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85th Edition
Aug - Sept
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Photo by Flo, Erflo II

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Wagging the tail of history...

By Buster Caron, MV Arcturus

Whilst nautical literature and tradition celebrate the important and critical position of the First Mate in the safe and secure operations of a vessel at sea, little is recorded of the lesser known but equally crucial role of the First Pooch.

In 1492, Queen Isabella bestowed a commission on Christopher Columbus to explore the fabled New World for Spain but if you paw through the records of that voyage, you'll also find that aboard the Santa Maria, he was accompanied by another of Isabella's countrymen, a cocky spaniel called Hernandez.

Almost a century later in 1578, Sir Francis Drake departed Portsmouth under direct orders of Queen Elizabeth I to challenge Spanish expansion in the New World, but closer scrutiny of British Admiralty records indicate that his galleon, The Golden Hind was originally launched as The Golden Retriever.

Lord Nelson's dying breath, as cannonballs were being exchanged with the French at Trafalgar was not 'Kiss me Hardy' but rather, 'I think it's time for walkies.'

Historical coincidence?...I think not.

Why else would the command centre of early ships be called the poop deck? Why is the last period of duty on a naval vessel called the Dog Watch?

Robert Falcon Scott might have been ill prepared for the icy conditions of the Antarctic but his huskies were not a reference to a minor throat infection bought on by a winter chill.

Yes - pooches have been the tail that have wagged nautical exploration down through the ages.

The voyages of our fabulous Nordhavn 46, world cruising motor yacht, Arcturus have been no different as I, Buster have continued to exercise this ancient doggy duty of canine care over my wonderful crew and owners, Fred and Christine.

It's been almost 8 years now since Fred and Christian brought me aboard as an uninitiated land-lubber pup - a new chum to the life afloat.

But gradually, patiently and day by day, I've managed to slowly train my skipper and his first mate into the many needs of their canine crew and overall - they've both done a pretty good job of looking after me.

Sure, a few more doggy snacks wouldn't go astray and perhaps Fred will think twice before bouncing a ball on deck while we're underway I am a dog.. we do fetch - and just as well, we swim also!

But gradually we all settled into a pretty laid back, cruising mode and I'd take my daily position up on the bow to keep a doggy eye out for pesky penguins, plundering pirates and peculiar pelicans.

Over the years we've explored some incredible and exotic places and met some wonderful people but now it's time to bid Arcturus a fond and sad farewell as we start a new adventure ashore and catch up with family and friends and introduce me to the grandchildren.

Our beautiful floating home, Arcturus has recently undergone an extensive refit with the entire saloon and galley area being professionally sanded and 2 pack varnish resprayed, plus new saloon upholstery and Northern Lights genset rebuild and today Arcturus sits in almost mint condition.

Relaunched with new anti-foul, Arcturus rests patiently in the safe and secure Pangkor Island Marina, Lumut, only a few hours drive from Kuala Lumpur, right at the very heart of SE Asia's incredible cruising grounds.

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The cover photo:

Trailer sailers in the Kimberley. Eric & Flo tell their story and hope to plant a seed for other cruisers to make this a cruising destination. See inside...

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Contributors



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

Buster Caron, MV Arcturus
Flo & Eric, SY Erflo II
Jan Forsyth, U Beaut Crew
Don McIntyre, SC Explorer
Stuart Mears, SY Velella
Bob Norson, SC BareBones
Sue Streeter, SY Pacifica
Sue Woods, SY Solita

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

The "Issues" Issue

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

TO DOWNLOAD PDF CLICK HERE:

For more see www.thecoastalpassage.com/issues.html

The Spice Islands Darwin to Ambon Yacht Race starts August 5th!

We struggled with holding back this edition to wait for the race results and stories but decided to go ahead and let it wait until next edition. *BareBones* will not be in this years race - hopefully next year. We are proud to be a sponsor in this historical and fun race as we have for many years. See next pages for the latest news and a link to track the yachts.

Don McIntyre just makes the "deadline"!

Don was very busy the end of July with getting shipments to the island. But happily he has been able to share his latest breaking news inside this TCP. We here at TCP headquarters wonder when Don sleeps!

Those were the days..

We sometimes need to look through the "old" printed TCP's for a reference and there goes the day (or days)! There are so many stories, news and important issues in the past editions as well as beautiful photos. Those days TCP was limited to space restrictions as the print edition was built depending on advertising \$'s. The costs of printing and distributing TCP's were always going up and we wished we had the \$ to pay for more pages but we did not.

Many photos had to be left out or made smaller than we wanted them to be. Now we find there is an opportunity to "re-live" those great articles in the unlimited pages of the online "paper". So we have been inserting these into latest TCP's when we can. Inside are a few more great stories & photos we recently found that we feel our new readers would enjoy. If/when we produce another print TCP the first one should be a 200+ page edition of the past TCP's! Would you pay for that edition? Would you pay for a printed TCP?

Cheers,
Kay & Bob



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Bob Norson: publisher, editor, journalist, advertising, photographer, etc...

Kay Norson: senior volunteer, TCP format organizer and semi - retired postie.

The Coastal Passage, P.O. Box 10, Beachmere, QLD. 4510

email: mail@thecoastalpassage.com

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SPICE ISLANDS DARWIN AMBON

yacht race



Bob Norson photo



Claire Hall photo



Lindsey Wharton photo

Proudly organised by



Saturday 5th August 2017

To track the yachts go to:
www.ybtracking.com/event-rental-yachting

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

SPICE ISLANDS DARWIN AMBON

yacht race

Latest news



It's that time of year again and Darwin is a buzz of activity as yachts are preparing to head north in for the annual offshore yacht races. The 2017 Spice Islands Darwin Ambon Yacht Race starts on Saturday 5th August. There are 18 yachts with over 100 sailors from 5 countries.

Entries are wide and varied with 5 yachts from Fremantle Sailing Club making up the IRC Racing Division. Race regulars *Sue Sea & Walk on the Wildside* are back with some new entries *Endorfin 1, Twitch & Prime Factor*. Many of them have already competed in the Fremantle to Bali in May and the Darwin to Dili in July.

Garth Curren skipper of *Walk on the Wildside* is keen to tackle the race record set in 2016 and already has eye on the prize.

Cruising Multihull also has 5 boats. Most of whom are newcomers to the race. One of the crew members aboard *Prime Mover* from Southport in QLD will even be

making a Guinness World Record attempt for reading poetry!

Cruising Monohull is the largest division with 8 yachts. There are many regular entries with a good spread of boats ranging from Mottle 33 to Hanse 575. Boats to watch are Mango Madness & Wallop who finished just 5 minutes apart after 600 miles of racing in 2016!

There are 6 Indonesian sailors from competing in the 2017 race spread amongst all 3 divisions. These sailors are part of the recently formed Ambon Sailing Community. In 2018 they are hoping to be able to charter their own yacht for the event.

Each yacht will be carrying a Yellow Brick Tracker to monitor their safety throughout the race. It's also a great way to keep an eye on the fleet. To follow the race and all the yachts go to:

www.darwinambonrace.com.au

News and photos courtesy of Clair Hall, D2A race

Home Stays:

The Ambon Sailing Community will be organising Home Stays as a unique accommodation option for anyone interested. Please contact info@darwinambonrace.com.au for further information.

Flights Home:

A charter flight direct from Ambon to Darwin will be available for those short on time. The flight will be departing at lunch time on Sunday 13th August. There will also be seats on the inbound flight for people meeting boats in Ambon for the cruise afterwards. A one-way ticket costs \$700. People wanting to book a seat should contact ops@hardyaviation.com.au with their details.

After Ambon:

Have you decided where you will cruise after Ambon? We have information for those not yet familiar with the area on our website submitted by local sailors. Maybe you might like to check out the famous Ora Beach Resort.

Ora Beach Resort is a supporter of the 2017 race and welcomes any boats wanting to venture north to Seram. www.exoticorabeach.com

Dinah Beach Yacht Club - your one-stop pit-stop in tropical Australia

If you're thinking of travelling to tropical Australia, there's a unique yacht club you should visit for repairs, re-stocking and connection with like-minded sorts. Nestled in the inner harbour in tropical Darwin, Northern Territory, Australia, Dinah Beach Cruising Yacht Association specialises in providing a range of DIY opportunities for the cruising yachtsman.

This down to earth quirky club, 34 years old, offers hard stand sites (with option to reside), careening poles, pontoon access, showers, laundry and a basic workshop. There are two marine chandlery shops and other specialist marine equipment stores within walking distance. It also has a relaxed open air licensed premises open seven days and a kitchen, affectionately named the Galley, which has just undergone a big refurbishment with new caterers and a new menu. Live music three times a week provides a great backdrop for social engagement.

Another strong point of this Club is its strong community focus its members are marine folk with years of experience that provide local advice, professional services, look after their mates and welcome visitors with the promise of stories to share. Visiting membership for 28 days is available at the bar free if you are a member of another yacht club outside Darwin or only \$20 if you are not.

The Club also runs the wet season race series from November to March and the international Darwin to Ambon Yacht Race each year in August.

Visit www.dbcya.com.au for more information and ask for a DBCYA burgee when you depart!



Welcome to OCEAN ADVENTURE!

Sailor, Adventurer and Explorer Don McIntyre of *SC Explorer* joins TCP as a regular columnist. His passion is adventure: **"Adventure is any activity with an unknown outcome."**

Photos courtesy of Don McIntyre, *SC Explorer*

ISLAND LIFE

Deadlines are an interesting driving force in life and we all must face them. As I write this I am motor sailing onboard *EXPLORER* our Lagoon 450 cat toward Nomuka IKI our island home in the Kingdom of Tonga. I am also way behind on the deadline for this column. It is JULY 28th! There are ten of us onboard including two children under eight. The boat is loaded bow down with half a 40ft container of equipment from China, inside and on deck. The other half container of heavy stuff is on a coastal trading ship due to arrive as we drop anchor in about seven hours. We must make this deadline to unload it. It is all vital gear to build our new home, a long cattle fence and our Marine Discovery Centre on our Pacific Island...yes it is a dream come true!

It has been a crazy week of sorting, loading and buying more food for us and our advance party volunteers left behind on the island. Long days and nights are not conducive to creative writing! This ***Ocean Adventure*** column deadline expired over a week ago, so I'm not even sure it will make the Press? I am now just three days away from publication! Fortunately, we have internet on our beach, so it will SEND as soon as we anchor and I hold my breath.

There are still distractions as I write which are working against this deadline, with stops for *FISH FISH..*, more whales and dolphins on the bow, just since I started writing these first two paragraphs!

continued next page...



EXPLORER motor sailing for another deadline..to rendezvous with our cargo ship with the other half of our 40ft container at our island NOMUKA IKI to start the unload, but whales, dolphins and finally a snapped steering cable were just a few of the distractions!

OCEAN ADVENTURE!

We now number 14 on the island and with our three Tongan staff things are starting to happen. Equipment from our first 20ft container provided everything to set up the advance base a month ago. Finally, we started building our cattle and pig fence. The battle will soon begin to hold them back and let the island grow once again in peace. WE can't lose really, as should they breach our mesh, barbed wire and electric fence, Tongan cultural law is simple..we shoot the cattle and eat the pigs!

Everything about island life is like living on a boat with benefits...there are no shops so you bring everything with you, including spares. Waste is a big issue including human waste. We are responsible for everything we create. Water is certainly not a given and if you want to use gas instead of an open fire you must transport it in while solar cells drive the rest.

The upside is cool! The benefits are too numerous to list, so I will let you imagine the 4.8km of beaches, spectacular coral, 30-meter visibility water, amazing birds and dawn and dusk to die for. The hard work is refreshing , delivering a healthy happy lifestyle as the ultimate bonus.

Being one of the best nearly all-weather anchorages for all the Ha'apai group delivers visiting sailors on a regular basis interrupting our day in the best possible way. And did I mention the fishing or surfing? Topping all that, the neighbouring community of Nomuka provides rich Tongan culture.

In a few months our first OPTIMIST dingy fleet will arrive to train Tongan kids as part of the Royal Nomuka Yacht Club sailing program and in a few weeks we start giving snorkelling lessons to those same kids.

You are all welcome to visit and experience something special and in case you did not know, Tonga has the best whale swimming in the entire world.

continued next page...



Many hands make light work...we had to unload about 8 tonne of equipment from the ship anchored off the beach..into the barge, then up the beach then across to our military tent including FIVE of these plywood bundles..OH what fun it was!!

WHAT NEXT ?

My life has always been a series of five-year plans and as the last sunset looms in the distance creating a schedule becomes ever more problematic. Time is disappearing fast.

The *2018 Golden Globe Race* is a HUGE part of my life at the moment. It is all consuming and an adventure for me to make it a success, there in hopefully inspiring many to chase impossible dreams. I created the Race so I could sail in it, but had to pull out to manage it. It has quickly grown into a major international event. SIMPLY NOT FAIR! I wanted to sail!.....BUT now I have a new plan.

I will sail the 2022 Golden Globe Race. If you do not know about the Race you can go to www.GoldenGlobeRace.com for the details.

So begins my next five year plan. The 2018 GGR is all about celebrating *SUHAILI's* and Sir Robin Knox-Johnston becoming the first ever to achieve a solo non-stop circumnavigation by winning the *1968 Sunday Times Golden Globe Race*. The 2022 GGR is all about celebrating Frenchman **Bernard Moitessier** and his yacht **JOSHUA**.

After rounding Cape Horn Moitessier famously sailed on to Tahiti rather than chase Sir Robin Knox-Johnston (who rounded 17 days before in *SUHAILI*) up the Atlantic to an exciting finish and possible fame and fortune to *SAVE MY SOUL* as he put it. The yacht I will sail in 2022 is something truly special and exciting for me!. It is a recreation with modern upgrades of *JOSHUA* one of the world's true Classics.

Bernard Moitessier's iconic yacht *JOSHUA* has long been admired by ocean voyagers and Sea Gypsies as the ultimate ride. Now officially protected as an historic monument under French law, she is a sailing museum piece in the La Rochelle Maritime Museum. Designed by Jean Knocker in the mid 60's, nearly 70 reproductions were built over the next 25 years. Building stopped decades ago and plans for owner builders are no longer available, but that is about to change.

I have commissioned a new **JOSHUA Golden Globe One Design (GGOD)** yacht in the spirit of the original *JOSHUA*. This yacht will run as a new Class II in the *2022 Golden Globe Race* with maximum 10 entries allowed. The current yachts used in the 2018GGR will remain the same and make up the *SUHAILI* Class with only 20 entries accepted. (All the details will be released on August 22nd on www.JoshuaGG.com but you are reading a world exclusive.

continued next page...



The JOSHUA Golden Globe One Design Class II yacht currently being built in Turkey. Interest is running high in the 2022 Golden Globe Race and entries will open in August 2018. Full details will be announced on August 22nd 2017 on www.JOSHUAGG.com You can sail this yacht anywhere with complete confidence even if you are not interested in the Golden Globe Race and a full set of plans and plasma cutting tape for amateur construction are available. Built in Multi chine steel with 10cm close spaced ring frames, 8mm, 6mm and 5mm hull plating and five water tight compartments, with a squeeze out of the ice hull design for arctic and Antarctic sailing, the adventures are waiting.

OCEAN ADVENTURE!

In the spirit of Moitessier's original *JOSHUA*, everything about this new design speaks of the original with modern interpretations. She is a new Steel Multi Chine hull design. With a slightly longer hull, a little more beam, draught, upgraded ballast, engineering and mast, the essence remains. She looks, feels and will sail like Bernard's original. Built in Multi-chine 5mm, 6mm, 8mm steel plate to One Design Class Rules, she is incredibly strong with five watertight compartments. She also has a SQUEEZE out hull design, handy if you ever decided to sail to Antarctica (I like that place) or getting trapped in ICE and excellent for the Southern Ocean running.

My new *JOSHUA* is currently building in Turkey and if you want one, they can be purchased as a completed production yacht, or as plans with a digitized cutting tape for a plasma cut steel kit to build your own cruising version. If you dare to race the 2022 *Golden Globe Race* in the wake of Moitessier, or dream of sailing safely in the Southern Ocean or to Antarctica, or maybe French Polynesia to *FREE YOUR SOUL*, then this new *JOSHUA* GGOD could be your next adventure!

General specification JOSHUA GG One Design:

LOD 12.396, LWL 10.250, BEAM 3.760, DRAFT 1.620, Disp. 15.00T, Ballast 4.35T
The JOSHUA GGOD has a simple modern fit out,

reflecting that of a competent ocean going, high latitude live- aboard cruising yacht for a couple with occasional guests. A simple internal/external steering system and companionway observation bubble hatch, five watertight compartments and incredible strength sets her apart from any other production yacht. The first three fully completed JOSHUA GGOD yachts from the Turkey builder are heavily discounted with a comprehensive spec. list including all working sails etc. is \$288,250 Euro..ex VAT.

You can purchase a complete set of steel construction plans, materiel spec. list and building schedule with relevant plan sheets. Cost, AU\$8550 which includes the digitized plasma cutting file to commission the CNC cut steel building kit in your local area. You will sail away in a true icon, a Blue Water cruising yacht Of unequalled pedigree in the spirit of the original **JOSHUA**.

OOPS!

Besides all the other distractions creating delays to this column Deadline, the final one came in the form of a loud BANG...as I was about to start negotiating reefs leading into our back-door entrance to NOMUKA IKI. The steering cable broke!...so we had to set up the emergency tiller in case both of my auto pilots failed or the twin engine steering option had a problem. Cats are certainly a relaxing affair with plenty of redundancy. This was my third steering failure in 40 years of sailing and all OK...so finally I finish this column on the 29th JULY...OOPS!



All steel work on the prototype JOSHUA GGOD will be complete and fit out commences first week of August and then she will be at the start of the 2018 GGR alongside the real JOSHUA.



The Art of Adventure

**Create mental pictures of your goals
Then work to make those pictures become realities**

**Exercise your god given right to choose your own direction
And influence your own destiny and try to choose wisely and well**

**Have the daring to open doors to new experiences
And step boldly forth to explore strange horizons**

**Be unafraid of new ideas, theories and new philosophies
Have the curiosities to experiment, to test and try new ways of living and thinking**

**Recognise the only ceiling life has, is the one you give it
And come to realise that you are surrounded by infinite possibilities for growth and achievement**

**Keep your heart young and your expectations high
And never allow your dreams to die**

By Wilfred A. Peterson

*Given to Don by his mother "Betty"
on his 21st birthday.*

*The world is looking a bit crazy these days.
A good time to call Nomuka IKI in the
Kingdom of Tonga our new uninhabited
Island home.*



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Fiji or bust

An excerpt from Jan Forsyth's book, "Afloat & Adrift"

We swished out of the Bay of Islands, past the pretty little town of Russell and further out past the famous Hole in the Wall, where the jet boats take tourists for exhilarating rides. After the "Hole" there is only the wide blue ocean for about 1,500 nautical miles until land fall.

Birds dived and swooped all around, as though welcoming us into their world. I even spotted what I thought was an albatross, but that was probably my excited imagination.

Then before I could breathe out, we were sailing along on a moonlit stairway across the black velvet ocean, straight into hell.

A brisk wind appeared out of nowhere and grabbed the sails and pushed the yacht along at 5½ knots, and there we were crossing an ocean from one world to another; New Zealand to Fiji.

Sailing plans for "Ptairi" the 50 foot Spray, were the islands of Fiji, Asia and then the Red Sea, but I had doubts whether I would stay on after our immediate destination of Suva. How very right I was to be.

There were three of us on board, Norwegian Skipper Karl, his Brazilian girl friend Maria and myself; a fifty something Aussie gal recently retired from the world of work and searching for something I couldn't quite define. Like my self Maria had never been out on the ocean before. Naturally, I was a little dubious as to how I would perform, but confident in my love for the sea, to be able to pull my weight.

Karl was my age (50 something) while Maria was only twenty-four. I had become friends with Karl while on a bus trip two months previously. His tales of adventure and excitement on the high seas enthralled me. I had never thought of cruising the world's oceans, but as he talked, a seed was planted.

Frustration sometimes pushes a person into rash decisions, Karl had wooed me with his stories and now I wanted to be part of that world but couldn't manage to get there. So one day I rang him and asked if I could join him and Maria for their trip to Fiji.

The mainsail was reefed, after 2 hours in the open sea as Karl informed us that we were heading into a low pressure system. Whatever that was. I got the picture when evidence of heavy cumulous cloud formed on the horizon and the wind picked up.

Innocently I left my mug of tea up on the dashboard it rushed forwards almost spilling its hot contents everywhere before I could grab it, Karl growls. Ooops! Learning, learning all the time I had to learn fast what not to do, and depositing hot cups of liquid in convenient places was a huge mistake, I should have known better.

By now the huge low-pressure system was wrapping us up in its arms; this was the kind of weather I guessed that kept cruising folk in ports long after they should have set sail.

continued next page...

Fiji or bust

On deck we tried to shelter in the cockpit from the building wind. The sea was becoming angry at being whipped by the wind, in turn the wind roared its protest as it blew its mayhem and pushed us through with rough determination.

We had by now donned wet weather gear as the air had sided with the wind and sea and turned cold. I found myself encased in, woollen socks, log johns (Karl's), jeans, tracksuit, topped with waterproofs, and a jacket with hood. On top of all this gear, I had a heavy safety harness that sat over my shoulders and buckled up around my waist from which a line was clipped onto the boat. This was heavy stuff. My poor coat hanger shoulders sagged under all this fortification, as I felt the pressure of protection.

Half an hour until my watch and boy, we were headed for trouble. A totally black world took over from the dying day. The moon had long disappeared behind the bank of heavy cloud leaving us in total blackness. We were travelling through what seemed a void; I was dreading my watch, being alone on deck with everything under my control.

The first squall hit half an hour into my watch, my very first watch on my very first ocean voyage. 40 knot winds tried vehemently to force us under as the gale, that lasted about 15 minutes raged.

continued next page...



To me it seemed like hours as I held on for grim death to the side of the cockpit while boat tried desperately tried to remain upright in the now 50 knot wind.

Karl was with me on deck by now; he couldn't trim the sails which he should have done long before the storm hit. Now to go up on deck in the storm would be pure suicide. Having too much canvass up didn't seem to faze him, in hindsight we should have had only the storm sail instead of the two large sails.

I could never have imagined what it was like; being hurled through huge seas at such a violent pace. When that gale was over and my heart had settled back into my heaving chest, I felt surprisingly uplifted. I mean, I was still breathing and alive and totally thrilled that I hadn't panicked. I'd heard a tale from a cruiser that his new girlfriend had locked herself in the cabin after her first experience in a squall and didn't come out until they reached land ten days later.

I must be made of sterner stuff. I felt good. Good that is until a huge wave broke over my back. Cold salt water ran down inside my clothing. Too late, I pulled the built in hood of the wet weather jacket over my wet head.

All seemed to settle again, when another wind hit us. 45 knots this time.

"Bloody hell". I grasped anything I could to save myself from being swept away. These squalls hit so suddenly and when the night is so black you cannot see your hand in front of your face let alone a monstrous wave. When the wave hit, I was glad I didn't see it coming, for the anticipation would have been sheer terror.

"The yacht was moving like a thimble in a spa on this huge sea."

I stumbled to my cabin three hours later at the end of my watch, hurled from port to starboard like a rubber ball as I tried to make progress along the passageway. I finally reached the cabin, dripping salt water I striped off my outer clothing and tried to hang it all on the door. It stayed there all of 1 minute then splashed to the floor like a dead creature from the sea. I was too exhausted to try the exercise again so it was left in a heap where it fell.

My inner gear was peeled off, it had to dry in six hours for the next watch, so I wedged it into the locker to hang. I was so tired by now I tried to manipulate myself up onto the waist high bunk to sleep, but this was a feat almost beyond effort for my drained body.

After four attempts, I managed a knee on the bunk so was able to heave myself over the edge and collapse, sweaty and salty on the covers; only to find the hatch had leaked a rather large pool of salt water on the bunk. Too comatose to care I formed a figure C with my body around the wet salty mattress and tried to rest.

The yacht was moving like a thimble in a spa on this huge sea. I surprised my self as I was not afraid, probably too tired from the whole experience to worry.

I laid in my fibreglass tomb, not able to sleep but resting my body, which is all that could be expected even though tossed from side to side. I blocked myself in with blankets and pillows as best I could to stop the motion.

After several hours I managed a fitful sleep however, I discovered I felt nauseous. I manoeuvred my aching body out to the galley to grab two seasick pills. Trying all the while to convince myself that I didn't need a bucket by my bunk.

Fiji or bust

Maria stumbled in to wake me for my next watch she was white, deathly so in the low wattage glow. She told me she experienced 50 knot winds on her watch. Oh great!

I dressed my weary self as best I could, the worst part was trying to clip the safety harness on over the bulk of the soggy clothing. It was cold and I appreciated Karl's long johns even though they were a little large and damp.

I grabbed dry crackers from the galley to help with the nausea and my water bottle and headed up on deck. Couldn't afford to dehydrate in these conditions or I'd really be in trouble.

Karl, I feared had no sleep during the earlier part of the night, for it was now 3 am and I bet he was telling himself that he was crazy to take on two inexperienced females for the passage.

The sea had not settled although there were not as many squalls, but daylight brought no relief from the tormented night. The good yacht was heeling at 45 degrees trying to dip its mast into the searing foam.

For three days I was overcome with nausea, ruled by headaches and foul, foul weather. Dry crackers and water kept me going between bouts of wishing I were dead.

continued next page...



Then miraculously by the third day I felt I had returned to the human race.

God almighty, I thought to myself, had I known what was in store when I met Karl and his yacht I would have immediately bought an airline ticket to Fiji and given yachting a very wide berth!

My eyes were black and hollow I could hardly hold my jeans up, I'd lost so much weight, my face; yellow in the small mirror in the heads flashed back as yellow as my teeth, which I hadn't been able to clean in three days. My armpits and other unmentionable parts weren't too bad, as I used copious "Wet Ones" to stem the odour.

It was bightingly cold now, we now had to wear on deck, 2 pairs of socks, rubber boots, long johns, tracksuit pants, singlet, tracksuit top, parker, wet weather overalls and jacket. And still I felt the chill. Waves were continually breaking over my unsuspecting and unprotected head, I could never get it right. The jacket hood hindered my vision, but every time I removed it the ocean seemed to know and sent up massive wave.

I would peel everything off after my watch, the clothing really reeked by this stage, no matter how dry I tried to get it, salt water does not dry in damp conditions. The wet patch on my bed turned rubbery. I patched up the hatch, but was not to be trusted, the occasional smashing wave still left a little residue on my bunk. However, by this time exhaustion was a great moderator, I found I just didn't care that I was sleeping in foul conditions as long as I could crash (literally) on the bunk at the end of my watch.

3 am and it's my watch again!

On with the overalls, buckle them up, such a pain, and it didn't get any easier as time went by. The safety harness and parker were secured and off I bounced along the passageway, grabbed the drink bottle, climbing the steep companionway ladder trying at the same time to keep my rather large rubber boots on the rungs. It was very important to drink water, even though I felt like vomiting it back up, as dehydration can take hold making you doubly ill. I hadn't had a cup of coffee since the first night and on top of everything else I had a mighty headache from caffeine withdrawal.

Eating is just not an option at present. And then, the autopilot busted! Shit, shit, shit!

This meant we had to hand steer!

Poor Maria was dragged from her bunk to the helm while Karl checked the situation. I felt like a fish out of water, (not a good expression to use considering the situation) I was just useless; I'd never been near a yacht's steering wheel before. In fact the only sailing experience I had was in my younger days, sitting on the side of a boat in a bikini looking beautiful, that's what girls did back then.

Karl identified the problem; the iron plate attaching the autopilot had sheered off completely from the hull.

Maria kept steering, quite competently, although to keep the 50 foot yacht on course in the heavy seas was no mean feat with only a small light from the compass for reference.

"The jacket hood hindered my vision, but every time I removed it the ocean seemed to know and sent up massive wave."

Karl had to get up on deck to reef the mainsail, there was no other option, we were travelling far too fast. As he clambered out on deck I held my breath, for to lose him would mean death to both of us gals and certainly him. There was no way we could have maintained the yacht and plotted a course even on a flat calm sea, in these horrendous conditions, utterly impossible.

I don't know how, but Karl managed through sheer luck to do the job in 30 knot winds so we slowed to a more controlled and comfortable speed.

When it was my watch, for now it is not only a watch, but controlling and steering as well, I was terrified. But Maria and Karl were exhausted so I had to take my turn.

Oh why oh why did I not fly?

Of course I made a terrible hash of steering. A 50 foot lump of yacht is not easy to handle at the best of times, in these conditions it was appallingly difficult and almost impossible for me.

I oversteered, Karl was a dreadful teacher, desperately tired and worried out of his mind. After my quick 5 minute lesson on; "How to maintain and sail a yacht and keep it on course in storm conditions", I managed to lose all speed, and taken us about 90 degrees off course. We were heading for Australia with me at the helm - not Fiji.

Karl tried very hard to give more lessons, he explained that the boat is a living thing (oh God, that made me even more anxious) so I should feel the

balance the only balance I felt is me trying to balance on deck so I am not blown off.

"A good helmsman, he says, should only go 10 degrees off course each way."

"We were heading for Australia with me at the helm - not Fiji."

I go a great deal more than that and although he tries to be very patient, I just didn't get it.

Karl put up with me for an hour. After which I was a total nervous wreck from his badgering. I stank, not only from 3 ½ days of no shower, but from nervous sweating as well. Karl finally gave up on me, I just couldn't do it. I was told to provide sustenance to him and Maria while they steered, 2 hours on and 2 hours off.

Extremely relieved to have this responsibility taken from me I was happy with the deal, until I got to the galley. It was absolutely useless to attempt any sort of food preparation in this fun park ride. As well as being thrown around like a circus performer, just to be in the galley was to feel very sick.

To prepare a hot drink, for which we all craved to ward off the cold, drinking water had to be poured from a plastic bottle into the tiny spout of the kettle. Then turn the gas switch on, light the gas without blowing the galley right out the porthole, then try to find whatever drink there is from the food locker.

The problem when opening a locker in rough conditions, is whatever is propped behind the door is a bomb. To work the galley preparing food is a death trap.

Fiji or bust

By the time I had made coffee, I was feeling so sick I had to move back to my cabin, the musty stench that overwhelmed me there was nothing to what I was feeling. I was in the middle of my worst nightmare. I couldn't pull my weight up on deck, I couldn't eat or prepare food so I lay on my bunk in the gloom that matched my mood.

The next day I found I had had enough of my wimpyness, told myself that I was made of sterner stuff, so I managed to eat a bowl of soup Karl had warmed up for us. I even managed not to feel sick afterwards.

The sea was still thundering away at the yacht, high 25-30 knot winds and huge seas maintained an incessant bashing of boat and crew. How much more could we take? How much more could the boat take before it crumbled, sending us down to a bottomless sea.

So I organised to work from 6-8 pm at the helm, but totally screwed it up. Constantly oversteering I was probably doubling the distance to our destination. The steering was killing my arms and shoulders, so much so I abandoned the safety harness that was a huge pull on my shoulders. And in so doing my security on the boat. It felt better to take the chance of being hurled overboard than try to keep my arms moving under the harness.

Oh no! Karl overslept! 2 am and my body was screaming for rest. My neck and arm muscles were jelly and I was shaking all over with muscle stress and the supreme effort it took to keep on course. When you are on watch and especially if you are steering every minute is counted until you are relieved.

At last half an hour over the time a light came on through the hatch in Karl's cabin.

Dear Maria then popped her head up, saw my distress and relieved me at the wheel until Karl came up on deck to take his turn. She couldn't sleep she said, but Karl had a good couple of hours rest and that was very important for us all.

The next day dawned to a warmer temperature. My seasickness had all but disappeared. I felt good. I cleaned my putrid cabin out between watches. Braved the galley and all its hazards; I was ok as sickness was no longer part of the day,

Karl ate with relish. Even Maria enjoyed my lunch, however half way through one slice I discovered a big lump of mould on the bread. Better keep that to myself, I thought as it was all we have and what they don't know wouldn't hurt them.

Back up on deck again, 7 am wondering how I keep doing this steering.

However, halfway into the watch, something wonderful happened.



Almost there...

continued next page...

Fiji or bust

I found I was actually enjoying the experience. I had grasped the balance Karl was talking about two days ago, I found that I could steer with minimal action and stress on my arms. Now I found that I could work with the wind to fill the sails. I'm Sailing!

I can do this sailing. I love it!

We hoisted the main again, pulled in the staysail and left the genoa to do its bit up on the bow. The direction of the wind had changed and a whole new system of steering was to be learnt, understood and performed. We were sailing now, on the wind.

I now had to learn to steer with the compass as my only reference. Karl's teaching method was as usual; dreadful. He was tired so he screamed at me when I stuffed up, I go port when I'm suppose to go starboard to catch the wind.

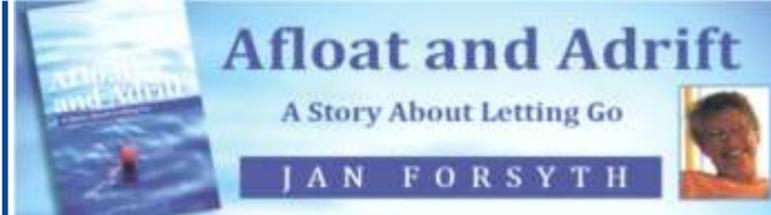
I was right back to square one again, useless. Zombie like and so tired I couldn't think properly anyway, to try to manoeuvre the huge yacht in the heavy seas in the new conditions was bloody impossible.

Life on-board went down hill once more. However, I now had my sea legs and the ability to bounce back was easier and when I began to provide coffee and snacks, to be allocated an important job that contributed to the well-being of the crew, enabled the return of my sense of worth. In so doing, I worked a lot harder than if I had been able to carry out my watch at the helm.

By the sixth day and unbelievably, we had to motor sail. The wind had all but disappeared. I found that I could take my turn at the helm again and do ok, not good or great, but ok and the others were able to rest and recover.

The eighth day, and dawn was creeping over the sea. A mist appeared on the horizon, I was on deck and could smell something in the air - land, never has a smell been so sweet. We all watched the sunrise over the mountainous landscape that is the big island of Fiji.

A great wave of relief flooded over me, we had made it. Eight days of hell and now paradise. It was a great thrill to see life around the reef after days and days of just water.



Afloat and Adrift begins on the West Coast of Australia when a discontented career woman begins to question what life should really be about, she makes a courageous change that sets her adrift from financial and personal security.

Moving to the east coast of Australia, and then on to New Zealand, she searches for answers.

But it is in the South Pacific, when she becomes part of the world of oceangoing yachts and the people who have made the sea their home that she finally finds what she is looking for.

In this adventurous but somewhat dangerous world, maintaining her place sets new challenges, and she almost loses everything she has gained.

Afloat and Adrift is now available direct from the author.

Email:

janforsyth707@gmail.com

BLOOD, SWEAT & THE SEA

An exciting new book about the life of John Muir

written by Mike Swinson

Words & photo courtesy of Brand Builder Media

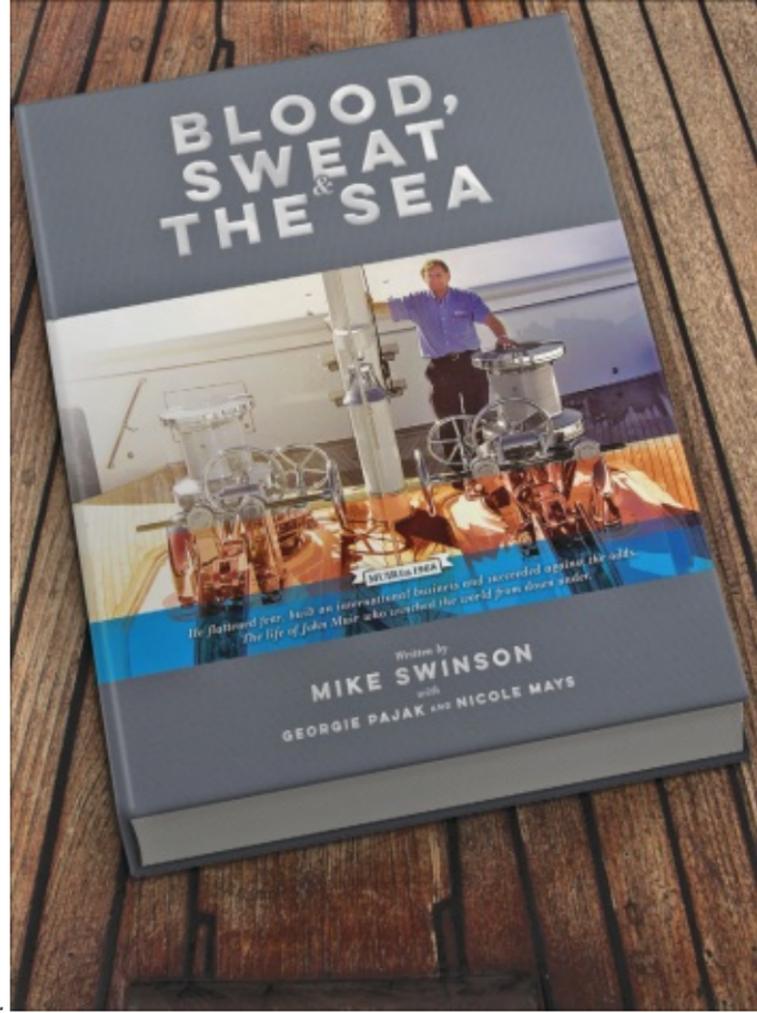
Blood, Sweat & The Sea is a must read for anyone that loves boats, is interested in success stories, and enjoys nautical history. It is the story of John Muir, his family, his work, and his life. How through hard labor, clean business practices, and dedication he rose-up from the rough and tumble streets of Battery Point, Tasmania to build a successful International engineering company.

The author captures the grit and tenacity of the Muir boys growing up in and around their father's boatyard. They worked hard and played hard competing in everything they did, especially when it came to racing sailboats, "yachts" as they are properly called in Australia. The toughness and determination they learned growing up would serve them well in business and in life.

The Muir boys did not just sail boats, but under their father Jock Muir's guidance, they built some incredible boats many of which remain to this day. In addition to the countless nautical stories, the book is filled with incredible photography of boats, buildings, marine equipment, and the sea dating back many years. This photo timeline from past to present lets the reader watch the Muir family and MUIR products develop and grow.

John Muir always had a passion for engineering and design. What started as boyhood tinkering in the family boatyard began to grow into a serious business. From diesel mechanics to fabrication of rudders and other marine componentry, John excelled at carrying out complex repairs and projects. Ground tackle and anchoring equipment were a major part of this and soon John took an especially keen interest in this hardware. Anchor Windlasses/Winches provided the perfect combination of engineering and craftsmanship so uniquely suited to John's skills.

continued next page...



Hard work, knowledge of boats, and a tenacious business acumen led John from his humble beginnings in the boatyard to starting a company that became world class under his leadership.

This book follows John through the life and the business that he built. He played many roles, laid his time, his health, and his money on the line to insure success. He travelled hundreds of thousands of miles and met and had an impact on a wide variety of interesting people. Because anchoring equipment is such an important part of any boat, John worked with the leading boat builders throughout the world. The book is a veritable who's who of top marine industry professionals. It includes countless stories about John and the friendships and partnerships that grew out of working together. In addition to the stories there are fascinating photos of some of the largest and most beautiful yachts ever constructed and the mirrored finished MUIR products that grace their decks.

The company, the products, and the boats create the sparkle that draw in readers, but the stories of John and his single-minded determination soon captivate them. John has a passion for life and a drive to succeed that constantly pushes him to do more.

They call him the Battery Point Blue Healer, in part because of his street smarts and toughness, but mostly because once he grabs onto something he never will let go. Understanding this tenacity and how it served him will help anyone appreciate why his business and his life thrived.

The reader is taken on a journey through the multifaceted world of the marine industry, including boat shows, tradeshows as well as countless yard tours. Boat lovers, marine professionals, or anyone starting a new business, whether marine related or not, will find the stories interesting and the variety of projects intriguing.

John's life and work are endlessly entwined. His work revolves around boats, boat building, manufacturing and the sea, which are also his passions. The sea is an integral part of life in Tasmania being an island and part of Australia, an island nation. The family heritage of boats, and boatyards that John and his brothers grew up with and learned from their father and grandfather are passed on to John's children and grandchildren.

John Muir is alive and well and enjoying the things he loves most, family, boats, and sailing on the ocean. *Blood Sweat & The Sea* tells a simple story about a man with a vision and the drive to make that vision into reality. While the story may be simple the journey is long and onerous. Following along makes us think about our own lives and choices and what we have, and can accomplish. John leads by example throughout the book. He demonstrates how this helped him obtain success and touch so many people along the way. The story is both educational, and a tribute to the man who made the Muir name synonymous with strength, quality, and craftsmanship amongst boaters everywhere.

"When you design, and build an anchor winch, make sure that it's over-engineered so no part can fail, even under the most arduous of sea conditions. Build the winch stronger than the foredeck on which it sits so if anything fails it is not the winch."

John's father, Jock Muir, legendary Tasmanian boat designer, builder and Sydney to Hobart race winner, told him early on.

John built all MUIR products and the reputation of his company to this uncompromising standard.

**To purchase a copy of *Blood, Sweat & The Sea* go to:
www.muirby.com.au or in Europe www.belship.com
RRP is \$79AU, and the limited edition is \$89AU.**

"Living in the 'Out Front' of Australia" is now available from Apple iBooks as an ebook for \$24.99

A NOTE FROM BOB:

For those that aren't familiar with the history. Jon, Liz and family have played an important part at one of the most fascinating sailing destinations on the planet. Middle Percy Island has seen it all.

To get an idea of the history of the place, see the TCP website:

www.thecoastalpassage.com/thepercystory.html

Also, the world's sailing community needs to recognise the work that continues on the island by Cate and John to preserve the magic.

When you step ashore at West Bay, you tread on sailing's holy ground.



Jon is printing and binding these books - here are a few photos he sent.



A stack of hand made history books ready for delivery to Middle Percy Island

Living in the 'Out Front' of Australia and 'Past to Present' A History of the Percy Islands

can be purchased by emailing Jon at:
rbycharlotte@hotmail.com

'Living': \$65au inc gst plus s&h
'Past to Present': \$75au inc gst plus s&h

Trailer Sailing in the Kimberley



In June 2010, five trailer sailers from Cockburn Power Boat Assoc. (10 k's south of Fremantle), after driving to Derby, sailed as far north as Augustus Island Kuri Bay in the Kimberley.

We sailed for twelve weeks, covering some 1,200 nautical miles of rivers, bays and islands in perfect sailing weather (flat seas, 8-15knot winds).

We saw all of the usual delights of waterfalls, rainforest pockets, thermal pools, aboriginal rock art, meeting traditional owners, close encounters with whales and of course great fishing and huge oysters.

Very few cruising yachts were encountered on this trip, but more and more "tour boats" each year. I guess seeing it all from the comfort of an air conditioned luxury boat appeals to many.

continued next page...

***Erflo II*, a Court 750 (partly hidden), *Emlyn*, a 33' Monocat, *Skylark*, a RL 28, *Jacana*, a Nolex 25 and *Charlotte*, a Sharpie 28, anchored in a basin of Crocodile Creek below BBQ area. Note: the tide line is 10-11 metres.**

Trailer Sailing in the Kimberley

For us, no itinerary, no timetable (other than moving with the tide) in our own *Erflo* is the only way to go

The only problem we have is that our waterline gets mighty high when launching. Will we float at the boat ramp is a constant worry. Three months of food, drink, and fuel crammed into a 25 footer is a real juggling act!

We will be off up north again this winter to Sharks Bay in April/May with four or five other trailer sailers, then just ourselves up to the Kimberley again to avoid the Perth winter.



Eric at Crocodile Creek BBQ shelter (approx winter 2008)

The remains of the famous BBQ shelter of Crocodile Creek. The shelter was originally erected by workers from Kulin / Crocodile Islands. It was washed downstream during the heavy May 2010 rains. Many floats, carved wood, etc. kept it floating.



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The magic bucket

By Bob Norson, SC BareBones

Years ago when we had first set up at the "Factory" in Queens Beach, Bowen, North Queensland, friends of ours brought us a gift. Ty and Kerry McKee of the Hartley IORC 39, *Sahara* were both dedicated scroungers with an eye for quality. There wasn't an Op Shop or Tip Shop they didn't know about and could give review on for those less informed, but it would be smart not to visit any of those places right after they had been there. The eyes would have been picked out of it. Wait until they had sailed on.

Ty (Tyrone actually) was a beer maker, anything to save a buck and with beer prices in Australia, it was an especially noble effort as the government taxes the hell out of the stuff! \$50 to \$60 for a carton of beer (current price!)! Must cost \$5 to make. The feeling of getting robbed at every sip can take the pleasure out of drinking it. Well, almost. But I wasn't above complaining about it.

So when Ty and Kerry showed up with the 'gift' of a funky old beat up bucket with a lid held together with duct tape, the "brew kit", all we could do was say thank you very much and smile and then put it out of sight somewhere.

Time passed. Kay was the one who dug it out determined to make a go of it. She doesn't drink much but probably got tired of me complaining about the price of the stuff. And she just likes doing stuff like that anyway. When we opened the bucket it gave off an odor that was awful. So I was sent down to the trawler supply to get some meta, (meta beta sulphate or something like that). The trawlers use it to clean their prawn cooking gear. The trawlers buy it by the bag full; they laughed when I told them how much I needed and just gave me a hand full.



continued next page...

©R.Norson

The magic bucket

The treatment seemed to work, for about 5 minutes, then back to the same old stench of rotten old plastic, or what I imagined that would be, never having seen, or smelled plastic that had rotted! Kay proceeded anyway. She figured it was a training exercise if nothing else.

Weeks went by and then the day approached where I was going to have to humour Kay by actually trying some of the shit. I was already composing my response in my head. First I would have to try not to gag, then hold a straight, serious face and say, "Not bad for a first time." So, holding my nose (figure of speech) I took my first sip and waited for the tightening in the throat and spasm from the stomach. Didn't happen! What was this? Try again, a little more this time. Hands gripping table edge, ready for blast off..... Wait! That wasn't horrible! By the second glass I was really enjoying it, by the third I was delirious! This was really, seriously good beer.

Kay was basking in glory and I was eating crow but I didn't give a shit as long as I could wash it down with some of that divine nectar! How does she do it?! What I thought was science was now elevated to witchcraft.

Not long after that our old friend Bob Fenney stopped by. Bob was living on his gaffer at the time and fancied himself a top brewer. He had a keg built into a big fridge and a tap! He didn't pour beer, he pulled it. The only boat I have ever seen with a built in pub! The best home brewed beer I ever had outside of Kay's was Bob's and he was streets ahead of his nearest competition.

Bob's favourite: Grilled snapper, mangoes and red onions with home made bread and homebrew beer.



I played it down. "Hey, Bob, you oughta try some of Kay's beer, it ain't bad." He is a nice guy and would never refuse to try some of Kay's and would be sure to say something nice about it. Maybe a little constructive criticism... help the little girl out... I poured him a glass from one of the funky used plastic drink bottles Kay used. The colour was promising. Sparkling gold. The head was perfection. About 15mm tall, dense and bleach white. Hmmm... He took a sip and I could see his eyes bulge, hunched over and another sip... "This is bloody good!!!" Sipping is now over!

The two professionals then excluded me from the conversation as they talked shop.

Not long after that Kay tried a "Tooheys" brand brew kit. Tooheys New is my favourite Australian beer and can stand shoulder to shoulder with any commercial beer from anywhere in the world, but the batch Kay made from that kit is still the best beer I have ever had. Miles ahead of anything Tooheys brews. How did Kay take their stuff and make a better beer with it than they could? Beating the best efforts of a, no doubt, well paid staff of hot shot pros?? It had a slight greenish tint and a richness in flavour beyond description. I have had beer in Europe, Caribbean, Asia, all over and if you get used to a brand you can think well of it, Americans can even get used to shit like Budweiser (sorry, but it is crap beer), but one glass of that stuff Kay brewed would convince anyone that it is the best that ever was.

continued next page...

The magic bucket

Time marches on and Bowen was well past it's use by for us, a beautiful place with a great, safe harbour. But not the place for us.

It was months before we found, bought and got settled into our new house. During that time Kay as brew master was in semi retirement as we both had much to do to fix up the place. Besides the dodgy, non-approved construction add-ons, they had painted the entire inside of the house pink with grey trim.

But it was getting settled down and I was hinting about the beer. Kay determined she deserved a new, flash bucket with screw on lid and drain tap that didn't dribble etc... how could I argue?

I was taking many loads to the tip as we renovated the house and I hesitated with the bucket in my hand, but I couldn't think of any good reason to not throw it out. It smelled just as bad as it ever had and the lid was now more tape that plastic. With some unnamed, un-understood apprehension, I cast it in the trailer.

When the beer was ready I took a drink and got a whooping blast of just decent home brew beer. Better than average but still nothing compared to what I had known and loved.

We had to face the facts; it was the shitty old, beat up, stinking bucket that had the magic. Kay was doing everything right but still...

I have been on bought beer ever since. Australian beers are generally very good but the beer prices are the highest in the world as

everything else is in Australia. Australians are getting screwed so bad it isn't funny. I tell people they can live cheaper in Paris than they can in Brisbane and they scoff but I know it is true.

So I never stop wondering and scheming...Was it a live germ imported from Germany that infected that rotten old plastic? Could I find a way to get some more? And who had the bucket in the first place?

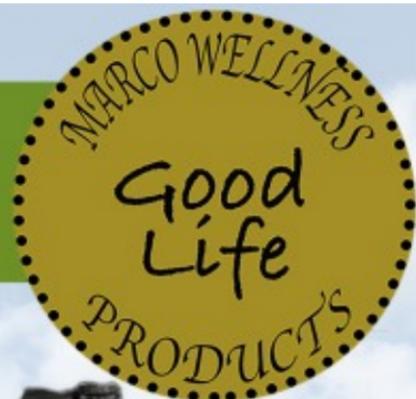
The strangest thing about this story is that it is all true.



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The Marinas

Words & photos by Sue Streeter, SY Pacifica

New South Wales' Northern Rivers area encompasses the rich, fertile river valleys of the Clarence, Richmond, Brunswick and Tweed Rivers, creating a beautiful backdrop to Queensland's Gold Coast.

River systems are nature's natural harbours for seafarers, and the Tweed River and its tributaries offer a safe refuge for vessels of various sizes and capabilities, and access to all facilities is convenient and easy from this location.

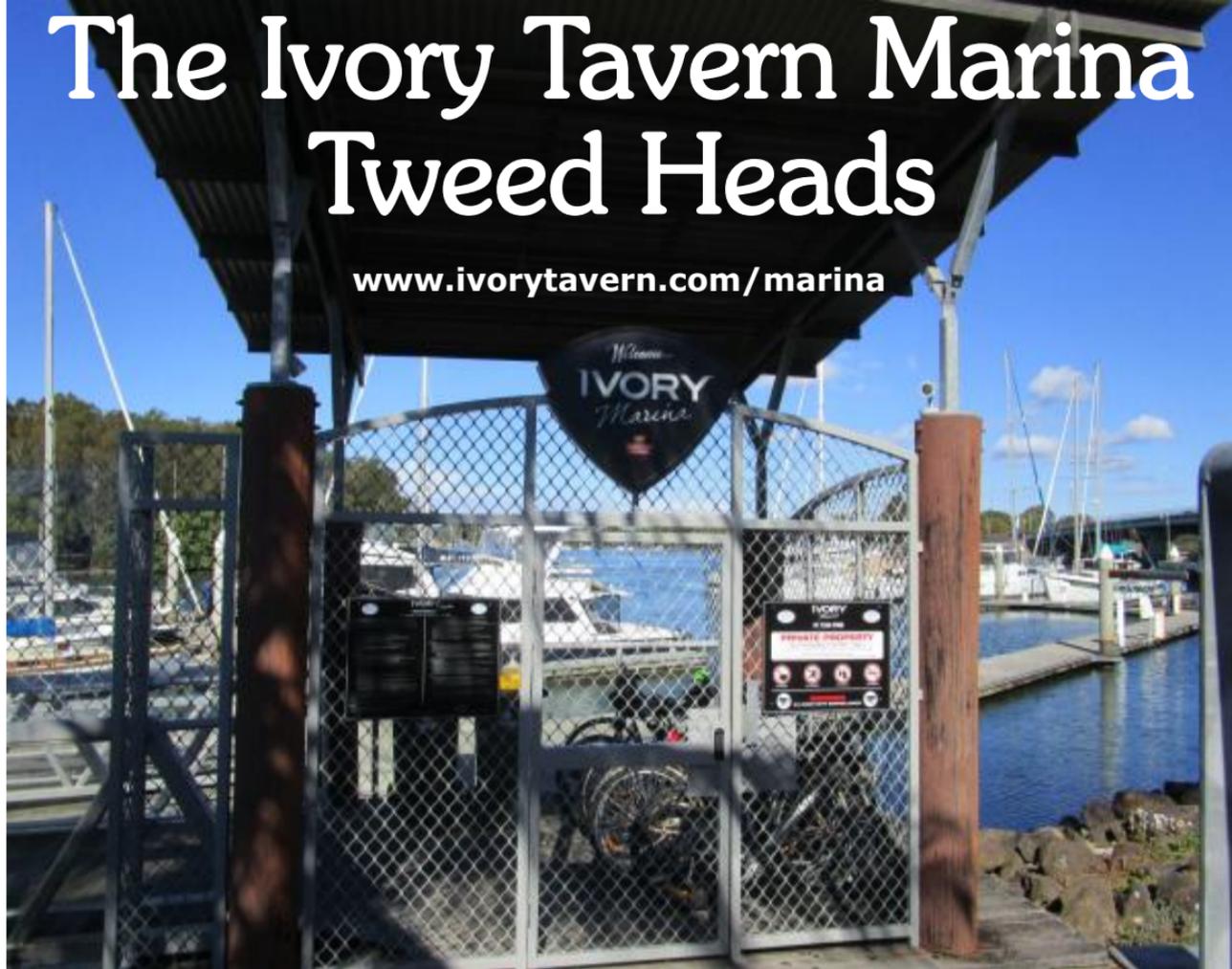
The Ivory Tavern Marina and the Ivory Tavern were built in 2005 on Terranora Creek, which flows into the Tweed River as it widens near the Pacific Ocean. A 33 berth marina, pen sizes range from 25' to 70' - larger berths 45' upwards are limited by space available. The Marina caters for monohull and multihull vessel. Short term/overnight transient stays are welcome, however no permanent liveaboards are permitted or catered for at the Marina.

BERTH RATES: Please contact Shane Anderson, the Marina Manager, to obtain berthing rates.
marina@ivorytavern.com Mob: 0412 890 133

continued next page...

The Ivory Tavern Marina Tweed Heads

www.ivorytavern.com/marina



The Marinas

Prices include GST, power & water. A surcharge may be applicable for wider multi-hull vessels, depending on berth availability. The complex is secure with coded gate entrances & CCTV. Forward bookings are strongly advised.

The Ivory Tavern, with its huge deck for indoor/outdoor dining, overlooks the marina and waterways. A locked toilet/shower room with washing machine, is provided for marina guests - maintained in a clean and functioning condition.

Located on Wharf Street, Tweed Heads, the complex is central to the Gold Coast Airport, Tweed Hospital, Tweed Central Mall Shops and world famous surf beaches at Gold Coast and Tweed Heads extending southwards.

Local bus services connect with Gold Coast buses and the Metropolitan Rail link to Brisbane City, plus national east coast bus routes and domestic and international flights daily from the airport.

The Marina is host to the Tweed River Classic Boat Regatta - a 3-day display and cruising festival - dates this year 20-22nd October.

continued next page...



The Ivory Tavern overlooks the Marina

The Marinas

Tweed Heads/Coolangatta is also famous for the 'Cooly Rocks' Festival held annually in June - 3 days of 'good-ol' days' rock and roll memorabilia.

Access to the Tweed River from the ocean is via the Tweed Bar. It is recommended to contact Marine Rescue Point Danger on VHF Ch.16 to enquire correct timing of tide and weather for the bar entry, which has a reputation of being challenging and dangerous at times. Navigation markers clearly define the channel from the bar into Terranora Creek, a safe protected area with deep water anchorage also permitted. Swing moorings can be sourced through the Tweed Regional Council. Fuel is available from Tweed River Refuellers.

The Tweed Marina is also located on Terranora Creek, used for commercial vessels, trawlers & tour boats, with the Boyds Bay Houseboat fleet and Tweed Heads Slipway adjacent. The Slipway provides haulout for 1 vessel at a time up to 60ft./60 tonne. Haulout fee \$45.00/metre (in and out) includes first 24 hours. \$12.00/metre per day thereafter.
Bookings: Chris Mob. 0488 229 442

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continued next page...



The Ivory Tavern, Marina & Park

The Marinas



Tweed river looking towards the Tweed River bar



Tweed River bar from the Danger Point Lookout



Sue

Photo by Maureen Griffith

Now based at Cairns, Sue has owned *Pacifica* for 15 years, and moved on board to live in 2010. *Pacifica* is Sue's 4th sailing boat. The first 2 were with partners, the 3rd was an 8 metre Quest which Sue kept in Moreton Bay, Redland Shire. Sue sailed as far as Thursday Island group, onto to Gove in the Northern Territory, and from Cairns as far south as Bundaberg. She regularly makes trips to the reef and loves the Cairns area because, as Sue says, "We are so close - a day's sail there and back - to coral cays and The Great Barrier Reef." Sue retired last year after 30 years in real estate doing property management. She has started the business *Marina Berth Swap* in 2015 (www.marainaberthswap.com), which she hopes will take off to benefit cruising folk.



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THE BANDA ISLANDS

Story by Sue Woods, *Solita*, Photos by Robyn Dix

The Banda islands are a collective group of 6 small islands in the middle of the Banda Sea, Indonesia.

They make a wonderful stop-over on the way home from Ambon. The 3 main islands form a naturally enclosed safe harbour that can accommodate a large number of boats. Most people anchor in front of the main town, Bandaneira, opposite the volcano Gunung Api, but there are also excellent anchorage options off Lonthor Island. Prime anchorage can be found right in front of the Maulana and Laguna Hotels, by dropping your anchor in 30 metres and tying a stern rope to the shore.

The history of these Spice Islands is well documented. They have a long, convoluted and bloody past that is well worth reading about.

The atmosphere of the islands is quite unique. A visit to the town of Bandaneira, with its old Dutch and Portuguese forts, perkeniers' houses, nutmeg and clove trees, old bronze canons lying in the streets and tropical gardens evokes a strong sense of its past. The museum is a treasure trove of artefacts from the spice trading days.

Banda Islands fantastic Coral Reefs

continued next page...



Anchored at the base of Gunung Api

There is much to do here. On top of all this history, the diving and snorkelling are great. Any of the local guides will take you to nearby impressive snorkelling sites, and there are excellent dive sites a little further away from town. A climb to the top of the volcano is a "must", though it is best done in the early morning to avoid the heat of the day.

A walk through the town will take you along winding paths and gravel roads to the forts, fields of taro and cassava, local schools and shops, old nutmeg groves, markets and fantastic water views.

Sitting in the shady garden of the Maulana Hotel sipping a cold Bintang while watching the harbour traffic is not too hard to take, and excellent meals are available in many of the town's restaurants. The Muteira Guesthouse provides an excellent buffet dinner at a very reasonable cost most nights, and the Delfica also offers great food in their garden café.

The locals are very friendly and welcoming, and keen to meet you. They will offer you information and help when required. Many have had long acquaintances with Darwin yachties passing through, and value these relationships. The Bandaneira market is also a great place to replenish your fresh stores and top up the beer stocks. A visit to the Banda Islands on your way home will be well worth it!

continued next page...



Banda Islands - Ai Island Beaches



Banda School Kids

More photos of the Banda Islands



Banda Islands - Sunrise



Bandanaira



Banda Islands - Longboat



Drying Nutmeg & Cloves

The Coastal Passage #85 August - September, 2017,



Remnants of Fort Nassau

continued next page...



New homestay on Pisang Island



Pisang Island beach

THE BANDA ISLANDS



Gunung Api at Sunset





Ocean cruising experts share their sailing knowledge at boat show forums

Sailing rally organisers World Cruising Club (WCC) will be hosting a series of forums this autumn set to inspire sailors to extend their offshore cruising boundaries.

Each forum will feature a panel of experienced bluewater cruisers sharing their personal experiences of sailing offshore passages and living on board, together with industry professionals giving their own practical top tips. The objective is to share their knowledge and experience in a friendly and informative way and audience members are encouraged to participate and to ask questions.

During the two-hour forums, panellists will discuss the planning and preparation required for ocean cruising, with special emphasis on WCC rallies including the ARC, Caribbean 1500 and World ARC. Topics covered include preparing a boat, selecting equipment, sail handling, life on board, crew management, route planning and weather. Anyone interested in sailing off across the oceans, whether planning for the future or almost ready to set-sail, is welcome to attend. Space for each forum is limited, and those wishing to attend are encouraged to sign up in advance.

"Listening to the panels wealth of experience in blue water cruising was very inspirational. It gave us the required nudge and confidence to get on with our boats essential upgrade." Said Geoff Holden who attended one of WCC's Ocean Sailing Forums at the Southampton Boat Show in 2016. He is currently preparing his boat for a transatlantic crossing with the ARC this November, and then plans to continue into the Pacific.

In addition of Ocean Sailing Forums, specific sessions are also planned for those wishing to find out about World Cruising Club's circumnavigation rally, World ARC. A special Cruising in Portugal seminar, supported by Marina de Lagos, will also be held.

Held alongside international boats shows in Australia, UK, and USA, the forums also provide an opportunity to take the panel's ideas and suggestions with you into the show and speak to the specialist bluewater exhibitors.

ARC organisers World Cruising Club will also be on hand following each forum to answer questions about the world's most popular cruising rallies and all aspects of preparing to go bluewater cruising.

World Cruising Club Forums:

In Sydney, Australia

[Sail to Australia with ARC and World ARC](#) - Saturday, 5 August from 9:30 to 11:30 at the Australian National Maritime Museum.

In Southampton, UK

[Ocean Sailing Forum](#) - Saturday 16 September, 10:00 - 12:00 at the Harbour Lights Picturehouse

[Cruising Portugal Seminar](#) - Saturday 23 September, 09:00 - 11:00 at the Grand Harbour Hotel

[World ARC Presentation includes Lunch](#) - Saturday 23 September, 12:00 - 14:00 at the Grand Harbour Hotel

In Annapolis, USA

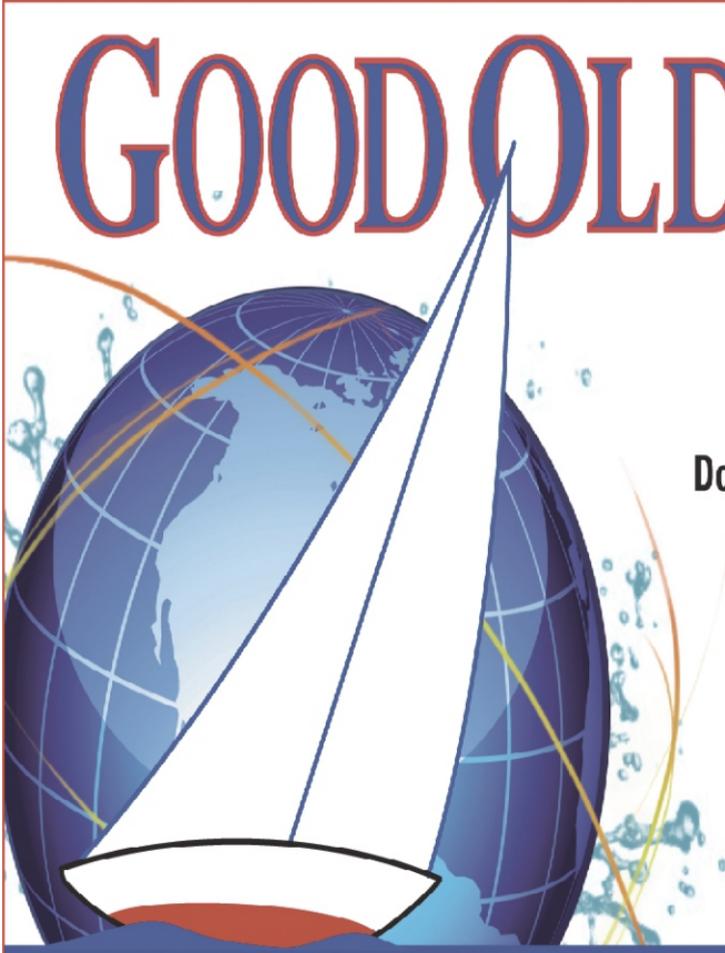
[World ARC Presentation includes Breakfast](#) - Friday 6 October, 08:30 - 10:30 at the Federal House

[Ocean Sailing Forum](#) - Saturday 7 October, 09:00 - 11:30 at the Loews Annapolis Hotel

Full details of each forum, including venue, times and registration at:
[**www.worldcruising.com/training**](http://www.worldcruising.com/training)

TCP NOTE: Late July The World ARC fleet set off from Port Vila, Vanuatu - destination, Mackay, Australia.

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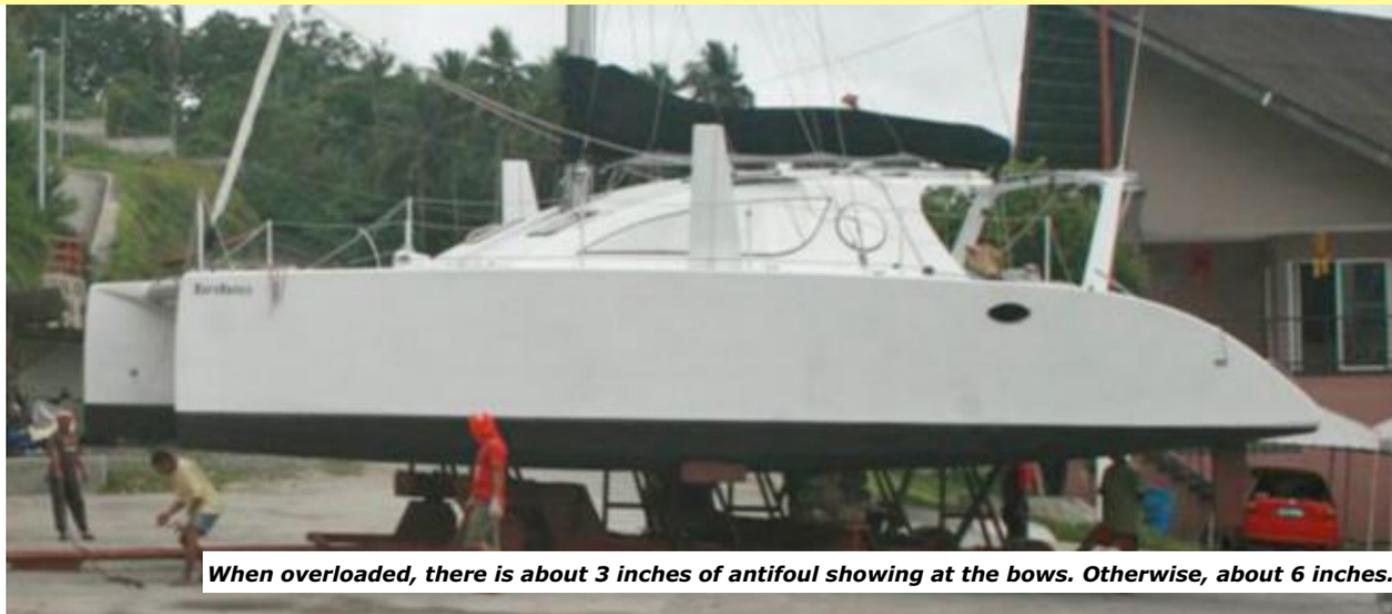
What is the thing that Multihull builders often bullshit about?

Answer: WEIGHT

By Bob Norson, SC BareBones

Back decades ago when I was in the gem and jewellery business the diamond trade was awash in er... exaggerated claims of quality. Consumers didn't know how to judge so were reliant on the word of the merchant and back in the older days there were some reputable stores whose word could generally be trusted. But consumers got too smart by half and figured they didn't need to pay the high markup of the "carriage trade" stores and sought out bargains. They learned a few numbers that meant a good diamond (but not what they meant specifically or how to judge them) and went shopping. Lambs to the slaughter!

In most multihulls and some high performance monohulls, weight is a key factor for value. Often, but not always, the less the better. But where do you pop that boat onto a certified scale to get the magic number? No where of course, thus a builder can er... *estimate...*



When overloaded, there is about 3 inches of antifoul showing at the bows. Otherwise, about 6 inches.

The travel lifts that operate at modern boat yards display weight to the operator so they can judge where the load is on the slings so the operator can judge the balance but the actual numbers can't be sworn to. (There is one way you can get an idea, read on.)

I met a builder of aluminium cats in the Philippines. He was very certain that his were the only really good cats built in the world and would argue any point to "prove" it. I exaggerate little. To listen to him you would wonder why the world record setting sailing cats use FRP instead of aluminium. If they only knew! I bit my lip.

continued next page...

WEIGHT

I didn't mention my TCP connection. I asked what his boat weighed, it being a 48 footer in aluminium of course, I was guessing about 12 ton unladen. He claimed 7! I had to choke on that one and told him I wasn't buying it. He then mumbled something about he was certain because that was the amount of aluminium he put into it. OH, the shell weight! That would be about right. Now include fitout, twin diesels and drives, rig and sails, groundtackle etc... 12 ton empty, 13 or 14 provisioned, fueled and on it's way; still not bad for a big boat, especially in metal.

I also met a builder of plywood cats. He was kind enough to offer a brief tour of his own boat that was intended for accommodation for a small army. At or near 50 foot and 2 decks. He is trying to organize tours where you pay for accommodation for a part of the never-ending voyage kind of thing. The cat has twin 80HP diesels, full kitchen and seating upper deck and full bar and entertainment main deck. He has a dumb waiter to transport food down to the main deck with it's 6 booths that convert to queen size beds. There are other private cabins scattered about also, several showers etc. The salon was done up like a pub with lots of heavy timber at the bar, and big trophy cases.

While admiring the hefty looking frame work in an engine room, noting the strong looking hardwood frames and stringers, I asked what he reckoned the boat weighted? "12 ton", he said. I think I hid my surprise. Not a chance in hell. Maybe he meant the fitout weight? I am usually pretty good at judging tonnage. I was seeing about 30. I later asked him about the smaller boats he was building in his yard... only 42 feet. He claimed 4.5 ton! Credibility shredded beyond repair.

Catamaran buyers have gotten wise to the numbers game but too clever by half. Just like a bargain hunting diamond buyer. They think the lower



the number the better but they are only getting half the story if the numbers quoted were true. The right weight/displacement is that which suits the boats size, construction type and purpose.

While building *BareBones* I was visited by a builder of notable fast cats. I had seen his boats in action and they were quick alright. We were comparing notes on lamination and he told me he used 450gr glass on his decks and cabin top. That is half what I used and would have saved a lot of weight on that one item BUT... You wouldn't want to do that on a boat intended for cruising. It would dent with a dirty look but if you are racing all it has to do is keep the water out.

continued next page...

WEIGHT

BareBones is built to cruise as a priority and be quick enough to race on occasion. There is about 1-200 kg of laminate that is beyond essential and maybe another 40kg of dumb engineering-that is, weight added with doubtful benefit in retrospect. Better to error on the side of strength. All that means we are about 6 ton as we sit, hopefully not more. That includes about ¼ ton of stuff that is not needed at all... oohs... and if we stripped *BareBones* down to racing trim I think we would sneak under 5 ton... Pretty good for a 12 meter cruiser.

And owners can perpetuate myths. I knew an American couple with a 44foot cat that they considered "lightweight". They got a bargain.. of course. Their pride forced them to keep up the act as they considered themselves supersailors and a fountain of cruising knowledge. One glance as they were on the hard gave away their act however. Besides the anemic 300mm (1 foot) of bridgedeck clearance it looked like they had two whales strapped to their bums down there! Archimedes figured all this out a couple thousand years ago. The volume a thing displaces in water reveals it's weight (and if you have a gold crown you want to be sure about, it's the volume of water displaced per weight of the crown. See wikipedia). And that is how you can determine a cats approximate weight at a glance on the hard.

When I swim to scrub my hulls, my head never goes under water. At present, we draw about 18 inches (460mm) with boards and rudders up and the hulls are not fat. Hull width at waterline is about 8.8% of length. Anything under 10% is OK. Basically, the less boat in the water, the lighter it is, IF that is what you want. Otherwise I know a builder of plywood cats in the Philippines that can build you a boat that will be slow and heavy but cheap and comfy.

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A few words on what to look for in a catamaran

By Bob Norson, SC BareBones

After writing the article on weight, I was talking to a couple of people that were telling me they were not satisfied with their current yacht and I mentioned maybe they could consider a cat and they seemed keen. We all agreed that doing some crewing on a few cats may be instructive. It is a big investment and you want to get it right. But I also believe there is a lot of information that can be given in writing that also would go a long way to insuring a loving relationship with a future cat, so here goes.... a mix of subjective observations and hard data.

There is no perfect cat for everyone. Easy to say, an axiom, but needs to be spelled out anyway. Here are a few details that can get one looking in the right direction to find yours!

So, you've crewed aboard a few cats and the better performing ones attracted you and the compromises in luxury they would likely have had were acceptable. What are the numbers to look for to replicate that performance you liked?

First lets look at the hulls. A performance cat does well because it doesn't have to plane. A displacement vessel like your typical cruising monohull has a hull speed, based on waterline length that can not be exceeded except by actually rising up in the water and planing. It isn't going to happen. A typical 40 foot yacht with a, say, 35 waterline will have a hull speed of about 8 kts and that is that... laws of physics.. you can surf down a wave to exceed that, you can get a lift from a fair tide but anyone who says their 40 foot cruising mono gets an honest 10kts is delusional. A racing hull with a large rig can plane and exceed that but you are looking at a flat hull and fin keel. A boat designed to plane is no cruising yacht.

continued next page...



A Fusion Catamaran - a great example of a 40 ft "performance cruising cat". No, we are not getting commission for saying this - truth is if we had a few more \$'s BareBones would have been a Fusion...

Cats - what to look for

When a cat hull's width/beam is 10% or less of its length it can begin to achieve high speed without planing. For a performance cat you want long skinny hulls. *BareBones'* hulls are 8.8%. The trade off is load carrying ability. Skinny hulls are easily overloaded. So if you choose performance you may not be able to have the washer and dryer and all the other luxury goodies unless you accept the need for a larger vessel, longer hulls. Bring your banker and be ready to hire crew.

And how big do you want? This is where it gets really rubbery. Taking into account ease of single handing, sail management for an aging body, cost of build and maintenance, costs in berthing when not at anchor, political costs (registration fees etc), I set 12 metre as the perfect compromise for what Kay and I both wanted out of *BareBones* and there has been no regrets. *BareBones* is manageable, fast and can get into places where a bigger boat is at risk. Which brings us to draft...

As I mentioned in the article on weight, the lighter the cat, the less wetted area, thus faster and less draft. Besides allowing you to tip toe around in tight spots that a keel boat would fear to tread, maintenance is made easier. When a cat gets overweight, draft increases.

Boards or keels? Complementing a shallow draft is having dagger boards and perhaps retractable or kick up rudders. A cat with dagger



The skinny hulls of Bob Burgess's beautiful B52

boards has an advantage to a cat with keels in performance in that it should point a little higher and overall, handle a little sharper but there is a price to pay. Keels on a cruising cat can be very handy. The bottom of the keels can be made to take much more abuse than the keel panels of the bare bottom of the hulls, thus making 'taking the ground' less dangerous. A cruising cat with keels need rarely see a travel lift to do an antifoul. Also boards and cases done nicely is a bigger job than it looks. Very fettle. You will not often see a commercially made cat with boards.

continued next page...

Cats - what to look for

Kick up rudders are something you see on beach cats but they are a wonderful thing to have on a cruising boat as well. Cruising Indonesia, I don't know how we would have made it though their waters that are polluted with logs from timber harvesting. If we hit a log, we break an expendable pin as the rudder cassette kicks up. One minute later we are back to normal. No damage to the rudder, no bent rudder stock. This is the case too, if you get too confident exploring around coral. I think of them as curb feelers, for those old enough to know the automotive variety.

If you have decided to lean more toward performance the boards and flick up rudders make sense but if you lean more toward comfort and do not intend to sail over 12 or 15 kts anyhow, they are more trouble than they are worth.

Galley up or down? Cats are limited to layout just as a monohulls are. The notable exception is the galley location. Thirty years ago most cats were built galley down, that is, located in a hull. Especially if your hulls are performance oriented that can make for a cramped kitchen! Also dark and isolated.

We preferred galley up and got away with it because the rest of the bridgedeck cabin is rather spartan. *BareBones* retains it's airy and roomy feel even with the galley up. The nicest part is the million dollar view out the back window and being right there to any gathering in the cockpit or cabin, no running up steps with platters of caviar and champagne..... or peanuts and beer in my case.



BareBones shows its kick-up rudder

Ease of sailing.... cats like the South African, Leopard brand run all their lines back to the cockpit next to the helm. A lot to be said for that. *BareBones* has none of that nonsense.. we are a real sailors boat!! You get to suffer for your thrill! But also the rig is simplified. Less to go wrong.

continued next page...

Cats - what to look for

Lines versus the "coke bottle look". The coke bottle look is what an old friend of mine calls the fashion where all the edges of angle changes are softened heavily and decks forward are curved all across, no flat areas. The goal is to make the boat slippery in the wind but I find that like picking high fruit. A lot of effort and inconvenience for little gain. *BareBones* has lines that are only slightly rounded and broad, flat decks. I like the security of a wide flat surface to make my way on when conditions are bumpy.

Construction. Which is better, epoxy or polyester? Quality of craftsmanship is more important than the materials used. Commercially built craft favour polyester because they are working from a mould, (usually) which suits polyester particularly. Flat panel construction suits epoxy quite well, *BareBones* is the latter. Also polyester suits best if the builder wants a solid hull rather than cored. Polyester also helps to keep the price down as it is a fraction of the cost of epoxy.

How about plywood? Nothing wrong with it except it is heavier and care needs to be taken in build to make sure it stays dry even in those dark corners. Ply boats will be less expensive and a good one is fine value but best to check a boat out with a moisture meter before purchase and that goes double for balsa.

What core is best? FOAM! Balsa is popular because it is light and makes a stiff panel when laminated but it is so dangerous to work with. Any shortcut in construction with it can have terrible consequences down the road. PVC closed cell foam from a reputable supplier is by far the best go. You can get all the stiffness of balsa without the risks posed by a rigid protocol for temperature gradient in working with balsa. Foam doesn't rot or wick moisture up from a small wound. This is something covered in www.buildacat.com that was a ground breaker for understanding problems that affected balsa core boats using manufactured panels from ATL composites in Queensland Australia. In fact the *BareBones* Project on that web site remains a powerful builders guide or cat buyers information source to better understand what is under that paint.

Slow cats are still good sailers. Even a cat with a lot of things wrong with it is still a better sailer than most monhulls. But wouldn't it be nice if you were clever enough to find that one that is built to go well and serve your needs exactly. Most people decide when buying on appearance alone. And while it is true, a good looking boat is usually a good boat, you might find a good ugly duckling and save! But mainly, get the boat you really want and will be happy with years from now.



Ian Campbell built *Lyra* to be a very comfortable cruising Cat

How to make a Mast Step Ladder

A TCP "Classic" tip

By Max

Other than the Stitch It Awl tool itself, the mast-step ladder is the most useful item that I came up with since.

For years, I sailed single-handed, so getting up the mast was a problem. I did not want fixed mast steps, as halyards tend to get caught in them. Being on my own, there was nobody to winch me up on a bosun's chair. Even when I had a female crewmember, she was generally not strong enough to winch me up.

This is no doubt the case of many cruising couples, when one partner has to go aloft in the bosun's chair. For the other one running the winch, it can be a nerve wracking and strenuous exercise! The ladder solved all these problems

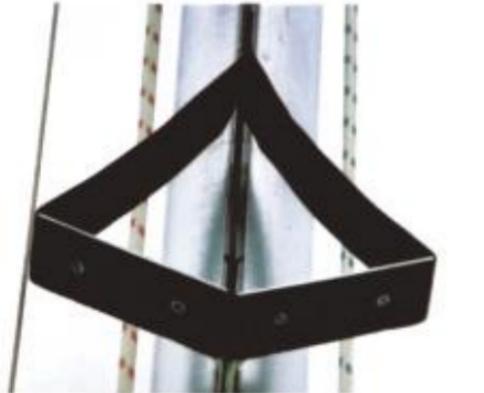
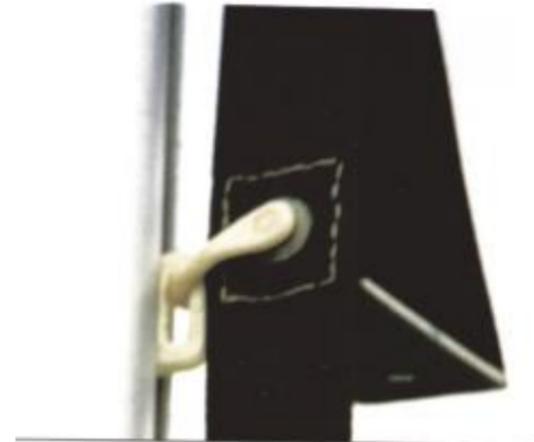
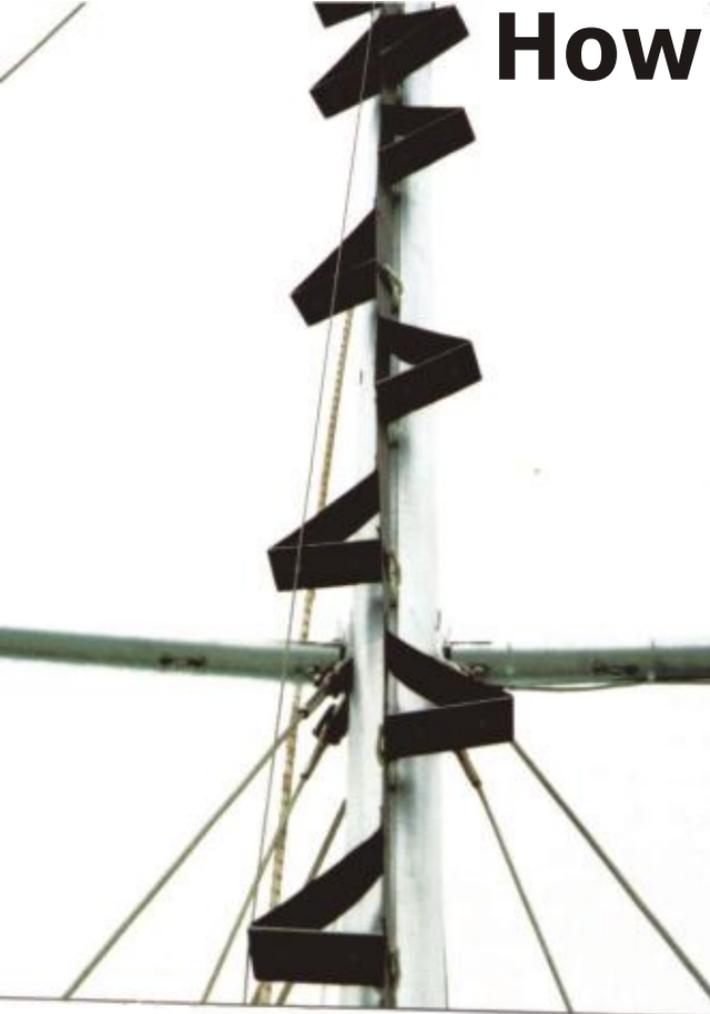
Briefly, with the main sail on the boom, you feed the ladder's mast slides into the main sail's track and shackle the main's halyard to the top of the ladder.

Then you just need to pull the ladder up with the main sail winch, tie off the bottom of the ladder, and then tension the halyard. You can now easily climb up and down the mast.

If the main halyard has been lost, either the foresail halyard or the spinnaker halyard can be used.

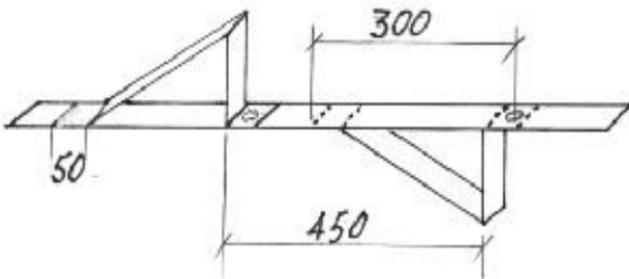
The ladder is made of seat-belt webbing. As the webbing step would cut into your foot due to the weight of your body, each step is reinforced by a step tread to keep the step straight. I used aluminium flat bar (3mm thick), which I found to be best.

continued next page...



What you will need:

1. Seat belt webbing, 50 mm wide, double the length of the mast.
2. Stitch-it-Awl sewing tool: Standard needles with 0.8mm waxed thread (e.g. Marlow No 4 whipping twine).
3. Stainless steel eyelets, one for each step position, plus 2 extra (one at the top, one at the bottom).
4. A suitable eyelet tool available from most camping or hardware stores (avoid the Supertool brand).
5. Mast slides, one for each step position.
6. Plastic slide shackles.
7. Step-treads: aluminium flat bar 3mm thick cut to lengths of 50x150mm, one for each step. *Remark: other materials can be used as long as they are strong enough to provide a solid step and do not corrode nor rot.*
8. Contact adhesive or rivets & rivet gun to attach step treads.



Instructions:

1. Cut webbing for mast-steps into 0.5 m lengths. Position and sew as per drawing below.
2. Double webbing over at halyard and tack ends; sew and fit eyelets.
3. Melt all cut ends to prevent fraying.
4. Sew a double step below mast-head and spreaders.
5. Glue each step-tread onto a step using contact adhesive. The piece can also be rivetted if a rivet gun is available, but rivets may corrode over time.



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Corrosion Protection - Bonding

Bonding systems may be used to inter-connect various items which are fitted to a vessel which may be subject to corrosion. Stray corrosion (usually D.C.) is destructive and can occur rapidly.

Connecting such items as hose clamps, exhaust clamps and water pumps via a bus bar will provide a link to dissipate the stray electrical current. This current can occur when items make contact with sea water and produce a current (the item becomes a mini battery). Connection can be achieved by using full stainless steel hose clamps with a barrel style crimp connector sandwiched between the hose clamp and the item it is connected to.

A satisfactory method of introducing the bonding is to run the electrical cable in short sections to a common bus bar e.g. Blue Sea Systems. Self tapping screws should not be used for connection as they can become loose over time and as a result do not produce reliable grounding.

The 12Volt Shop can provide a self install system for the handyman boat owner to enable them to fit the bonding system to their own vessel. Kits will contain green bonding cable, barrel crimp connectors and quality full stainless steel hose clamps. Customers must advise the size and quantity



of hose clamps they require together with the total length of cable required.

These illustrations are of items which were subject to stray corrosion and have now been fitted with bonding links.

This information has been provided courtesy of The 12Volt Shop:
www.12voltshop.com.au sales@12voltshop.com.au
The 12 Volt shop has other informative information on their website.

WIDE CLEATS MAKE HARDWARE UPGRADES EASY

Retractable line cleats not only improve a boat's looks by eliminating bulky deck hardware, they represent a convenience and safety upgrade by protecting against snagged fishing lines and stubbed toes. The 305 series Wide Line Cleats from Accon Marine are a simple upgrade to improve the appearance and appeal of a vessel.

Made from marine-grade 316 stainless steel, the 305 series pull-up cleats feature an elegant design and low profile. Each incorporates a wide flange base to easily cover old, larger cutout holes left behind when upgrading outdated deck hardware. They're available in four sizes: 114mm, 152mm, 203mm and 254mm.

Accon Marine 305 series cleats mount from the bottom via welded stainless steel threaded studs for a neat, clean appearance. Each is shipped with a backing plate which also serves as a cut-out template. Installation is a simple matter of drilling four holes and saw-cutting clearance between the two center holes. Waterproofing cups to prevent runoff below deck are also available.

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1483 Wheel-a-Weigh Extra Duty(left) and #1482 Wheel-a-Weigh Standard

Out of the water, even the lightest dinghy can be awkward to move. Some owners use anything they can find, from reluctant bystanders to dock carts. Others simply resort to dragging on it the ground by its painter. Whichever method, there's always a risk to the vessel and everyone around it especially on a windy day. Davis Instruments solves this problem with its Wheel-a-Weigh™ launching wheels. This ingenious set of portable, removable wheels enable one person to manoeuvre a small boat with ease.

Wheel-a-Weigh comes in two sizes and both are simple to install using common tools. Included 316 stainless steel pivot brackets are permanently mounted on the solid transom of a wood, fibreglass, aluminum or inflatable boat. They're positioned to the maximum width to accommodate an outboard and for greater stability. To these, the wheel assemblies are attached using quick-release detent pins up to keep them out of the water, down for when moving it over ground, or removed for storage or towing.

The durable Wheel-a-Weigh Standard is for boats up to 100kg. It has inflatable 26cm tires with non-corrosive hubs for use in a marine environment and weighs only 4.2kg.

For boats up to 150kg, there's the rugged Wheel-a-Weigh Extra Duty. It features 36cm inflatable tires with non-corrosive hubs and weighs 7.2kg. Its unique design features curved frames that move the point of balance up under the boat for easier manoeuvring.

Contact Davis Instruments: www.davisnet.com

SailTimer News

Wind and Route Maps on Free Charts in Any Browser

View your tacking route and wind conditions in any web browser at www.SailTimerMaps.com. As you move, watch your GPS track in real time on seamless vector charts. For safety, like filing a float plan before a trip, someone ashore can check on your location and wind conditions in any web browser. You can also replay your GPS track and wind conditions later for performance analysis. Handy for cruisers, racers, coaches and even some special features for mark-setting by race officials.

If you have a wired anemometer on your boat, you can use the SailTimer Mini-Server™ to send your wind data to www.SailTimerMaps.com. Or if you have the wireless SailTimer Wind Instrument™, send your GPS and wind data to the cloud server from a smartphone or tablet. View live, replay, or view previous wind conditions on a historical graph.

We are also in the process of providing the wind and GPS data as a chart overlay to other apps. The SailTimer™ app on iOS was the first to include this crowdsourced overlay, and AFTTrack ST on Android should be making a similar announcement soon. Then you can use a web browser, or if you are using navigation features in the app, you can see or replay your trips and races with wind conditions right in the chartplotter app. We are also in the process of adding the patented SailTimer™ optimal tacks and Tacking Time to Destination (TTD ®) to SailTimerMaps.com, so that these tacking results are easily accessible on all platforms.

Free Worldwide Marine Charts

It is challenging getting the same features in the SailTimer™ apps on Android and iOS, and getting marine charts for all countries where sailors want to use the apps. SailTimer Inc. worked out the first chart licensing for mobile apps with the hydrographic offices in Canada and the UK. But in Australia, which has a major sailing community, there is no georeferenced raster chart data available to allow us to display Australian charts in the SailTimer chartplotter apps on iOS. But after 6 years of working on cross-platform solutions, we have good news for Australians (and everyone else too!). You can now use any web browser to view seamless marine charts with your GPS tracks and wind conditions at www.SailTimerMaps.com

Sailboat races can also be viewed live or replayed in any browser this way. This used be very expensive to produce, but is now easily accessible in any web browser. Here's the cool part: there is a Demo Replay at www.SailTimerMaps.com that you can try out in about 2 minutes, at Events > View > Demo. That is a quick and easy way to try it out. The demo is America's Cup 45 catamarans, in the lead-up to the 2013 America's Cup, racing in Naples Italy.

If you notice the little yellow person in the lower right corner, you can even use Google Street View at www.SailTimerMaps.com. Drag the yellow person icon onto a road anywhere in the world, and look around at the actual view from that location. Then go back to the marine charts. Pretty amazing.

For prices and information on SailTimer instruments go to:
www.SailTimerWind.com

*Advertisement
courtesy of Sail Timer*



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Wok and Woody (Warwick and Janelle - left) are the driving force behind the success of Whitsunday Ocean Services. With their extensive experience in the region, they are able to assist you with any enquiry or need you may have in the field of inflatable boats, inflatable life jackets, liferafts, marine safety equipment, and protective finishes.

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Whitsunday Ocean Services
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Airlie Beach QLD 4802
Phone: 07 4948 1366 Fax: 07 4948 1377

Famous names and faces prepare for Airlie Beach Race Week showdown

Several famous boats and equally famous sailors with speed as their focus are ready for a showdown at Airlie Beach Race Week, to be held from 10 to 17 August 2017.

The Whitsunday Sailing Club's annual Airlie Beach Race Week Festival of Sailing has enticed the likes of Andrew York who is bringing his latest sleek one-design keel boat from Sydney for the first time. 'Yorky', an accomplished yachtsman with America's Cups, offshore and one-design triumphs on his resume, is also decorated small boat sailor who comes to Airlie Beach armed with four national and two NSW keel boat titles, won via his VX One, and more recently, with the slightly longer offshoot he developed, the REO 7.2. In a nod to their speed, both boats carry the name 'Speedwagon', the latest, *REO Speedwagon*, is providing him with a real buzz: "It's exceptionally quick off the breeze we've sailed it at over 20 knots countless times," says Yorky, who is fired up.

"My plans for the year include taking *REO Speedwagon* to Airlie Beach Race Week for the first time, where I'll sail four up in the Sports Boat division. We're really looking forward to competing," he finished. The Sydneysider is pinning all hopes on beating defending champion *Returned*, the Leech 750 owned by Graham Sherring, who remains in fine form. The 2015 champion and fellow Queenslanders, Gary Smith and John Rae with their Bethwaite 79er *Vivace*, are also expected to be major competition.



Andrew York gets *Speedwagon* romping

Photo by Andrea Francolini

Among a wide variety of boats in the Performance Racing division are two completely disparate designs: Adrian Walters' two year old Rob Shaw 11 Metre, *Little Nico* and Colin and Denise Wilson's 15 year-old MKL49, *Never a Dull Moment*.

Little Nico is enviably fast and is also making her Airlie Beach debut, Walters has been testing the water with his carbon fibre canting keel harbour racing yacht locally in Sydney since her launch.

continued next page...

In the same division is *Never a Dull Moment*, the 49 footer that the husband and wife Wilson team have enjoyed a long and distinguished ocean racing career with. In recent times they have confined themselves to local Sydney offshore races.

"We love Airlie Beach Race Week and can't wait to compete again we last raced there in 2014 and had a lot of fun; it's always fun," Denise Wilson said.

Husband Colin chipped in, "We're always made to feel welcome and you can't beat the weather a nice escape from winter in Sydney."

A trio of famous ocean racing warhorses will also go to battle in the Cruising Spinnaker Division. *Condor*, *Hammer of Queensland* and *Helsal 3* are names that evoke memories of Sydney Hobarts well past. *Condor*, recognisable by her maroon hull and the *Condor* etched in yellow on her transom, was the most famous maxi yacht during the eighties, taking line honours in the 1983 and 1986 Hobart races with her original Bermudian owner, Bob Bell.

Hammer of Queensland was a light and quick pocket maxi. The winner of four Brisbane Gladstone races, she was a regular in the Sydney Hobart with original owner by Queenslander, Arthur Bloore.

Helsal 3 was, ironically, originally also owned by Arthur Bloore and named '*The Office*'. Tony Fisher of Sydney, who later relocated to Hobart with his family, bought the boat.

For the past two years, son Rob has sailed the boat to PHS Division 1 Sydney Hobart victory. His co-owner, Paul Mara, returns to Airlie Beach having skippered the boat at Race Week last year.

The easily recognisable *Condor*



Photo by Andrea Francolini

The famous Fisher family have owned a string of successful *Helsals* (named for Tony Fisher's wife Helen and daughter Sally) including the original *Helsal*, a ferro-cement yacht aptly nicknamed '*The Flying Footpath*' after taking 1973 Sydney Hobart line honours.

By Di Pearson, ABRW media

For all the Airlie Beach Race Week news go to:
www.abrw.com.au

AUDI Hamilton Island Race Week 2017

A large cruising catamaran from South Australia has already made its mark on Audi Hamilton Island Race Week 2017 by becoming the 150th entry for the popular August series.

Named *Scamper* and owned by Adrian Lawrie, the 15.2 metre long Schionning design is one of 24 multihulls already entered for the regatta, scheduled for August 19 to 26.

Much to the surprise of many observers, the rate of growth of entries this year is only marginally less than that of last year when a record fleet of 252 yachts competed. Current projections are that more than 200 yachts and some 2000 sailors will participate this year.

"The rate of entries this year is certainly impressive," said Hamilton Island's CEO, Glenn Bourke. "It appears that the yachties, their families and friends are showing their support for Race Week, and Hamilton Island as a destination after Cyclone Debbie left a trail of destruction across the Whitsundays earlier this year."

"I'm proud to say that our great team on the island has pulled out all stops to have everything in readiness for Race Week. It's been a huge task, but we're well on the way to being 100% fully operational."

However, while many of the privately owned rental properties on the island will not be fully repaired in time for Race Week, there is another accommodation option, especially for those wanting to compete in the Multihull Cruising Division.

The charter organisation Sunsail Whitsundays, which is based on Hamilton Island, has some large and luxurious live-aboard catamarans



All information relating to the regatta is on the website:
www.audihamiltonislandraceweek.com.au

Photo by Andrea Francolini

available for charter for the event. Simply put, you can race your Race Week apartment in the regatta.

German luxury carmaker, Audi, is returning for the 12th year as principal sponsor, demonstrating the brand's continued commitment to high quality, competitive offshore racing and a benchmark onshore social calendar that is as inclusive as it is exclusive.

SeaLink Magnetic Island Race Week: Cape Upstart stopover back on the menu



photo by Mark Chew

Because it was so well-received in 2016, SeaLink Magnetic Island Race Week organisers are planning to host the Cape Upstart stopover again this year, for boats travelling from Airlie and/or Hamilton Island to SMIRW.

"Cape Upstart is totally unique to this event," Mike Steel, Event Chairman and Townsville Yacht Club (TYC) Director said of the event which was added to the calendar for the first time last year.

"It's a great way for competitors, particularly those from interstate who are travelling from other regattas to unwind and get to know each other. It was a lot of fun and is a great way to start our regatta off," he said.

"Richard and Karen Bonato kindly host and cater this BBQ event for the

Club, opening their home at Cape Upstart to welcome yachties. Richard is not a yachtie, rather a motor boat owner, who is thrilled to share his piece of paradise.

"Cape Upstart is inaccessible by land, so the Club ferries competitors ashore from their yachts moored off the beach. We had around 100 attending last year and everyone made the most of the night, including a big bonfire."

Steel's comments are endorsed by Victorian yachtsman Mark Chew, who participated and took photos before racing his beautiful classic timber boat, Fair Winds', at Magnetic Island last year: "It was a wonderful night with a big fire on the beach. It was really beautiful gesture," he recalled.

continued next page...

“Competitors only had to supply the drinks,” he said of the memorable evening that combined convivial company and a seafood BBQ provided by the Club set amid some of the most spectacular scenery on offer in Australia.

TYC will send an invitation for Cape Upstart to all registered boat owners in August and also has other social events in the pipeline, while Queensland television personality, Scott Hillier, returns to film and comment live on the action at the daily prize giving.

To-date, TYC has received 55 entries from monohull and multihull owners. Among them are two 'ten timers' for the 11th running of SeaLink Magnetic Island Race Week, which will be raced from 31 August until 6 September.

TYC members Stanley Barnes with his Supersonic 27, *Librian* and Mike Steel, again skippering his Dufour 36, *Boadicca* have not missed since the event's inception. Not far behind them is Ian Johnson's *Salacia* with nine, while Doug Ryan's *Shazam*, Graeme Etherton's, *The Boat* and Jack Maguire's, *Zen* have each attended eight.

The event is open to IRC, PHS, Cruising in Spinnaker and Non-Spinnaker yachts, Trailable Yachts, Sports Boats along with divisions for Multihull Racing and Cruising boats.

Entries close on Thursday 24th August 2017, so enter now to race against the current crop of 55 representing Queensland, Victoria, Tasmania, South Australia and NSW.

By Di Pearson, SMIRW media



Enter online via the official website:
www.magneticislandraceweek.com.au

A beach bonfire at Cape Upstart



photo by Mark Chew

A special

offer from DG Marine

DG Marine, Australian Distributors of Rolly Tasker Sails, are pleased to announce their campaign for the supply of custom made Screechers, Cruising Code Zeros and Heavy Weather Spinnakers.

The sail cloth being used is white Bainbridge MPEX 250, 300, 350 spinnaker cloth (2.5, 3.0, 3.5 oz) with all sails made to our highest Offshore Specification.

The sails will be Full Radial design using the very latest SMART Azure sail design programme incorporating plotting and cutting technology which when, combined with Rolly Tasker Sails legendary hand finishing, ensures every customer will receive an absolute top quality product.

These sails can be supplied with an anti-torsion rope spliced to standard or proprietary thimbles.

Cruising Code Zeros are a nice addition to an existing sail wardrobe adding that extra power and performance in lighter winds especially for modern cruisers with smaller or non overlapping headsails.

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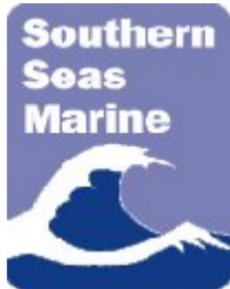
The logo for 'seasure' is displayed in a black box with a red border. The word 'seasure' is written in a white, lowercase, sans-serif font.

Sea Sure Ltd announce Southern Seas Marine as an Australian Dinghy Distributor

For a number of years Southern Seas Marine has successfully acted as a key distributor of Blakes Lavac Taylors (BLT), 3 brands that are owned and manufactured by Sea Sure Ltd in Southampton UK. BLT are world renowned for manufacturing classic heaters, cookers and toilets for the leisure marine industry. Southern Seas Marine's success with the distribution of these 3 brands has led to them also taking on Sea Sure's Dinghy Transom product.

Sea Sure are world leaders in the design and manufacturing of dinghy rudder stocks and transom fittings, supplying components for every Olympic Games since the company's inception. Managing Director Graham Brown commented "it is fantastic that Southern Seas Marine will be distributing and marketing our transom fitting range across Australia. We see Australia as a key area for our range of products as there is a vast amount of dinghy sailors from grass roots through to their extremely successful Olympic sailing teams, and now they all have easy access to our products."

For more information please contact Southern Seas

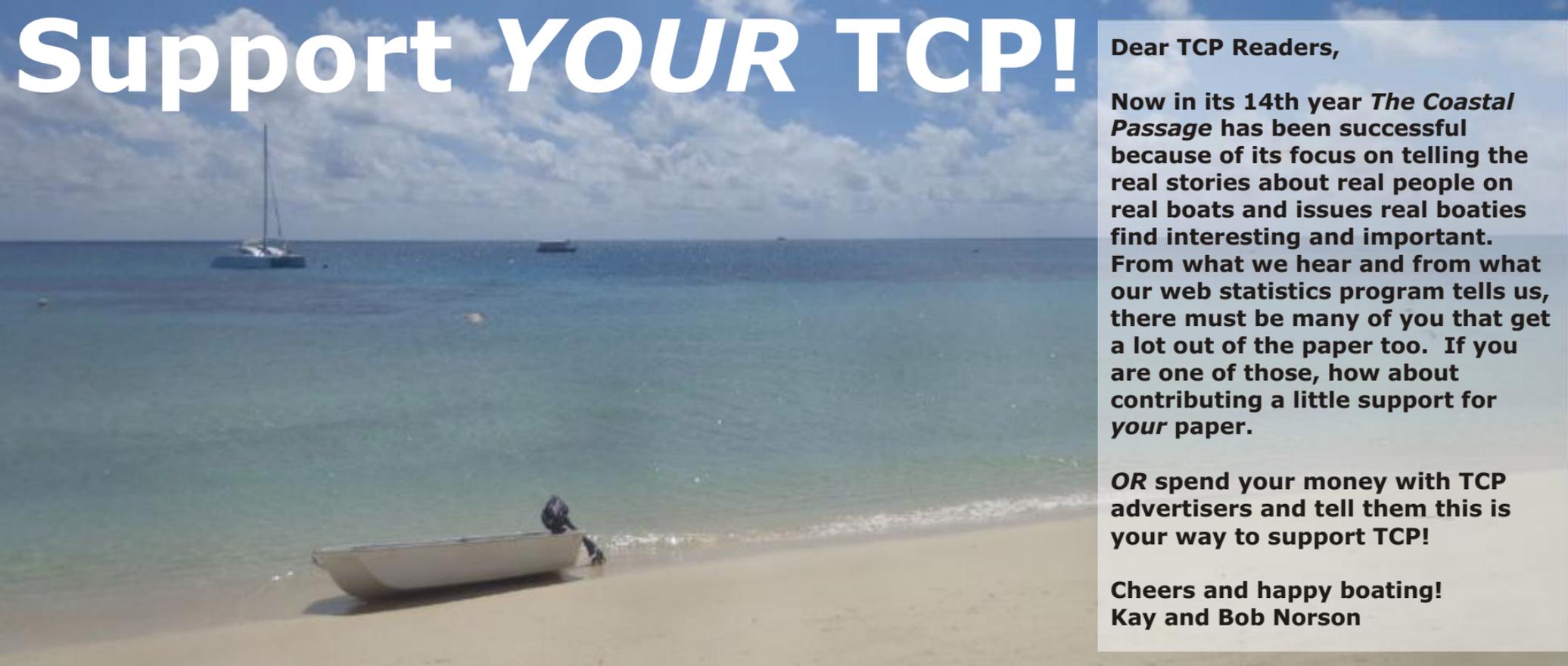


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Kay and Bob Norson

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Why DIY is always the best way to sell your boat

By **Stuart Mears, SY Veella & Author of "OVER-BOATED?"**

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

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

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

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

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

The yacht broker business model is about getting deals across the line. And even though the boat vendor pays

the broker's commission, for multiple reasons it's the vendor not the buyer that will be leant upon in a price negotiation. The vendor is already in the broker's pocket. The buyer on the other hand represents not only an immediate opportunity, but also future business because every buyer becomes a vendor. The broker leans on the vendor and price takes a hit.

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

A SPECIAL OFFER FROM STUART AND ITS FREE!

DIY boat vendor advertisers in the The Coastal Passage now have access to a free copy of OVER-BOATED? (the book) in whichever format is e-reader compatible. If you are one of them send me an email at editor@over-boated.com and specify your e-reader.

Additionally the author offers TCP advertisers a critique of your boat for sale presentation a few suggestions that is to improve response and better your chances of hooking the ideal buyer.

And like his sainted mother was fond of saying: "no one likes a smart arse"...he promises to be on his best behavior, to be positive and encouraging at all times, so no reason not to take him up on the offer. It's free...promise!

STUART MEARS

OVER-BOATED?



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with photos and text. We do the rest!*

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For more photos & details see:

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PACIFICA is for sale



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For more pics see: www.thecoastalpassage.com/monohulls.html



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0432 967 072

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Vision is for sale



50ft Steel Pilothouse Cruising Ketch

more on next page...



Vision is for sale



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

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

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

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

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

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

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



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

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

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