. Remnants of the homestead still stand and the coconut trees still stand tall and proud. The older locals still talked highly of him and the youngsters repeated the stories as they were told to them. In the bay in two metres of water laid the remnants of a Japanese zero. A small island near by was named Plane Island by the villagers as there were plane wreckages on it. The elders were happy to share their stories of the war and how it had affected them.

The island of Pana Pompom lay close by and this was where the women weaved brilliant coloured baskets and handbags made from banana leaves. It was also where people suffering from the disfigurement of Elephantitis believed that the island had magical powers and would travel miles to be healed. Behind Pana Pompom was Panniet Island where the large sailing canoes were built and it was well worth the exercise, visiting the construction sites. They made sails from

anything they could lay their hands on. Things like thick black plastic and blue tarps that we could go to Bunnings and buy for a few dollars would be stuck together to create a sail. These common things were valuable to these people who relied on the ocean for transport and food. We had a spare old sail which we traded for a long baggi necklace. The boat builders had thought their Christmases had come at once to now own a real sail like the Dim Dims.

Sadly, we left the Louisiades and headed towards Thursday Island. We had a good trip with four metre following seas, winds steady on 25-30 knot south-easterlies and clear skies. Two brown boobies (not mine) had taken up residence for a night on the forebeam and left quite a large amount of birdie doo-doo for me to cleanup as their payment for accommodation. The 700 nautical mile trip had us safely through the Barrier Reef and anchored off Horn Island. The customs cleared us in and treated us like long lost mates. Everything was done very friendly and professionally and with respect to our vessel. They invited us to visit their office on Thursday Island where a little bag of goodies was waiting. We received two peaked caps, notebooks with covers, bios and bum bags all of which advertised coast watch. We were grateful as it wasn't often you received something for nothing from the government.

Looking back the Louisiades were definitely a worthwhile destination and a beautiful cruising ground. The locals were beautiful, gentle, generous, happy people. They made me feel humble and made me think about the importance of material gear that we all seem to strive for all our lives. The people are the important factor here. It's not about what they own. Their biggest worry is surviving. They have no time for hatred or greed. They all work together for the benefit of all. They are family orientated and have a great love for their fellow villagers. I would definitely go back not just for the experience and scenery but to learn more about humility and realise the truth about my real needs.



Bwagaoia had three trade stores, a liquor store, post office, which could not be relied upon, a Westpac Bank, a police station and a bakery. Yes a real bakery. Daily we would go ashore around 1:00 p.m. and line up outside a small window where we could purchase fresh bread baked in a wood oven. Then it was back to the catamaran to pig out on thick warm slices with oozing butter and cheese. Have no idea how I stacked on the weight! There was also a daily market where the locals gathered from far and wide to sell their home grown produce. The stock was limited but there were cherry tomatoes, cooking and eating bananas, ibeca (a type of spinach from a bush) limes, taro, paw paw, tapioca and sweet potatoes. If you were game there were plenty of betle nut, mustard and lime. But after seeing the state of the teeth and the mouths of these people I wouldn't touch such things with a 10 ft pole.

Finally the winds had abated after a week and the seas had settled down. We left the harbour crossing the paddock again via Wuri Wuri Passage making our way for Bagaman Island 27 miles south south-west from Misima Island. In 4-5 metres of water we anchored amongst reef on the western end of the island. We were invited by the village councillor Jacob to join them for a feast. Villagers paddled out to us with carvings and crayfish and also baggi. Baggi is a shell necklace which is very valuable to the islanders. It is used as money. Very long ones that measure more than a metre will buy you a sailing canoe or pigs. Pigs, especially if they are large and fat, are another form of status especially if you are in the market for a wife or husband.

From Bagaman it was only another 18 miles to Pana Wina Island. We were welcomed and accepted into the throng with open arms. We were the first yacht people they had seen all year. We were inundated with six crayfish and 24 very muddy live mud crabs on our first night in the anchorage. (We had only asked for one or

two in exchange for clothing etc.) These snappy critters had escaped out of their rudimental sacking and went scampering around the cockpit and I spent most of my time up on the cockpit seats wondering where I was going to put my bare feet. We spent nearly a week here sharing coffee and biscuits with mothers and children out on the trampolines of *Even Bet*. We learnt so much about their customs, schooling for the children and their religion.

Hessessai Bay on Pana Tinani Island 11 miles away was the next port of call. This bay would be one of the more superior anchorages with its sand bottom that was only two to three metres deep close to shore. The bay was protected by the island and a fringing reef. We had an educational trip into the forest where we were shown how to farm Sago Palms and about their many uses. The palm was split open, and then laid at an angle. The fibrous heart was flushed and washed with running water. As this water ran down the trunk sediment settled on the bottom of a wooden dugout trough. This was then scooped out and dried on heated stones then moulded into blocks and wrapped in banana leaves for storage. With this sago they made flat breads and biscuits. The leaves of the Sago Palm were used for roofing and the roots were cut into slats for the outer walls of their huts.

A 15 mile sail east had us anchoring at Nimoa Island. Here was the base for the Catholic Mission and also a medical centre and trade store. We arrived when six soccer teams from different islands were having play offs. The bare footed players took on the challenge of the game and good sportsmanship was prevalent. A visit to the medical centre showed us how malaria affected the locals, especially the children. Malaria was rampant here and also asthma had become an issue. To see the children lying in the dark rooms suffering as they were was heart wrenching. Medical supplies were difficult to get and the Nuns



GREAT Circle LIFE RAFTS

Every detail, every component, every feature...

Everything is critical to Great Circle quality and functionality. Great Circle Life Rafts are manufactured to ISO 9650 standard, the new international design and quality certification for life rafts. What has been learned from real-life situations on the oceans of the world is reflected in ISO 9650 and is part of every Great Circle Life Raft.

- Compare our range
- Compare our features
- Compare our quality
- Compare our prices

NSCV (USL Code) approved
YA Compliant

Hermetically Protected Life Raft

Contact us to learn why Great Circle Life Rafts offer so much more.
greatcircleliferafts.com.au

Call us today **1300 306 381**

Bare Bones project update:

Hulls flipped, bulkheads in place, bridge deck attached...in spite of rain, much needed holiday & all the rest...

Kay here, as Bob is outside working away on "the boat". The weather is just beginning to "fine-up".

Dry, cool days & nights. No stopping Bob now. Boat building, eating & sleeping for Bob for the next several months. Then maybe, when it get rainy & hot again I can lure him away for a "holiday"? Maybe even on the boat? Who knows?

Here are a few pictures to give a clue as to what he has accomplished in the last few months. A special thank-you to our friends Diane, John, Peter and Malcolm who helped with the hull flipping, bridge-deck positioning and their humour in times of stress.

Bob here, briefly as Kay explained at left.

This has been one of the worst seasons on record for boat building. Work has had to be done catch as can and every few hour period suitable for work had to be plundered. I'll try to catch the website up but in the meantime, the hulls have been flipped, joined with bulkheads and wing deck assembled and attached.

John and Dianne from Childers always there when you need help. Good neighbours are a godsend, thanks Peter. Malcolm Salisbury just bought a place down the road and he has had hands in some of the most notable multi's built in Australia so besides another set of hands, information is sure welcomed.

Almost nothing has gone to plan and few things to fit so am getting used to the idea! Would love to stay and chat but the humidity is under 75%... gotta go!!



As she is as of writing



You don't need a lot of help when they are built like John (above and Dianne on the rope) and Peter (below).



Malcolm, John and the builder, will this really fit?

Rolly Tasker Sails

**Legendary Quality
at Affordable Prices!**

Get a quote before you order your next sail.
You'll be amazed at what you save.

Ring Derick Warne

0438 563 164 or email info@dgmarine.com.au
www.dgmarine.com.au

FOR DIESEL BUG BUSTER CALL:

FUELTREAT
AUSTRALIA

Toll free: 1 800 034 442

www.fueltrat.com.au

Contact: Mark

Don't accept any "Fuel Treatment". They are not all the same!!!

Ask for FUELTREAT BC250 or FT400.

Available through the following stockists:

Townsville: (07) 4721 5588 (Reliance Oil)	Cairns: (07) 4035 2538 (MTUDDA)
Darwin: (08) 8947 0233 (AFD, Winnellie)	Townsville: (07) 4774 4977 (MTUDDA)
Brisbane: (07) 3899 5555 (Pacific Petroleum)	Mackay: (07) 4952 2122 (MTUDDA)
Brisbane: (07) 3877 6060 (MTUDDA)	Bowen: (07) 4786 1954 (Reliance Oil)
Gold Coast: (07) 5588 1900 (MTUDDA)	

Coming to Mooloolaba? Need work done? Check us out!

Norman Wright & Sons

Marine Maintenance & Repairs Qualified Boat Builders

We are a family business who take pride in our work & our service to customers

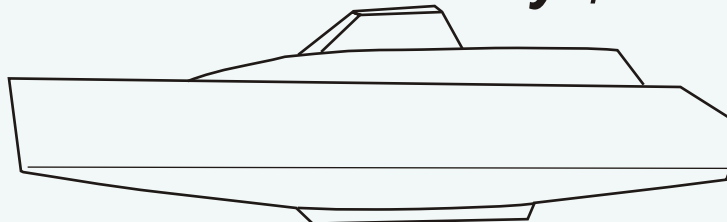


OUR SERVICES INCLUDE:

- Wood & Fibreglass Repairs
- Decks •Single & 2 Pack Painting
- Sandblasting & Anitfouling
- Propspeed Application
- Detailing •Survey Service

Shed 2 Kawana Waters(Lawries) Marina
Orana St. Buddina, QLD. 4575
Ph/Fx: (07) 5478 0750 Mob: 0414 745 276
email: nwandsons@pacifictelco.com.au

30 ft Cat Plans only \$150



If you have skills in plywood and FGRP, you can build this boat for about \$25K in less than 1000 hours. See the TCP web site and look for the link to the "\$21K Cat" for a construction overview and link to the "buy Now" page.

On Line



www.thecoastalpassage.com

Secure payment
online with any
credit card

Includes GST
and shipping
within Australia



Trying to Catch Up With the Fleet? Then throw out some ballast! Switch to Advertising in The Coastal Passage

BIGGER ADS
LESS MONEY
MORE READERS
GET RESULTS!
WHY WAIT?

NEW!

Save up to 40% on
regular ads

•Free production• •No contracts• •Free Web links•
For more information see the web site!
www.thecoastalpassage.com/advertiseinTCP.html
or Ring 07 4129 8720
or email bob@thecoastalpassage.com

WEB ads Now Available!



Your Banner Ad

Put your ad on a respected website that sailors seek out, not delivered like spam by unsolicited email! Our web site is friendly to users to encourage the maximum participation and trust, just like the paper!

Print and the Web Working Together
TCP is the Future of Marine Publication

How can
you afford
Not To?

Small Business Special
Print Edition for
less than \$10 per week!

TCP wants your business!
Feature your business
every issue of TCP for
only \$500 per year!
Full colour and the exact
size as our silly example
shown at right. Whether
you run a full page or the
Small Business Special,
we are happy to have you.

Need Boat Repair?
Or Counselling??



It's never a drama at Bud's Boat Repair!
Free Quotes Fast Service
ring Bud today
1 300 000 000
www.whoopsie-daisey.com

Free Download of Complete Editions Online www.thecoastalpassage.com

Free downloads of the last six editions and more! Over 200 pages of breaking news, technical articles, destinations, classic stories and more!
And.. it's all free! No registration, no cookies, so private data sold. It's just like the paper except more of it and always there when you want it. Try it!



GOOD NEWS FROM A TCP ADVERTISER

Kangaroo on the high seas

Below is an excerpt from a Fusion owners story sent to us by Jim Gard of Fusion Catamarans.

As you might know, *Kangaroo* is the first Fusion built in France. And onboard lives a really happy Swiss family, Hervé, the Dad, and Muriel, the Mum, helped by Robin, who is now 12 and his sister Julie, 10.

It took us 2 years to find the perfect boat to live our dream. Funny enough, as we were launching *Kangaroo* in August 2009, one of the first persons we met was an Australian who was taking delivery of his brand new French boat!

For us, it was all the contrary! Since the start of our project of family navigation, we were looking for a boat that would fit a majority of our criteria's: We wanted a boat which we would provide us with pleasure of sailing even in light air conditions, quick without being extreme, easy to handle shorthanded and offering sufficient space for a family of four and friends when these would show up. All of this in a limited budget which would not allow us to go for a very big boat.

Our sailing experience made us demanding. Knowing that a lot of yachties set sail often with a reduced sailing experience, we are a little different. Hervé did solo-sailing at a really high level: solitaire du Figaro and two mini-transat, being the crossing of the Atlantic in rockets of 6.5 meters - and I started sailing at 14, obtaining a sailing instructor licence. And don't forget that in Switzerland, we do not even have access to the open sea! Knowing this, the sailing qualities of our future yacht were important.

Mainly used to monohulls, we had not tested cruising multihulls. We therefore rented three cats with friends, and this really convinced us to set sails on two hulls as space is so important, especially when moored. But finding a "small" catamaran to fulfill all our conditions was

not easy. Out were all the boats coming from the big shipyards like Lagoon, Fontaine Pajot and Nautitech. Too heavy, only charter orientated and not performing at all. And the shape of the hulls of the Outremer, however working well, didn't leave much space inside and looked really old fashioned. But that boat was really climbing upwind thanks to the daggerboards, a real plus for the security.

And one day when surfing the net, we discovered the Fusion. We inquired, exchanged emails but at some stage we had to take a decision. So we found ourselves in a plane with our friend Jean-Michel, going to Australia to try these Fusions. We were stressed! Was this trip worth it? A few tacks later south of Sydney and we were already convinced. Lightness, space, modularity, possibility to have daggerboards, everything suited us. We continued our trip north to Airlie Beach and discovered other Fusions accompanied by Peter.

One week later, the contract was duly signed for hull #38. And the name was quickly found: a boat coming from Australia could have only one name: *Kangaroo*; the boat which will jump on the waves, with us in his front pocket!

The boat was displayed at the La Rochelle Boat show in September 2008. The nautical press was here and it was a success. All the journalists

were enthusiastic. We were really happy, but the big economic crisis came on us and hit the boat industry hard.

We left one month after the boat show, having obtained the really strict European Certification. Due to the season, we decided to go in one shot to the Island of Madeira. Crossing of 7 days at more than 7 knots.

We were off!

continued next page



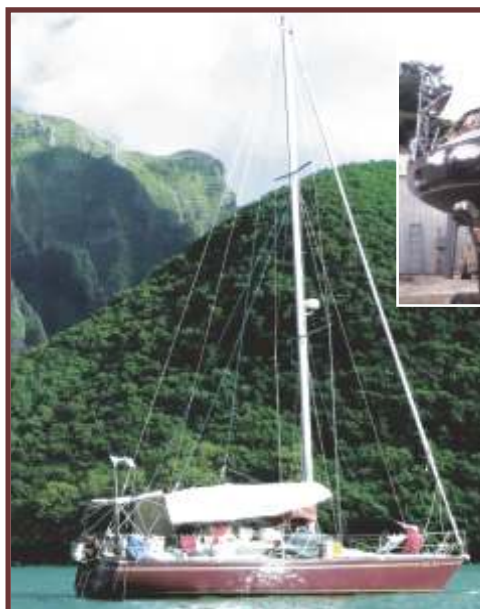


The Coastal Passage

Boats For Sale

Print and Web Special Only \$90
Larger print and web Only \$150
Web Only, \$50

All you need to do is email TCP with the photos and text. We do the rest! See the web site for more information and payment details.

www.thecoastalpassage.com/boatsforsale.html

ADAMS 12 - TREWARTHA BUILT
\$168,000

Beautiful Australian Registered boat with impressive ocean racing record and full inventory for safe, fast, single-handed world cruising or racing.
Call: 0429 609 096 or see:
www.thecoastalpassage.com/boatsforsale.html for more pictures & inventory




Mummery 40
\$59,500

This remarkable ferro yacht 'Galadriel' is a proven blue water cruiser which draws on her quality of build and design by professionals, Alan Mummery and Graham Carkeek of Ferrocraft Marine. The construction methodologies, materials and craftsmanship used in this vessel were well ahead of its time. Her powerful high aspect cutter rig is supported by an integrated mounted geometric satin stainless steel system producing massive strength to carry her sail area comfortable, voiding the use of unsightly chain plate.
Phone: (07) 4976 9000 or 0411 059 030
or see: www.thecoastalpassage.com/boatsforsale.html



X-IT

This fast comfortable live-aboard cat designed and built by John Hitch for his own use. X-IT has been cruising the east coast for the past 5 years. John has reluctantly decided to give up ocean sailing to build his last geriatric river cruiser. The unique rig and systems on X-IT are designed for easy single handing while the fine hulls and 1.1m underwing clearance are for sea kindly motion, speed and seaworthiness. Cockpit and accommodation is all on one level (no steps) for easy living. All sail handling is done from the cockpit so you NEVER have to go on deck. Even anchoring is done from inside. L.O.A.-16.25m B.O.A - 9.75m D-0.9m D-BOARDS DOWN - 2m
X-IT IS FULLY EQUIPPED AND READY TO CRUISE ANYWHERE. \$495,000 neg.
FOR FULL SPECS & INVENTORY PH: 0422 205 140 EMAIL: wanda.hitch@gmail.com
OR see: www.thecoastalpassage.com/boatsforsale.html

Want to Sell your Boat but... Daunted by the Problems?
"It'll take till doomsday to find a buyer!" "I'll be savagely mauled on my asking price!"
YES?

Go to: www.simple-living-afloat.com and click on the orange button on the right hand side of the home page to download your FREE 37 page PDF Report:
"How to Sell Your Boat and Pocket \$\$\$ Thousands More for FREE"

Or Email: stuart@simple-living-afloat.com
I'll send you a copy by return



GOOD NEWS FROM A TCP ADVERTISER

Kangaroo on the high seas

KANGAROO'S STORY CONTINUES...

December 2008. Cape Verde. And for each visited island, we have the same impression. Why can't we stay a little longer? And this is where Hervé made us the proposal, "The crisis is so terrible in Europe, why come back after a year?" On board, our needs are much less, and the rent we could earn from our house could be enough to continue the dream. So it's decided. And unanimously we voted to extend of our voyage for ...two more years!

The initial program is still maintained, the tour of the Atlantic in one year. So after Cape Verde it is the crossing of the Atlantic. The initial destination was French Guyana but some motor troubles bring us directly to French Martinique, where we have time to undertake some repairs before the arrival of Hervé's relatives.

The Carribean; the perfect place for sailing and welcoming friends. In Guadeloupe, we have had five guests for two weeks then we welcome another family of five for another two weeks. So in total, nine people lived for more than 2 months on a Fusion, and everybody found his own space !

In the cockpit, it's even. The best places are of course the ones up on the side, protected from the wind. Leaned on a comfortable cushion, it is really difficult to make the happy fellow move ! And when it's time to eat, everybody finds his place around the dual position table.

Inside, it's how we like houses. Simple, light, modern and functional. The master world for us was also lightness, in order to keep of course the sailing qualities of the Fusion. When *Kangaroo* was launched, she weighted 4.5 tons without the rigging so fully loaded, we must be around 7 tons.

The starboard hull is the paradise of our two children. They each have their own staircase and cabin and share a central bathroom. The parents are sleeping in the front port cabin, with an ensuite bathroom in the bow. The 4th cabin is the one for friends and we also use it during night shifts. When dark, we are often the only boat fully lit thanks to our well performing LED lights.

In the central area, the table can move and the sofa be transformed into a double bed. The chart table is located in front and the galley is facing back, so the cook can be part of the fun in the cockpit while preparing meals !

Of course, we chose a sport rigging and daggerboards like Shellac. Sailing the majority of the time downwind, spinnaker and gennaker are often out of their bags. With 5-7 knots, no need of motors, we are already under sail only. After nearly two years, we only did 300 hours of motor and half of it was to recharge our batteries during long crossings. No need to charge when moored, as we are fully independent with our 500 watts of solar panels and the wind generator, gift from Hervé's parents for his 40th birthday ! The Fusion is really a sailing vessel.

After zigzagging up and down the Carribean, we are happy to leave this really busy area. Dominican Republic, Cuba, here we are!

We stayed in these two islands almost two months and they rank amongst our favourites. People are so lively, the latino atmosphere was great with music coming out of every house. Visiting Cuba was also very special as it was like being thrown back fifty years ago. But at the end of May, it's time to head westerly. Having lived for two years in Bermuda, we are impatient to see again our long lasting friends. But then July arrives and it is time to run out of this cyclonic place. The crossing towards the Azores will take us 13 days, all downwind with great sunsets from the cockpit.

And from there, our course gets out of the beaten track. Instead of going back to Europe, we sail to Morocco. This is perfect, as we were invited to a Moroccan wedding! *Kangaroo* is patiently waiting in the brand new marina of the King, in Rabbat, as we take the opportunity of this stop to go back to Switzerland for a few weeks, in order to organise the pursuit of our voyage, rent the house etc...

End of September 2009, and "back to business". It is a brand new feeling as we find ourselves in the middle of numerous yachties. Last year, we took off too late in the season and did not meet a lot of other sailing families. Now, there are children running on every pontoon and we all make a lot of new friends. Sometimes we even sail together. We continue our trip. Canaries, South Morocco, Sénégal. At this point, *Kangaroo* really needs a big clean up. But the only travellift is monopolised during two months by another cat, and it's the only way to come out of the water in this country! We are really disappointed to lose so much time and therefore decide to beach our Fusion to peel off the grass and the barnacles from the hull and pass the antifouling. The operation is a success, even



without the mini-keels. Ok, it's not perfect as we did not reach the bottom, but we will do with it. And there we go again, for our third transatlantic of the year! Guyana, Orinoco, Trinidad and Tobago, the list of visited places grows steadily. At one point, we have to say good bye to our yachty-friends who are heading back north. We are sailing back to Trinidad for a "real" clean up. After 18'000 miles, it's more than necessary. And it's also to upgrade our boat. We are fitting in a second autopilot for the long crossing of the Pacific, some handrails, improve the access of our wheel-hydraulic system, and also change the second toilet for a hand system as the electric ones were not a success.

Really often, moored, or in the yard, people come close to and ask if they can visit our *Kangaroo* It is such a splendid boat. And they are always astonished by its size, "she looks so big compared to other 40ft cats"! And then, inside, they are completely fascinated by the space. And when we talk about the weight, crucial point for a catamaran, it's admiration again. And what about the speed? Well we often do 200 miles a day.

What are we up to now? It is still love. I am writing from Los Roques, 5th coral reef in the world. The water is a magic turquoise. The children are doing school, like every morning. Then, we will surely go snorkeling and Hervé will continue to learn how to kite surf. In a month, we will pass through the Panama canal. We have a schedule to maintain as *Kangaroo* is nearly completely booked for July and August, all our friends wanting to come back and visit Polynesia with us! What a success! But then, where will *Kangaroo* go? That's a tricky question, knowing that we want to be back on land in July 2011. And this will mainly depend on the choices of the new owners of *Kangaroo*. When they will show up, we will possibly sail towards them.

It's time to send this message via iridium sat phone and lift the anchor. So if you want to see Video of the crossing see website <http://www.fusioncats.com>

Kangaroo



SHARE BOAT

Why have a boat of this value sitting idle on the dock, while you wait for your holidays.

Share Boat is the answer.

CHARTER BOAT

With the 30% investment allowance, it makes owning your own Charter Fusion so easy.

Investment allowance ends 30th June

These are just other examples of the Fusion 40 programmes.

Nothing compares

For additional information on the Share Boat and Charter Boat programmes contact Fusion Australia Pty Ltd

www.fusioncats.com - email: jim@fusioncats.com

Upcoming EVENTS

DARWIN TO AMBON YACHT RACE & RALLY

Scheduled start: July 24, 2010

Leaving: Darwin Harbour, travelling 600 nautical miles to the race finish in the Ambon Harbour, at the village of Amahusu in the Spice Islands.

For Further information:

www.darwinambonrace.com.au info@darwinambonrace.com.au

MORETON BAY FISHING CLASSIC OFFERS \$200,000 IN PRIZES!

Entrants to this year's Moreton Bay Fishing Classic could walk away with a car, boat, kayak, cash and more in one of Brisbane's biggest ever fishing competition prize giveaways.

Event organiser and host Moreton Bay Trailer Boat Club has organised a prize pool worth an estimated \$200,000. This year's major prizes are a Signature 540F fibreglass fishing boat powered by a Suzuki DF100 4-stroke packaged on a Dunbier trailer, a Suzuki Grand Vitara three door four-wheel-drive and a Malibu Two XL Angler sea kayak.

The tournament, now in its second year and expected to attract a crowd of more than 1,000 is open to everyone prepared to abide by the rules of the competition. Competitors don't have to be a member of a fishing or boating club and there is a special competition for children. Most of the prizes will be decided by a program of lucky draws that will be run throughout the event, so those not too keen on the fishing aspect can enjoy the free onshore entertainment and still be in with a chance of winning.



August 6th to 11th

Each evening during the live entertainment which includes an appearance by sponsor Carlton United's huge bar on wheels, competitors' entry numbers will be drawn at random from a barrel with the people selected going into a draw of finalists on the last night of the tournament.

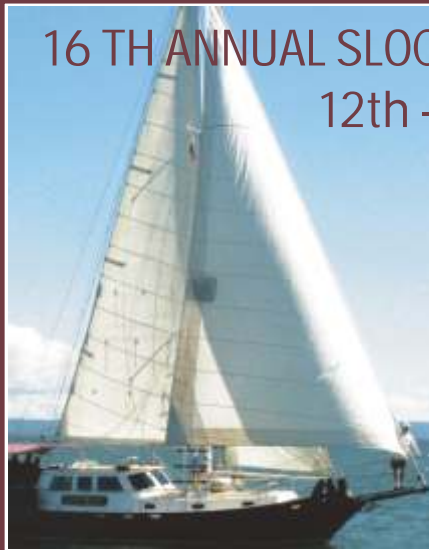
Winners of the major prizes will be drawn at random from those 40 finalists. Additional prizes, such as Wilsons fishing rods and Humminbird depth sounders will be given out each night courtesy of our sponsors.

Entrants will be able to fish offshore, inshore and along the foreshore during the tournament which will run from August 6 to August 11.

For more information and to download and entry form please see:

www.moretonbayfishingclassic.com.au
Entry forms are also available from MBTBC and from leading tackle retailers including our sponsors BCF.

16 TH ANNUAL SLOCUM SPRAY REGATTA 12th - 14th June, 2010



It is a short sail to Bribie Island, with Moreton Island just a little further, for the best sand beaches in Moreton Bay.

The Regatta long-weekend will encompass a number of activities including (Saturday) the Slocum Spray Society's AGM, a BBQ lunch, a possible visit to the Vintage Boat Festival at the Queensland Cruising Yacht Club at Shorncliffe, and on Sunday, the Regatta, and a dinner with presentations of prizes (everyone gets a prize).

The 16th annual Slocum Spray Regatta will be held out of the Moreton Bay Boat Club, Bird O' Passage Parade, Scarborough, Queensland.

The Slocum Spray Regatta began on Lake Macquarie in 1995 and has been attracting Sprays from around Australia to compete in the Regatta and as a venue for a fun time for Spray owners and devotees.

The Spray design has a history stretching back well over 100 years, and was made famous by Captain Joshua Slocum, the first person to sail solo around the world. Most Sprays today have come from the board of designer Bruce Roberts-Goodson, who opened his designs business and boat-building yard in the early 1970s at Gumdale near Wynnum-Manly in Brisbane. Sprays range in size from 22 feet to nearly 50 feet, with the Spray 36 and Spray 40 being the most popular.

The Moreton Bay Boat Club is well located at the northern end of Moreton Bay, with clear sailing and good winds.

The Regatta itself is a leisurely, no-spinnaker event, where you may see Sprays sailing in competition a rare and spectacular sight! There will also be "cruising-related" challenges to test the skill and knowledge of crews.

The Slocum Spray Society welcomes anyone who owns or is interested in Sprays to come along and share the festival spirit.

Background:

The Slocum Spray Society has some 64 members, many of whom own Sprays, although membership is open to cruising sailing vessels of any type. The Society is dedicated to continuing the adventuresome spirit of Joshua Slocum and to promoting the Spray design as the ultimate cruising vessel.

Contact: Barry Moore, President, Slocum Spray Society of Australia Inc.

be.em@bigpond.com

www.slocumspraysociety.asn.au

Ph: (07) 3880 0444 0407 130 862

Multihull Rendezvous
28 August to 3 September 2010

Join Australia's largest gathering of multihulls for a week of sailing and serious fun in the spectacular Whitsundays.

Private and charter multihulls all welcome to participate. The event caters for keen racers through to those who prefer to take it easy and cruise the Whitsundays.

Abel Point Yacht Club
0488 570 527 apyc@hotmail.com
www.apyc.yachting.org.au

multihull SOLUTIONS
www.multihullsolutions.com.au
Proud sponsors of this year's event

LOUISIADES RALLY

Cairns to PNG
11 September 2010

Cruise spectacular islands, meet wonderful people and support their community.

Coral Sea passage in company, then cruise the Calvados and Louisiades Islands. Safety, navigation and weather briefings. Customs and quarantine arrangements. Five weeks of events include: Cairns farewell, skull cave, mumus (BBQs), cultural festival, traditional canoe regatta, handicraft workshop, canoe making, village visits, singing, hospital visit, school visit, waterfall trip, sports day and a party!

www.louisiadesrally.com
LouisiadesRally@EcoSustainability.com
07 40558132 0407 391211

Papua New Guinea
A MILLION DIFFERENT JOURNEYS



Whangarei, New Zealand-Getting it right!

Sharron,
Whangarei Marina's
office manager

Words & photos by Bob Norson

Whangarei (pronounced, Fong-a-ri, and give the "r" a roll if you can) is a port I have heard about for years. A 'must stop' destination for the circumnavigating fleet.

The place had everything going for it except for one thing... but lets begin with the positive. It's an easy sail into the harbour from points east and the eastern coast is a windward shore with the prevailing SW.

As you sail in look to your left for the masts sticking up behind the tanker wharfs. That's Marsden Cove Marina and is your port of entry. The marina is modern and the clearance crew have a beaut of a reputation for being friendly and reasonable. The marina is well situated for entry, local boats that work outside the headlands and boats that drive up from Auckland which is only a 150 k's away...

But a warning, the Auckland/Whangarei road is mostly perfect and new motorway, but some of it is typical Kiwi road, fabulous for a motoring enthusiast; a long slog for someone just trying to get to point "B". In most parts of New Zealand, 350k's is a big days drive. In some parts of Queensland you can drive that far to the pub!

Whangarei Marina in town is home to a fleet of fishing boats and local and international yachts of every description. As the bay concentrates into a creek, the marina is as far up as you can go before the low bridge. The shelter is perfect. As you cruise in from Marsden Cove the view to the west is of low hills with a higher backdrop. To the east is a series of lovely coves and smaller bays lined with small communities and boats at anchor. There is Urqharts Bay right behind the headland,

McLeod Bay, and then Parua. BTW, there is a great pub on the water in Parua, try the seafood chowder. The headlands are spectacular. Remenicient of Hawaii. Past Limestone Island and Onerahi, the bay narrows past the ship yards at Port Whangarei and both banks are filled with marine suppliers and services. Everything one would need or even imagine!

Finally, you thread your way into the thick of it and tie up at the jetty in front of the marina office to get organised. Brian (marina mgr.) or Sharron (office mgr.) will likely be attending office. Expect friendly professionalism. Just beyond the car park is downtown Whangarei. Big enough to have it all and small enough not to have the big city problems. Local prices are good, especially diesel. Great restaurants, provisions and internet are all a short walk from your boat. Anything the marina doesn't specifically provide is at hand in town.

What a great place to shelter for a cyclone season. It's easy to see why there are so many different flags flying there but it gets even better. The community understands the cultural and financial benefit of having the fleet there, so you will be made to feel welcome, not just tolerated as long as you bring enough money.

Whangarei Marine Promotions will help you locate services, see their website:
www.whangareimarine.co.nz

When you get a little tired of hanging around and all the tasks are done... sail up to Bay of islands for a couple days. Not far! And do rent a cheap car..

something lightweight with good brakes, put on the driving gloves and go native! So much to see and every scrap is beautiful.

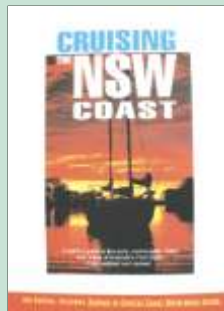
For information from the marina, email the crew at: whangarei.marina@xtra.co.nz or check the website: www.whangareimarina.co.nz Phone is 64 9 438 2033 and they monitor ch. 64 VHF.

Oh, that negative issue I mentioned earlier? Well we fixed it. They didn't have The Coastal Passage available but now they do. Please take only one per boat and try to pass them on. Shipping is expensive but the place was so near to perfection, we had to do it.

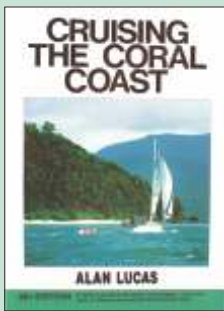


The TCP Ships Store

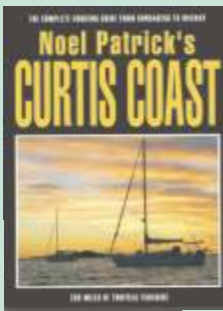
East Coast Australias "must have" cruising guides



\$80.00



\$80.00



\$80.00



\$80.00

Use your credit card to order online!

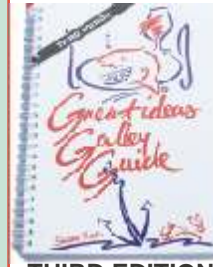
Buy Now



The Coastal Passage
P.O. Box 7326
Urangan, QLD. 4655
(07) 4129 8720

sorry, no credit card phone orders

New at the Ships Store!
Great ideas Galley Guide



By Susan Bett

Great tips
and recipes -
A "must have"
in any Galley!

only \$25

THIRD EDITION

All Prices Include gst & Shipping (within Australia)
www.thecoastalpassage.com/storebooks.html
buystuff@thecoastalpassage.com

We've got a site to sea!

Take an online tour of *Good Old Boat* magazine. We're the U.S. sailing magazine for real folks with real boats: affordable boats, experienced boats . . . quite frankly, boats like yours (and ours). Our magazine's about fixing them up, making modifications, upgrading equipment, and (as often as we can anyway) going sailing.

Online sailing resources and info:

- Free sample copies of our magazine (yep, even if you're in Australia)
- A huge directory of marine suppliers
- The biggest directory in the business of sailboat owners' associations and contacts
- Downloadable nautical audiobooks

Come take a look around at the sailing site hosted by
"the U.S. sailing magazine for the rest of us!"



Passage People "Racing Division"

Rum Race on *Scarlet Fever* with
The Ponsonby "Cruising" Club, Auckland



Clive



exotic boats everywhere...



THE WARRI CUP Chris Taylor Memorial Race, 28th March 2010 Bob Norson tells the story of the "sheet & the drum"



Captain Steve and Johnny Cad.. puttin on raceface

By Bob Norson

The venerable and historic PCC, home of the fabulous Lipton Cup, and one of the friendliest clubs around, has very little to do with "cruising" but everything to do with racing!

Looking for a home for some TCP's and seeing the title we figured we would introduce ourselves and indeed, the atmosphere in the club was "cruisy". Robert was working the bar but took a moment to find some literature about the club for takeaway. As we were leaving we were asked if we would like to crew in the "Rum Race" the next day. Hmm... I thought, just off the plane, getting knocked around by medication (bloody dental infection), unfamiliar with the club or the boats, not a good idea probably. "Yup, we'll be there!"

Well, the tour of the harbour would be a beaut, maybe we'll get on someone's cruiser that races a little between voyages to Bay of Islands or Marlborough Sound. So of course we wound up on *Scarlet Fever*, a hot little Ross 930.

Clive Carter, former Commodore, had sailed this boat for decades around the harbour. Never having crewed on a sport mono before, all those lines leading back to the cockpit looked like a bowl of spaghetti to me. But I managed not to break anything or fall off the boat (only just) and Clive, Peter and Vicki put up with us.

And we did get a look at the harbour. The city of Auckland is magnificent. Located near the centre of the North Island, there is only a wee bit of dirt south of the city centre that keeps the island together. With a short canal there would be three major islands to New Zealand. The point is, water is everywhere you look and sailing is in the blood. To use (or overuse) the cliché, New Zealand punches way above its weight in world sailing competition of all kinds. From America's Cup to exotic multihulls to fishing boats. The yacht basin is huge and the services nearby are world class.

For international yachts in transit, Westhaven Marina adjoins the clubs area and the marina office is a few paces away from the PCC clubhouse, bar and restaurant. You should drop in for a visit and why not crew in one of the afternoon or weekend races. I bet it would be a memorable experience.

The Mullet Boat fleet is what made the club. Small, traditional gaffers with over sized rigs and gunnels awash.

We hope to keep in touch with this club and may return someday in our own boat but if Clive suggests we go for a little "Cruise" while we're there, we'll be emptying the water tanks and leaving the dinghy at the marina... so we can keep these guys in sight!



Captain Clive (top), with crew, Peter, Bob, Kay & Vicki
Thank-you to Margaret for this photo.

The "Lil Cortis Memorial Ladies Day Yacht Race"

By Fiona Cortis

The annual 'Lil Cortis Memorial - Ladies Day Yacht Race' was held on Saturday 27th February.

After a week of rain, the clouds parted and some spectacular racing weather was presented. 17 yachts entered the race, from which all races, bribes, fines and raffle funds raised, go directly to the National Breast Cancer Foundation. All in all, just over \$2000 was raised for the foundation, in honour of the memory of Lil Cortis - a keen sailor, who lost the battle with breast cancer in 2006.

The course was set from Yorkey's Knob Boating Club, rounding Double Island (renamed Double D Island for the festivities of the day) and back to Yorkey's, a steady 10knots of breeze enabled race goers to set spinnakers for the northerly leg of the race, with the wind picking up to 15-20 knots in the afternoon for competitors rounding double island clockwise to head back to the finish line off Yorkey's Knob.

The day was a huge success, with all yachts skippered by women, and mostly female crews, having fun, dressing up crews and boats in pink, and most importantly raising awareness and funds for breast cancer.

The results are as follows:

- FIRST *Groove*, skippered by Belinda Cooper
- SECOND *Zephyr*, skippered by Glenys Lonie
- THIRD *Tribalistic*, skippered by Ann Roberts



I was going north to report on the cyclone aftermath and for a dental appointment in Bowen. And yes, there is a dental office in Bowen worth driving 2000 k's to and back by itself. So I got an invite from PJ and Steve Halter to stay at their place whilst up there and have a ride on the very impressive Schionning Wilderness 13.5 cat, *Cheetah* in a race Sunday. Seemed like a good idea.

Steve Jandt and his SPJ Yachts crew built her to be light and fast... and beautiful! I needed to further my education so out of a sense of duty, I figured I should do that.

This was an easy one anyway. Sail out of Pioneer Bay, head to Langford Reef and do a u turn. Sounded easy anyway. For crew we had Skipper Steve, first mate PJ, Johnny Cadwallader and partner Fran and me.

Steve nailed the start and we were off. *Rum Raider*, the Grainger open deck cat, with Vicky Millar at the tiller drew away in the bay. Out in the channel and more exposed to the SE tradewinds, *Rum Raider* made more distance on us. When it got too much to carry the screacher, the heady was rolled out to cover the screacher and then time to let the sheet go and furl it away.... But the sheet wasn't going!? The rig on this boat is powerful, four turns on the winch to keep control of the sheet and I had it down to two and still it wouldn't break free!! Steve is yelling at me to throw the \$@#&\$& sheet so I let it out to one turn and it screamed out and stopped with a bang and I had to free it again. Steve couldn't figure out what I had done and I was telling him the sheet stuck on the drum? Yeah.. right!

Rum Raider is barely in sight and the rest of the fleet is catching up. We finally get back in the groove and make some time. Around the marker by the reef (always the devil to spot) we we're surprised by the lack of water! Seems the recent cyclone may have rearranged the bottom a little. Steve called back to warn the following boats.

Around the reef and all is good. John and I are commenting on a block for the screacher sheet made fast to a chain plate with a little 6 mm piece of Spectra. We were very impressed at the fact it was holding! Steve caught the conversation and was yelling at us that we used the wrong line to fasten it to!! And Johnny yelled back that, "that's where it was when we found it!" "Oh.." says Steve...

Screaming back in a broad reach and a squall heading our way... oh shit, the screacher again. **BANG!** There went the spectra holding the block... shit! Now the screacher has to go and the sheet is at a very bad angle to the winch and again... sticks like it was glued! Finally down to one turn and still not going so ... and there it went.. flogging like a nightmare and with the block at the bitter end to add to the drama. I dived for the side deck and got lucky, caught the thing with only a minor rope burn and bruise.

The couple boats nearest us kept the big sails up and lost ground, having to run. We kept our course and made it back easy going.

What happened? The sheets had dropped alongside in the marina and been contaminated with antifoul. That and the spectacular load caused the line to actually melt on the drum. What at first glance appeared to be some kind of nonferrous corrosion on the drum was actually melted polyester rope.

Lesson learned? I think we may be very conservative in the rig for our new boat. Our old cruiser with her split rig was not even close to the power in *Cheetah*. But all in all, that was a strange incident. So.. two weird things happened that day. We seized a sheet on a drum and we won!

The 2010 Warri Cup winners





Peter Hansen
YACHT BROKERS



NEW BERTHS AT MANLY BOAT HARBOUR BUY NOW PAY IN SIX MONTHS!

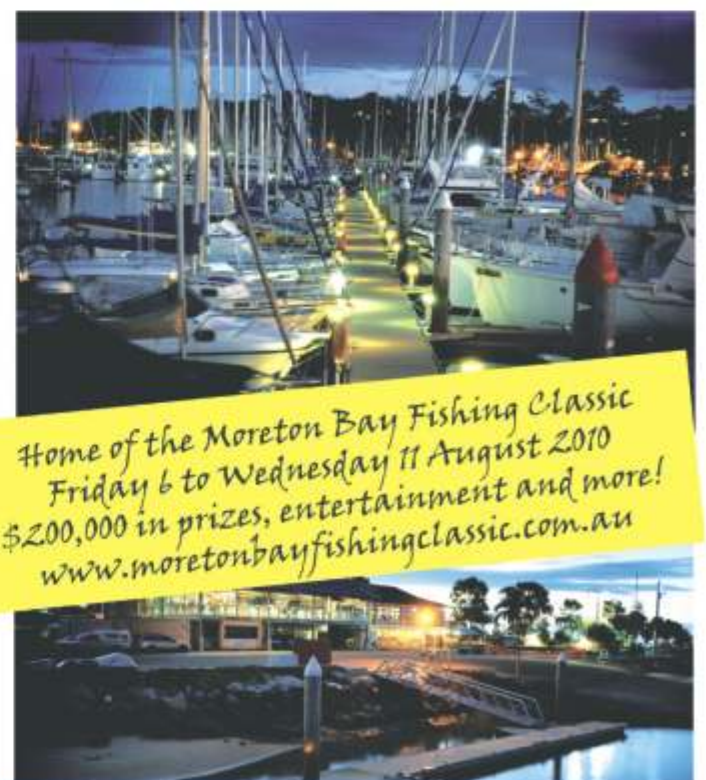
New berths are now available for purchase with long, six month settlements at MBTBC Marina, Moreton Bay Trailer Boat Club.

The deal: Choose your new berth, pay 10% of the purchase price as deposit and rent your berth from us for six months – all rent paid comes off the agreed total price. At the end of the six months, pay the balance and it's yours.

This is the deal of a lifetime, we're selling limited product and must sell fast. Our commitment is to our Club and Marina, we want to get on with our regular business and get these berths sold.

Why Buy At MBTBC Marina?

- Our 24 year guarantee - Buy a berth from us now and at the end of the 24 year lease we will allow you to extend at a reduced rate (subject to terms and conditions)
- Our proximity to Manly town centre - two minutes walk to shops, transport & entertainment
- Brand new secure under cover parking facility
- Clubhouse with bar, restaurant, deck overlooking Moreton Bay, pokies & live entertainment
- Shipyard, fuel and LPG on site



Home of the Moreton Bay Fishing Classic
Friday 6 to Wednesday 11 August 2010
\$200,000 in prizes, entertainment and more!
www.moretonbayfishingclassic.com.au

Marina Berth Sales 1300 889 509
marinasales@mbtbc.com • www.mbtbc.com
Clubhouse 07 3396 8161 • Marina Office 07 3893 0810



Cairns to PNG 11 September 2010

Cruise spectacular islands, meet wonderful people and support their community.

Coral Sea passage in company, then cruise the Calvados and Louisiades Islands. Safety, navigation and weather briefings. Customs and quarantine arrangements. Five weeks of events include: Cairns farewell, skull cave, mumus (BBQs), cultural festival, traditional canoe regatta, handicraft workshop, canoe making, village visits, singsing, hospital visit, school visit, waterfall trip, sports day and a party!

www.louisiadesrally.com

LouisiadesRally@EcoSustainAbility.com

07 40558132

0407 391211



Papua New Guinea

A MILLION DIFFERENT JOURNEYS

