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The Coastal Passage

27th EDITION
Oct-Nov 2007

The Heartbeat of the Boating Community!

INSIDE

*Alan Lucas
Surviving Murphy*

*Allen Southwood
Surviving Survival*

*Bob Norson
Surviving Steel*

*SY Frigg
Survives the Storm*

*SY Yendys
Survives Hamo Start*

*SY Triad
sadly doesn't survive*

Jack Atley/Hamilton Island photo

Hamo 07!

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and in the lead*

and the winner is...

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www.thecoastalpassage.com



Reflections by Alan Lucas Great Moments of Murphy

By Alan Lucas, SY "Soleares"

Murphy's Law: A principle supposed to operate in all circumstances to produce the least desirable result, usually stated as "if anything can go wrong, it will" named after Murphy, a character in a series of educational cartoons published by the U.S. Navy, who always makes mistakes. (The Macquarie Dictionary)

As the dictionary suggests, Murphy is the diabolical deity of everything that can go wrong. Rarely malicious, he takes his pleasure in testing our patience to breaking point. Everyone has Murphyisms to relate, but here I stake my claim for the MASI trophy (Murphy Award for Sustained Intimidation) after an epic battle with him over my fundamental right to refuel.

Many tides ago the Cairns fuel dock was a frenetic place often overwhelmed by a fleet of thirsty tourist vessels anxious to rake in tourist dollars. Knowing this, I walked into town from my up-harbour anchorage to check with the fuel operator regarding the least busy time for servicing a small ketch. 'Any time after 10 am', he said, 'when the charter fleet have all filled up and gone'. I returned to my vessel and on the morrow up anchored at the appropriate time and headed for the facility, smugly confident of success.

As promised, I could see from a good distance off that the berth was free, but was somewhat disconcerted by a large object close to it surrounded by yellow buoys. This quickly resolved into Murphy disguising himself as a dirty big dredge that had taken up station off the fuel berth where it had surrounded itself with anchor-buoys. A quick call across to the fuel operator confirmed two important points; one, he had forgotten to tell me about the dredge and, two, that the berth was closed for the day.

Somewhat depressed by events, I set sail to a fresh trade wind knowing that Port Douglas was an easy downhill run and that my sparse reserves of fuel should push me the last upwind mile or so into port. And so it did, the engine almost gasping its last by the time the anchor was let go. Being one of my last refuelling opportunities for

months ahead, the next day I repeated my Cairns act of checking with the fuel agent regarding the best time to go alongside; predictably, he recommended after 10 am when the charter fleet had gone.

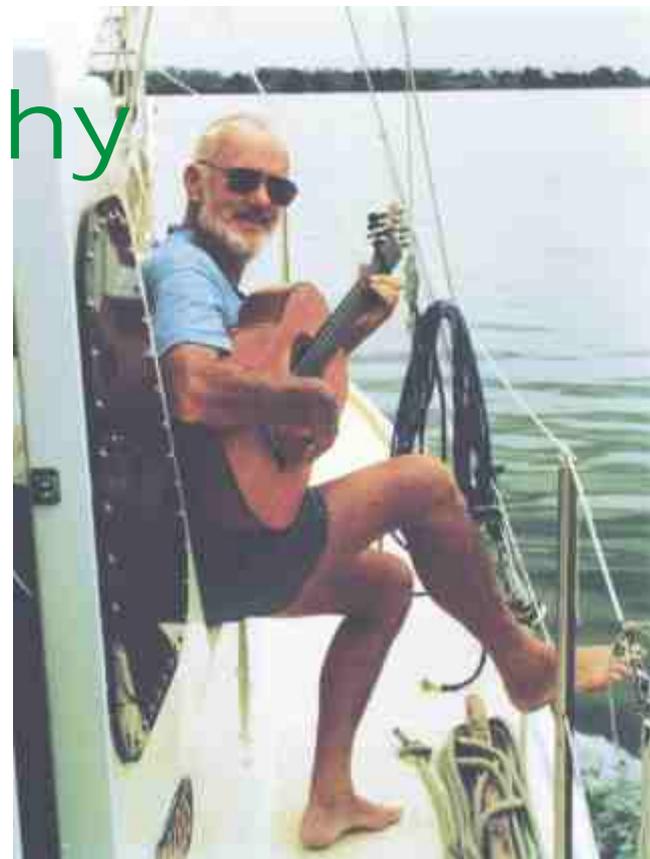
The fuel dock in Port Douglas was in the middle of a marina where its status could not be properly judged before committing to the approach channel. I needed it vacant because reverse gear was a very poor brake and my vessel's controllability astern was on par with a supermarket trolley. Also, the channel was too narrow to execute a 'U' turn, especially with the strong trade wind over my stern. All things considered, if the berth proved to be occupied, my plans could turn pear shaped very quickly. My relief, therefore, was palpable when the berth was found to be unoccupied.

As things turned out, entering the berth was one of my better manoeuvres well deserving of a large, appreciative audience. Instead, there were only two thoroughly disinterested men to witness my near perfect single-handed display as they purposefully walked towards the fuel dock, their immediate presence and body language suggesting fast, efficient service. So, with my lines secure, fuel cap off, splash rags at the ready and absolute confidence that Murphy was nowhere in sight, I was somewhat taken aback when the men walked onto the berth and completely ignored me. Worse still, they started dismantling the bowsers!

'What are you doing?' I cried in stunned disbelief.

'We're from Weights and Measures checking all bowsers. These will be unavailable for most of the day'.

Beaten into whimpering submission yet again by Murphy, I extricated myself from the berth with whatever dignity the blustering trade wind and a cup of fuel permitted and headed back to anchor. As I cleared the marina, Murphy played his last card; he emptied my tank and had me scrambling to set sail for the suddenly altered plan of sailing north to Cooktown. The engine died amidst moored craft, making getting under way without scratching my neighbours one of my busier boating moments.



En route to Cooktown I thanked Murphy for his absence of malice in allowing me to clear the marina before changing my plans and expressed the hope that he would leave me alone from now on. But the dastardly deity had gone ahead of me to stack so many fishing boats around Cooktown's only fuel dock that when I entered harbour I couldn't even see it, let alone get alongside. He had successfully condemned me to spend a day jerry canning all my fuel by dinghy from a distant service station, a tiresome act that seemed to appease him because, miraculously, his sustained intimidation ended.

Since then Murphy has only played small cameo roles in my life annoyingly unnecessary but not enough to justify another MASI award. Perhaps, like Santa Claus, he is too busy running his one-man show for a return bout.

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Vicky J, SY "Shomi"
 Briar Jensen
 Kathryn & Bob, SV Janner II
 Alan Lucas, SY "Soleares"
 Lyn Mason, MY, "Lauriana"
 Stewart Mears, SY Velella
 Keith Owen, SY "Speranza"
 Cheryl Rae, SY "Xtra Chilli"
 Cpt. Allen Southwood (retired), MV Solaray
 Phil Webb, ex Triad owner
 Lisa Ratcliff and Susan Boyd, reporters for Audi Hamilton Island Race Week
 And as always, TCP very much appreciates your letters and other contributions that provides the rich forum of ideas that sustains the rag. For information on feature contribution requirements, see the TCP web site, "contributions" page.

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

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*D A R W I N
 Dinah Beach Yacht Club
 Darwin Sailing Club

*G O V E
 Yacht Club

..... QUEENSLAND.....

*P O R T D O U G L A S
 Port Douglas Yacht Club

*Y O R K E Y S K N O B
 Yorkeys Knob Boating Club

*C A I R N S
 Cairns Yacht Club, Wharf St
 Cairns Marlin Marina Office
 Cairns Cruising Yacht Squadron

*C A R D W E L L
 Hinchinbrook Marina

*M A G N E T I C I S L A N D
 Iga, Horseshoe Bay Supermarket,
 RSL, Maroon'd and "Traxs Ashore"

*T O W N S V I L L E
 Townsville Motor Boat & Yacht clb
 Breakwater Marina office
 Breakwater Chandlery Café
 BIAS Boating Warehouse

*A Y R
 Burdekin Browser Book Shop

*B O W E N
 North Qld. Cruising Yacht Club
 Harbour Office
 Summergarden Cinema (Q.B.)

*A I R L I E B E A C H and surrounds
 Whitsunday Sailing Club
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 Mackay Yacht Club
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 East Coast Marina
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 Raby Bay Marina

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 O'Connor (near Fremantle)

Comment from the editor.....

TCP now printing on 100% recycled paper!! I believe it is incumbent on every business to look at how they operate and do what ever is feasible to reduce 'carbon footprint'. This new paper will reduce the harvest of the plantation pine that was the material of our previous paper and it's lighter weight will reduce fuel use in transport. As TCP is shipped nation wide this is not insignificant. Tell TCP what you think! Is the recycled paper OK or would you rather the old?

What a hell of a flu season... You lucky people out cruising did better than us land bound victims but I don't think any segment of the community was exempt. The virus this year was strong and very long lasting. Four weeks duration being common instead of the 3-5 days usually associated with the virus. I think I will get the shot next year.

The latest on Customs??? Damage control is in full swing. The few boats that are braving entry are reporting customs all but falling over themselves to be polite. Customs web site now has the info for yachts as a centre piece of the new home page!! TCP has many reports of yachts that have entered with violations of some degree but they are being ignored for now as public relations seems more immediately important than "protecting our borders". These remarkable changes in enforcement seem an admission of past wrong doing but trust can not be restored until the victims have been apologised to and compensated. This couldn't have anything to do with an eminent election could it? Or heat from the tourism or marine industry? Or that noisy little rag TCP? Or the letters that have been sent to government by people like you? Or all of the above?

Marina development If there is a town on the Queensland coast that could use additional marina berths more than Airlie Beach I would like to know where that is. If there is a town on the Queensland coast that needs to balance residential development more carefully then Airlie Beach I would like to know where it is. There have been some really inane development proposals for the area in past, the airport sale and the Lagoon foreshore issue come to mind, but the Shute Harbour one is top gear. The high density residential area balanced by large open space is well suited to the site. They don't need more Mac Mansions in Shute Haven or Airlie. 700 berths will insure room for all and a competitive stabilisation of costs that will be welcome to the sailing/chartering communities, insuring the areas reputation as a prime destination. As long as Port Binnli can retain Peter Hansen as manager there, it can't go wrong. We put our money where our mouths are by the way. Kay was interested in buying a berth at the Port Binnli owned, Peter Hansen Managed Mackay Marina a few years ago. I withheld my approval until I asked Peter if he had retirement plans. He said he didn't thus I advised Kay to proceed. That is fair dinkum. I think the incredible event last year where Peter opened the marina for free to cruisers caught in a squeeze of bad weather and shortage of bolt holes vindicates that trust and reflects very positively on the board of directors who chose the management. (see TCP #22 pages 8&21) I had fun taking the piss out of the Port Binnli crew last issue but on a serious note (rare for me!) I have never had dealings before with a business of this magnitude where I was treated with such respect and candour. I could ask anything and get a straight answer, no "corporate weasel speak". That should speak volumes by itself.

Government Shame in internet interference!

Something I've suspected for sometime now, made the news last month. It seemed to me that Australian Customs Service, among other government services, were active in attempting to control content on the web. The "Wikipedia" (an on line reference source) page on Australian Customs was so blatant it had a label on the entry (since removed) stating that it read like an advertisement and requested an independent edit. I couldn't prove it but now anyone can thanks to a young Cal Tech Graduate, Virgil Griffith, who created a program and web site released in August, that allows anyone to trace the entries and edits made to the web based encyclopaedia. Go to <www.wikiscanner.virgil.gr>. Our government was one of the most prolific with perhaps the stupidest, rudest edit discovered so far, and where did it come from? The office of the Prime Minister and Cabinet. And the edit that took the prize? "Poo bum dicky wee wee." No, I'm not kidding, this is your government at work. But in any case any entry that offended the government was likely to be vandalised including removing a reference to a liberal party member identified as "Captain Smirk". Gee, who would that be? (Probably sits in Parliament near the Minister for Womb Control, bet you know who that is too) Our Department of Defence made over 5000 entries! I find that obscene. I was thinking of editing the Customs page in Wikipedia but frankly, I didn't have the time. Our government is spending a fortune of our money to control information and re-write history just on this one web site. Consider the broader possibilities.

It doesn't end there. Last year, Richard Neville created a satirical web site, www.johnhowardpm.org that was bounced off the web within hours after it's launch. The company that registered the domain name, MelbourneIT claims they were contacted by the office of the PM and asked to remove the site and they did. This censorship was improper and the site has since been restored but the controversy reveals the extent to which the government watches web content and how effective they are in censorship in spite of law. Interestingly, MelbourneIT was the web host for TCP at that time and inexplicably, the TCP IP address was changed without notification to TCP thus making it impossible to edit or publish on the site for some time. This lead TCP to change hosting and in fact remove the site from Australia.

There is much more to this story, including allegations that our government may be involved in the political filtering of search results on web engines like Google. TCP is investigating these issues and will provide a web page with links to refer to sources for the statements above.

TCP web computers hacked but to no avail! A sophisticated attack was launched on the



web computers of TCP. The attack began by disabling the firewall settings in the OS and changing other security settings within Windows XP. That computer was then loaded with an assortment of Malware, spyware and virus. The next computer to be connected to the poison wire went down in minutes upon connection. Registry settings within the operating system were changed externally! This is not amateur stuff. The computer was reloaded with Windows XP, wiping all

stored data in the process. Three times the newly restored computer would be connected and then wrecked as we watched in fascination. Very impressive. Though the anti-virus program (I will point out that AVG is a respected one), was helpless to remove the virus's, it did identify them. A search of the hard drive then revealed the jpg images that were embedded with the exe files. These images were not available through any folder or document but hidden in the hard drive itself and were absolutely unfamiliar. Soon after the above photo was taken the anti-virus program was rendered inoperable.

TCP hasn't been alone! Though the persistence and toxicity of the attacks on TCP computers seems unusual, reports are coming in of many others with invasions of varying degrees. The common factor may be this; **Are Microsoft "Updates" toxic?** There does appear to be a connection. I have always had reservations about privacy and these so called "updates" but I wouldn't figure Microsoft to be this ham fisted though the attacking entity may have had access to Microsoft source code and that is a small group. TCP's computers were set up to maximize privacy and that is the area of the system that was the focus of attack. **Who was responsible?** Don't know. **How about your computer?** If you have had similar problems lately (TCP's was mid August) please contact TCP and share your experience. The more data the better. Pay particular attention to the security settings on your PC. Can you still access and change them? **TCP was prepared.** Because TCP sometimes deals in sensitive information, security and back up is high priority. Besides a temporary disruption of browsing and mail, no serious damage done. Further information will be posted to the web site as it becomes available.

The Coastal Passage

The voice of boaties everywhere

Bob Norson: Publisher, Editor, journalist, advertising, photographer, computer & marine heads technician, etc., etc...

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LETTERS

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

Subscription to *FREE* paper???

Customs rules war on *Tourism*

Hello Rob,

We noticed an invitation to pay a subscription for TCP in one of the recent editions, with several reasons why we shouldn't do so. It's great that you have free copies at marinas and on the net. BUT:

1. Our turf farm is not close to a marina,
2. Have you ever tried sitting on the john (head to you) reading TCP on your desktop PC?
3. The fact that you send two printed copies of each issue gives us an excuse to visit all our friends (2), and have a sip of beer and chard.
4. With printed copies I am able to drool (Jeanne calls it dribble) over the boats for sale at the breakfast table.
5. You have invited us to sail with you if we are crazy enough: I'm pretty useless on a boat, but can make tea/coffee to 0500 and beer/bundy after...
6. I forget...

Our sub is enclosed. Please note that \$30 doesn't even buy a carton these days.

TCP is a gem,
Doug & Jeanne Benjafield

Dear Bob,

Here is a cheque for \$30 being our renewal subscription.

I know that we can access your great paper FREE on the net and can also pick it up FREE from various outlets throughout Queensland.

WE choose to pay a subscription because it may only be a small amount but it does go towards covering some of your costs. We are not a business so cannot support you via advertising, so this is our way of saying thanks. It is good in that we know we don't have to run around trying to grab a free copy from somewhere and my partner is not all that keen on using the Web.

So, again, thanks for a great publication, also thanks for still sending our two copies of TCP, even though our sub expired in April 2007!

Happy Sailing!
Lorraine Wallace & Russel Scheikowski
Corsair24, "On-The-Wing"
Boreen Pt., Qld.

NOTICE!!! As has been pointed out by Doug n Jeanne, the price of a slab has gone up which is the TCP benchmark of inflation, so in response subscriptions from now on will be the \$40 it cost for Tooheys New block of tinnies (on sale). As I type this, I raise my tinnie in toast! Thank you! Seriously, as you must be able to tell I'm not in it for the cash but do appreciate the support. Printing and shipping are always increasing and I've been meaning to get around to adjusting the fee, so effective November, \$40.

Cheers
Bob

For those of you who have been following the story of the Manzari's - a retired Swiss/US couple who arrived in Bundberg armed with information given to them by the Australian Consulate in Noumea re how to notify customs they were coming in.

The document was given to them in Aug 2006, but the "updated" version is dated 2005. Apparently they were given an out-of-date document, by the Consulate.

When they arrived in Bundaberg, in September I believe, they were Arrested, Charged and placed under 'house arrest'. They are still there, currently with outstanding legal costs of \$40,000, prosecution costs of \$15,000 and 9 months prison in front of them.

Neither the Qld government nor the Federal government, both too busy with elections, have done anything to help them. You can give to their legal fund, as I am doing, to help them out, and show them that not all Aussies are vindictive megalomaniacs - just the Qld customs people and the legal system - as customs has been since Joshua Slocum visited back at the turn of the Century (1898). Read his book and see what he thought of Customs even back then.

There are many, many vessels, skipped by retirees or wealthy tourists, who are avoiding Australia because of this attitude.

To prevent further arrests, here is my tip, which I want you to pass on to ALL RETURNING CITIZENS, AND FOREIGN VISITORS.

When you get 'close-ish' to Australia...

1. With all the Angst about which radio will customs be listening on (none - given Customs latest advice), or which time to advice (96 hours before, 48 hours before, 24 hours before or 12 hours before, depending on where you are from), you will doubt not be thinking clearly and you JUST MIGHT accidentally open a seacock by mistake.
2. An hour or so later, when you discover water in the bilge, you panic, and pop the EPIRB.
3. By the time the NAVY, VMR, Police and Customs, all guided by AUSSAR, turn up to rescue you, (as is required under International convention), you will have discovered the cause, but also not be able to start your motor.
4. By the time you are towed in FOR FREE, you will be a TV star. You will be on newspapers, have interviews, get taken out to dinner, even get offered counselling and financial assistance. Probably even a free flight home to see your loved ones. Customs won't be able to touch you!

HEY - It worked for Tony Bullimore!!

Anthony Little
Charter Boat operator
& Maritime Studies Teacher.
Gold Coast, TAFE.

CUSTOMS TALES

Dear Bob,

I just thought I would add to the dialogue in regard to Australian Customs.

Before we sailed our Catamaran from Thailand to Darwin in June 2006 I very carefully researched with Customs in Brisbane the requirements for importation. We were told that a Certificate of Origin was needed and that with this document no tariff would be payable. Fine, so we asked the previous owner for documentation to prove the boat was constructed in Thailand.

On arrival in Darwin in May 2006 we presented our documentation (in Thai) which was not acceptable. We were then told that we needed to obtain a stamp from the Thai Department of Trade and a signature from an official and a list of 35 names was provided. There were no other requirements mentioned.

Armed with this new information we debated flying back to Phuket but the Department of Trade was in Bangkok. In the end we engaged a firm of Thai solicitors who (three months later!) e-mailed down a Certificate of Origin with the correct stamp and correct signature.

As we paid (under protest) the tariff (which was in excess of ten thousand dollars) we were assured that if we produced acceptable documentation we would receive a refund. But surprise, surprise, there were now new requirements. Now the exporter had to be registered with the DOT (Dept. of Transport) at the time of export.

Now we knew that the firm who built the boat had gone out of business with the Tsunami so there was no tracing them. If we had been told by Darwin customs of this requirement we would not have spent over \$A1000.00 on Thai solicitors chasing paperwork that was never going to make the grade.

The incorrect information has cost us a lot of money and angst not to mention a year of e-mails back and forth. Is there any compensation? Highly unlikely!

We understand that this confusion about the Certificate of Origin has caused problems with other yachties bringing their boats back from Thailand. We would be interested to hear from them.

Thank-you for the opportunity to ventilate our displeasure in your forum.

Pamela Howe & Paul Webb
SY, "Pharlap"

Dear Bob,

It is many months since we wrote to you regarding the "new" laws on entering Australia. As we told you, we were returning to Oz from New York, having bought our yacht there and had no idea this new law existed until a Californian yachtie came to Tahiti from Oz with a copy of the Coastal Passage. As you can imagine, we were more than a little concerned as we definitely would have "copped the fine". Without Giles we would not have bothered to check the rules again. Anyway, to cut a long story short, we arrived home on 23/8/07.

A couple of days before we left Fiji we contacted Customs and Immigration to let them know our ETA, making it 14 days (25/08/07) after leaving Lautoka, give or take a few days depending on the weather conditions. We submitted all requested information and asked a couple of questions ourselves. They sent an instant, generated reply to say they received the email and within 2 days we had a reply to our questions, so that was a most satisfactory outcome to begin with.

About 200nm off shore we ran in to that recent storm off the coast of Queensland. We must have caught it right at the beginning, because the storm for us started on Sunday night (19/8) and we went with it for 4 days, having 70kt winds (gusting) and 40 - 50ft seas a lot of the time. Coast Watch flew over and called us up, checked who we were and asked if we were ok. We told them we couldn't start our engine which caused them some concern but we assured them we could sail in. They relayed a message to Customs and Immigration, letting them know we were having a hard time and didn't know just when we would get to Brisbane. As it turned out, we couldn't make Brisbane, the sea conditions would not allow us to, so we headed for Mooloolaba which is not a port of entry. When we got close enough we called up the Coast Guard - 20 miles off shore. Coast Guard were already aware of our situation (via Coast Watch) and had been waiting on our call. They then contacted Customs and Immigration again for us requesting permission to come in to Mooloolaba, which they granted without hesitation. When we got within 1/4 mile of the entrance Sea Rescue gave us a tow over the bar in to the marina. That was at 4.30pm

Customs and Immigration and also Quarantine were in the area so went out of their way to come and clear us at around 5.30pm. We have to say, they were nothing short of fantastic. They were very sympathetic towards us, having come in with those conditions. Clearing was quick, easy and painless for us. A really nice bunch of people, up from Brisbane. Obviously they were doing their job but they didn't make it difficult. They asked us a few questions relating to entering Oz and we suggested the

website was not really user-friendly for anyone who was not computer literate. For anyone who doesn't use computers the information is hard to find. We were also informed the "new" rule had been in place, just not enforced, for 2 years before they started prosecuting people. We suggested there hadn't been enough publicity. Apparently when you leave an overseas port the officials in that port are supposed to inform you of the rules of entry to your next port of call. When we left Lautoka nothing was said about entering Australia. In fact, we've left several ports and were not informed of rules and regulations for any port so the lesson learned here is to get on the 'net and find out.

We understand completely that all officials aren't nice, but it appears to us that if you follow the rules and answer the questions then you will be just fine. So it seems, before you leave your last port, if you take a couple of days to contact Customs and Immigration, ask your questions and wait for replies. There is some flexibility for yachties like us who don't mind the longer passages. The ETA also has some flexibility as long as there are no major deviations from the original information submitted.

It was made very clear to us that if you broke the rules without good reason (ignorance was not a good reason) then you would be prosecuted. Mick has entered the country on a few occasions in the past, before this law came in, and would never enter via Cairns or Townsville, having had attitude problems with officials in both places.

Anyway Bob, that was our experience on entering Oz. We still can't believe how easy it was.

All the best and take care,

Brenda Francis and Mick Rogers
SV *Grand Cru*

Greetings,

So pleased to hear you made it in safe. That was a shit of a storm.

Weather aside, your timing of arrival was impeccable! I have been canvassing recent arrivals for their experiences and it appears customs has all but shouted tea and beer! The sting of bad publicity...? Whatever the reason it's better than past behaviour and telling in that I don't think Customs would make an enforcement back flip like this if they thought they were on solid moral and/or legal ground to begin with.

Look forward to catching up. Welcome home!

Cheers,
Bob

Ship Ashore???

Hi Bob,

So... where were our customs folk before the Indonesian navy put their boat on the beach at Rainbow... and went ashore ARMED... Had they been cleared by Customs to be in our waters...more importantly - Did they adhere to the 96 hour rule????? And will we ever be privy to the information????

Great website - just visited for the first time... Hammo coverage is excellent!

Cheers,
Barb

Hi Barb,

Yeah... I had a few laughs myself pondering those important questions of national security. Seems customs doesn't go out in their huge boats except in best weather and near to resorts and pubs! And a foreign navy landing with AK47's is OK.

Always pleased to hear the effort in the site is justified... Thanks for dropping a line.

Cheers,
Bob

LETTERS CONTINUED NEXT PAGE...

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Dear Bob,

I thought you and your readers may be interested in the response I received when making contact with Arch Bevis's office, [the shadow minister for The Customs Service].

I wanted to find out whether his office was aware that various Australian business owners were concerned that because of the actions of the Australian customs service International cruisers were bypassing Australia completely and making landfall in Asia rather than subject themselves to the reported abuses of the Australian customs service.

Naturally normal income derived from this business is lost and lost for ever. To attract these visitors back to Australia will be an extremely hard task and there will be an ongoing level of distrust with Australian Customs in particular and Australian officialdom in general.

Note the impact on New Zealand and its economy when its government tried to introduced ridiculous safety regulations for international visitors and also note the response by the New Zealand boating industry, the legislation was soon amended to reflect the reality's known by New Zealanders but not by its government.

I also wanted to ask whether his office was aware of how disengaged many of Australia's boat owners were becoming with the Customs service. That Australian boat owners were feeling highly offended with the unrealistic, highly officious and draconian measures taken by Customs purportedly to safeguard Australian interests when in reality this attitude and policy doesn't help anybody's interests including the Customs service long term interests.

Again was his office aware of how disgusted some Australian's had become at the dreadful treatment dished out to genuine [and innocent] international cruising boat owners. [I have met some of these people and I can tell you I would rather invite them to my house for a meal than any member of the Customs service].

O.K. now the response.

Yep that has been the response, nothing, a big zip, not a phone call from anyone even remotely associated with his office and this after repeated protestations of interest and concern from his Brisbane electoral office. Is it just a communication failure [I bet] or is this part of the 'offend no-one' election philosophy that the A.L.P. has adopted.

I have now decided to place my vote elsewhere as obviously there is going to be no change in the operating philosophy of the Australian Customs service and I for one will not be a party to this philosophy.

With regards to you, Kay and your readers, Bob Oram

Greetings Bob

You have gotten the same response I have gotten from both sides of the government. Must be a form letter set aside for the boating community. How special! Maybe our two party system is really just one two faced party?

Cheers, Bob

TCP gets cookin & more...

Lyn's tips on all that rubbish!

Photos & words by Lyn Mason, MY, "Lauriana"

I am always amazed at the amount of rubbish and plastic bags on beaches and floating in the water. I realise some get blown over accidentally and I notice National Parks don't provide rubbish bins at their campsites.

This is what I do with our rubbish. The only thing I throw overboard is meat or chicken scraps. I know a nice mud or sand crab will make short work of them.

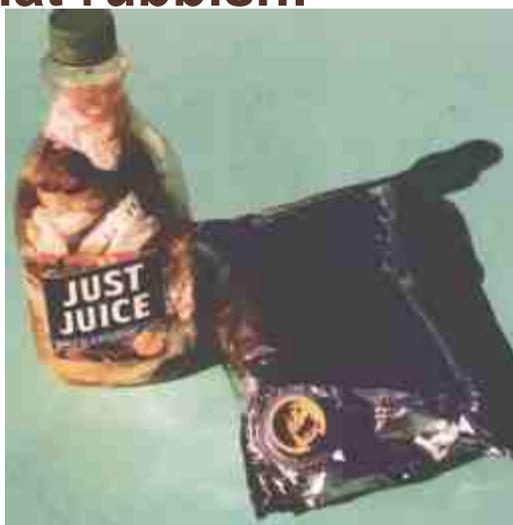
Before we leave on a trip I keep some two and three litre juice bottles. These I wash out and fill with fresh water for further up the coast. Even the wine bladders can have the rubber stopper taken off and rubbish poked inside. Plastic bags from defrosted meat or fish can be washed after the washing up is done and pushed into the juice bottles or bladders. It will surprise you just how much you can fit into these containers. Tea bags, vege peels and plastic bags of all sizes. We don't smoke, but I'd like to see butts disposed of in this way too.

The E.P.A. people have told me two different views on vege peels; one lot said it was ok to throw them overboard, the other lot said it was not ok.

Anyway, I hate to walk along a beach and see orange and onion peels there. I believe they take the longest to break down.

All paper packets and boxes can be torn into smaller pieces and put into a drawstring bin bag. Any tins pieces I put into a drawstring bin bag.

Any tinned food I use I wash tins and lids, allow to dry and they go into a bag, thus no smelly bags of rubbish. Our young friend Dave on "Sayonara" tells me he rinses out his beer and soft drink cans before crushing them to reduce smell.



These photos show clever examples of storing rubbish. No one likes to store several bags of rubbish on their beautiful boat!

I have a home brew tin full of wood shavings. Into this I pour my waste cooking oil. I believe you can buy a product made from crushed pine cones that will do the trick.

When we change the oil in our Honda Generator we put it plastic soft drink bottles which are found on most beaches. These are then tipped into the oil recycle drums when we get back to town.

By using these methods I hope we can keep our beautiful coastline clean.

What to do with bargain bulk produce

Vicky J, SY "Shomi"

Part of the challenge of bargain fruit & veggie shopping is using up the bulk produce in the most efficient ways.

PUMPKIN

We grow and bring our own Jap pumpkin when sailing and they are large.

Pumpkin can be dried the same as fish. Skewer, without touching, thinly sliced pumpkin onto a length of fishing line and tie between rail. Dry for 2-3 days in a sunny, protected anchorage or even underway if there is not too much spray. Store in airtight container when dry and use in the following recipe or any other.

Thai Pumpkin Dahl

CHOP an onion or two, garlic, lemongrass, chilli and ginger, dried and ground will do, (you choose the quantities of spices according to your taste), **DICE** in smallish cubes, around 3 cups pumpkin. Leave the skin on for a nutty flavour. Sweet potato may be substituted.

FRY in a splash of oil (macadamia from Yeppoon markets is ideal, Sesame oil works well also) in a wok till all is well caramelized.

ADD a small cup of red lentils, a litre of stock (a fish frame and onion simmered is good), or salted water.

SIMMER 15-20 minutes. Stir occasionally. Add dashes of fish sauce, light soy and/or a spoon of peanut butter, salt and pepper. Mash or blend and warm with a tin of coconut milk.

Serve Hot with flat bread warmed in a pan with a smear of oil, butter or gee.

Or cold with rice crackers.

Emergency rations

When out of pumpkin or root veggies just add a little more water to red lentils and cook with onion and spices.

E-Z Gourmet for Coastal Cruisers

Cheryl Rae, SY "Xtra Chilli"

Most cruising boaties are always on the look out for foods do not need to use freezer space, have a long (ish) shelf-life and are versatile enough to be used in a variety of ways and prepared very quickly after a long day-passage or after a heavy day spent snorkelling, swimming, reading etc.

So the focus is on food products and ideas on how to adapt them to multiple uses rather than just one recipe. Here is an example of one product with many simple uses:

Vacuum Packed Smoked Chicken

Most supermarkets now stock packages of whole smoked chickens and smoked chicken pieces. The chicken is hot smoked and vacuum packed and you can usually find packages with a 'use-by/best-before' about 2 months away. Because they don't need to be thawed and the meat is cooked, smoked chook is 'fast food' for boaties. The packages need to be kept at 2° C to 4° C with dairy produce and other unfrozen vacuum packed meat.

Use whole chickens/ chicken pieces

- Reheat in oven/BBQ/stove-top/microwave then use as the basis for a roast chicken dinner. Cook a stuffing separately.
- Crisp skin and heat through drumsticks and breasts on the BBQ or in a frypan and serve with hot vegetable salad and balsamic vinegar.

- Reheat drumsticks in oven/BBQ/stove-top/microwave for quick finger food for spontaneous beach picnics

Slice and use in:

- Stir fry dishes either marinate or leave plain before reheating.
- Filling for sandwiches, rolls, wraps, omelettes, melts or jaffles.
- Thai style salad with a hot-sour dressing and finely shredded cabbage, carrot and capsicum.
- Pre-dinner nibbles with raw vegetable pieces and a sweet chilli sauce/hoisin sauce/chilli and coriander in soy sauce/yoghurt and mint sauce.
- In Thai red or green chicken curries make the sauce first, cook the vegetables while reheating the chicken (skin and bone removed).

Cut into slivers and use in:

- Vietnamese style rice wrapper rolls with shredded cucumber, carrot, mint and coriander leaves (or paste in tubes), and serve with hoisin sauce mixed with rice vinegar and sugar.
- Nasi Goreng or Mei Goreng.
- Curry Laska soup with canned prawns, noodles and coriander.
- Asian style chicken and noodle soups.

Mince or chop finely and use in:

- **Sang choi bao:** minced chicken fried with sliced Chinese sausage, grated ginger, water chestnuts, sliced mushrooms and spring onions, then flavoured with oyster sauce and served in lettuce cups
- Sushi filling (when the fish aren't biting)

SUN TEA

- *Sun
- *Your favourite tea or teas.
- *Glass or plastic jar
- *Sugar or Honey to your taste.

Fill jar with best filtered water (room temperature) you can find. Place tea bags (amount of bags depends on size of jar and how strong you like your tea) in jar with string & label hanging from top of jar. This is where you can add sugar if you like. Place in sunny spot for most of the day or two. Remove bags, cool if desired. Try using a mix of teas like plain tea and peppermint or lemon.

A few more tips:

It seems that when buying many foods you pay for the packaging more than the contents. So, try to buy the food and use the containers when finished. Look for plastic containers that have screw tops (peanut butter, honey, flour, rice etc.), a much better choice for boats.

Want to make points at the op shops and feel better by not just throwing glass jars away? They are always thankfully received at most op shops, as they are re-used for preserves, etc...

Do you have a favourite recipe or "food tip" you would like to share? Give it a go! Remember, It can't be about you without you!



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Painting on rusted steel and making it stick!

The lesson learned is you just can't over-do the preparation. No paint product will save you from scaled rust. It will come back to haunt you. If I am successful in getting this point alone across to you it's a win. So.. when you have done it to completion the forth or fifth time and finally no new tiny bit of scale explodes in dust from the tool, it's time to go over it with the steel brush then a *thorough* clean and dry.

Apply your pre-prime paint immediately. There are only two paints that I have tested to satisfaction and POR 15 is by far the easiest and quickest to use of the two so that is my focus here. To satisfy curiosity, the other is Altex 167 which works well but with an overnight re-coating schedule can slow a project right down. Especially if you are working outside, the weather window needed for that system is high risk.

Read the instructions!

This applies to all the paints you use. If clear instructions on preparation and use, re-coating times etc, are not on the container then your paint dealer will have the specs on file and will be able to supply you with a copy. **Poor prep and failure to follow instructions are the cause of 99% of paint failures.**

POR 15 is strange stuff. Get the smallest size container you think you can get away with. The stuff dries so hard that if

you get a small amount on the lip of the tin you will have to cut the thing apart to get it open next use. So never paint directly from the container unless you figure it's a throw away when done. I use disposable plastic spoons for dipping paint out of a container and also for measuring small amounts when using two pot paints. A handy tip for the POR 15 is to use a layer of plastic wrap under the lid when you put away. That way if there is a small spot on the lid you might be able to open it next time anyway.

Time your job to accommodate the painting system.

I like to manipulate the repair so that by late morning the repair area is ready for paint. Put on your first coat of POR 15 and stand by. Especially in summer it can go quick and you don't want it to go hard. Put on your second coat when there is still a little "tackiness" to the surface, two hours+ or-. Two coats minimum and three is better. If all goes well you may be able to get the first coat of epoxy primer on and have it "skin out" before the evening dew. My preference for epoxy primer is Watty! EP universal because it is cheap and good, a rare combination.

Especially if you are working on a flat surface you may want to fair the repair. With the first coat of epoxy primer in place it's a good time to do it. Watty! Fairing Compound is my favourite. It goes on smooth and resists air bubbles in the mix and it sands so easy... as long as you don't let it

wait too long. I tried the Jotun stuff as well but I found it harder to work and prone to the bubbles. For application the best tool I found is a grout spreader for doing tile work. It's hard rubber blade and wide edge are perfect for the job, just filling the low spots without piling it on everywhere. They are a \$5 tool most places. A wide putty knife doesn't do as good a job.

After the fairing compound put on your first coat of high build epoxy or another coat of EP Universal, whichever. There are many good high build epoxy undercoats. Check local supply and compare costs but I've never gone wrong with the Watty!. At least two coats of undercoat over the fairing. (As applied by brush) As far as top coat, I have over 12 years experience with Watty! Poly-U-400 now known as Watty! Sigma Dur 400 (stupid name, great paint!) and it has been remarkably tough and has the advantage of being easy to re-coat whilst other types of polyurethane have to be sanded or chemically treated to re-coat once cured. At least two coats of top coat as well. That's 7 coats minimum.

Whitsunday Ocean Services of Airlie Beach is still my paint supplier. Even with shipping the price is still the best and I know Wok and Woody know the goods. POR 15 has dealers all over the country and have a range of products that if equal to POR 15 for quality, are well worth having a look at. Both business's have ads in this edition somewhere so look them up for contact details.



The right tools and the good gear. Mix half to half.



Swipe the grout spreader, loaded with the fairing compound across in a smooth stroke. Avoid sanding by care in spreading.



Several coats of whatever epoxy undercoat you like....



Then some good top coat to protect the epoxy and look good! Easy?!?

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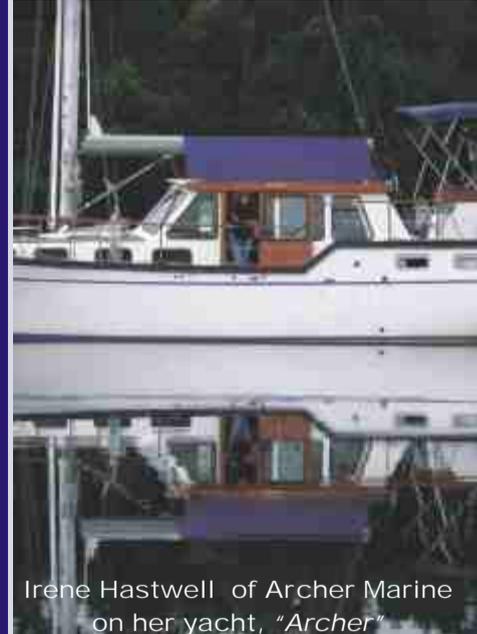
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Boating Epiphanies - well, what's your story?

Boat-space

By Stewart Mears, SY *Verella*

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

It's a crisp bright morning in the winter of 1991. The short row out through the Palm Beach moorings is something I always enjoy. I throw my tool bag over the cap-rail and climb aboard *Verella*, our 60 year old 10m wooden sloop. In the southerly chop she rocks purposefully on her Pittwater mooring. As much as maintenance is on today's agenda; the boat is increasingly a haven of peace from the now frequent, arctic exchanges with my wife. I look around the cabin's boat-space; the kid's quarter berths forward, the two settee berths in the saloon with its tiny meths stove...thinking to myself: "Geez if push comes to shove... could I live here?"...Nah ...No way mate! Too bloody tiny! No room for books for one thing and then there's the home office stuff: computers, files, printer & the rest (I work(ed) from home)". Funny how a, fleeting thought, like the faintest seismic shudder, portends the earthquake to come.

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

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

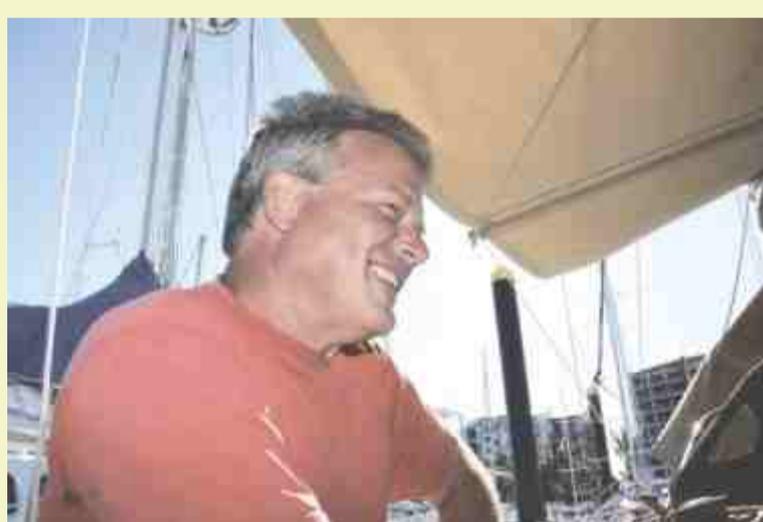
Oddly, apart from the morning ritual of ironing two shirts on the chart table, our life aboard is surprisingly painless. Something has changed and sure as hell it isn't *Verella* getting any bigger. Maybe it's my head 'adjusting to boat-space'.

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

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

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

The bottom line is that adapting to boat-space and maintaining the harmony necessary for equanimity requires an adjustment of mind-space; simple as that. This much I have learned. I am after all a modest man with simple tastes. All that I want before I die, is the opportunity to kill at least one weasel speaking, politico, sociopath; "down-sizing spatial potentialities to match re-aligned infrastructure capacity restraints going forward". Surely a life of simple piety and modest expectations entitles me to this one small indulgence. Is it possible to purchase an AK47 on E-Bay? Can anyone help me here?



Stewart is; "...still living on that bloody boat!"

It was the People...

This began as a response to a thread on a forum about how people come to that personal change. Some people slip into the lifestyle as naturally as Ishmail was drawn to the sea, by just following the stream that leads to the river that brings one to the ocean. For others it can be the immediacy of conflict or maybe that moment of clarity, an epiphany. **WHAT WAS YOURS?**

Bob Norson

It was an epiphany that got us sailing but it was the people we met that kept us going and the motivation for TCP. We've passed the point where economic good sense has anything to do with what we do though I understand that may puzzle some.

Here is what happened. My wife was raised in a family of keen surfers and fisherman. A serious off shore mob that reckons good fish weigh 1000 lbs. I've been a water boy all my life, raised on Minnesota lakes before moving to the Mississippi near Mark Twain's home. Then to the deserts of Arizona where my Dad continued his work on boats and I started as well. (There are some 6 or 7 large artificial lakes scattered among the rocks and cactus) Then we moved to San Diego. Surf city, bay sailing and the discovery of wind surfing, but the penny didn't drop until the Town of 1770 in Queensland. I had towed our run-about to what was then a remote town named after the date that Capn Cook stopped in for some nice fresh Bustard. (Whilst playing tourist and trying to chat up the locals, Capn and crew shot a local bustard and found it delicious so decided to name the place "Bustard Bay".)

I was sitting in a beach chair having a beer and a bag of chips as the sun was setting and the tide rising. There were several cruising boats just off shore. All multihulls, it was a shallow bar. The afternoon quiet was in and I could clearly hear the conversation between boat crews. 'Where is so and so and have you seen such and who' and answering 'yeah, saw them at Gladstone on their way to Cairns' and on and on and it hit me like a blow. In an instant I understood what was going on right under my nose. There was a whole community here moving to the rhythm of the season and then stepping off the coast to the Islands and Asia. I was rivetted to the spot. Darkness fell hard, no moon or light escaping from the camp area behind me. The water was now up to my waist, beer long gone and chips a floating mess. I heard movement from the anchored boats as a group were piling into a dinghy. A happy jumble of giggles as I realised they were probably waiting for dark to run into the caravan park to steal the use of the showers. Among the chatter I heard a clear woman's voice say "how do we know when we're there?" over the sputter of a small outboard. It was pitch dark. In just a moment I heard a crunch and rumble as the boat hit the shore and then the same voice announced with some authority, "we're there!" It was all I could do to keep my laugh under my breath as I shared the moment, stole the moment.

The fire was lit and we talked about this but then catastrophe struck. Soon after our return to the Gold Coast where we were living at the time, we found that the business we had left in the old country was sold to a bunch of crooks. They pulled a fraudulent bankruptcy on us, stripping our business of assets, our retirement fund. Kay went back to the US and spent a year and a half there trying to hold them to account and to reopen the retail business to liquidate remaining goods and bring the operation to an orderly closure. The push from the foul and corrupt and the pull of the dream and the wonderful experiences we had already had in our little run-about were not to be resisted. I bought the 40 ft Ketch just before Kay returned from the ordeal in the US. We consecrated the aft cabin at the mooring the day she flew back.

The corrupt do not go to sea. There is no one to steal from and you can't get others to do your work. It was an epiphany that got us sailing but it was the people we met that kept us going. But...I am with Stewart on the AK47!

As Homer Simpson said.... There is no moral to this story, it's just a bunch of stuff that happens.

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Held over the weekend of the 19th, 20th, & 21st of October on the beautiful waters of **Port Stephens** at **Tanilba Bay Sailing Club** this event provides something for everyone.

The annual Friday 'show' day is shaping up to be bigger and better than ever. This year as well as the usual flotilla of **Schionning** boats to view on the Albatross Marina, major supplier reps and **Schionning Marine** staff will be available to talk about available products. There will also be a 'hands on' boat building display by Brett Schionning, who will go through some composite building techniques as well as give you the opportunity to experience some of these building techniques first hand.

A quiet sail from the marina to the club and afternoon drinks and snacks to wind down on the foreshore of the sailing club will see an end to the first day. Two 'around the cans' races on the Saturday are followed by an evening of fine food, drinks, fun and dancing. With live music and a multitude of

other multihull owners and enthusiasts to chat to, you are sure to be up all night! Sunday sees the passage race giving you the opportunity to check out some of the bay as it whizzes by.

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"The Love Boat" in Stormy Weather

Beate and Jan all smiles now...



Beate and Jan, safe and smiling at Bundaberg Port Marina

pleased when I called Bundy Port and Samantha reported they had just been towed in. All safe and vessel in tact, except for a fuel system overwhelmed by the hippy hippy shakes and critters in the filters..as they do. I left a message with Sam at the marina and Jan, the skipper gave a call back that day. "How ya

crew, Danish Women, had just arrived. Friedrich, from Sweden, had just left. "Because of the voyage", I asked? No, Jan laughed. Actually he fell in love with another crew and went to meet her. "It's the Love Boat Bob!" So that left the skipper, Jan Bertelsen of Denmark and Beate Mangset of Norway as the part of the crew that sailed the storm.



Above and below, on the way to Australia.

By Bob Norson

The storms that were occurring all over the coast were, well, not supposed to be happening this time of year, fairly unusual. The Global warming/climate change mob were having a "told you so" opportunity. So when I got the call from a reader in Tin Can Bay that had overheard a VHF radio call about a foreign boat stuck out in the mess and unable to make her intended port of Mooloolaba, I was concerned. This was a rare time when I was actually grateful to be in a house, tied firmly (we hoped) to the terra concreta!

goin and could you use any help?" Turned out he could as they had to leave the ground tackle at the anchorage. The flu kept me from doing more than assisting to organise a retrieval. It was Mick, the manager at Tin Can Bay Marina and Chris that runs the chandlery there that braved a still rough Wide Bay Bar which at the time was the only way out there. Storm damage had closed a boat ramp at Rainbow beach. Jan was happy to pay for their effort and risk.

The boat was trying for Bundaberg but sailed (if thats the right word) into the shelter (such as it is) behind Double Island Point. The anchorage has a reputation for being a roolly thing in good times. At that time comfort was an optional extra as mere survival could be tested there. This was the time the 35 metre Schooner from Indonesia wound up on the beach within Cooee of where vessel Frigg lay at anchor. We kept a watch on their welfare and were quite

A couple days later and me feeling more human we drove to Bundy to meet the crew. Frigg is a Phantom 42. A non-production, 'one at a time' vessel of Danish construction to very modern performance standard. The boat is on a two year circumnavigation with crew shifting at 4 months or longer. Through sailing web sites in Scandinavia and through search engines. young Europeans find their slot and fly to particular locations to meet and sail onward. The day we were there two new



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The Love Boat continues...

They sailed from Tonga in light conditions much of the way, motorsailing for 15 days and then getting word of the storm. At 15 miles off Cape Morton the first front hit them. Frigg is a sailer and even if she had the fuel to use, she didn't have the grunt to punch into it. Mooloolaba was the same story so they considered running out to sea but since they were close in, decided to run north and try for Bundaberg. Besides the weather, shipping traffic was a concern. Along the way they contacted Tin Can Bay VMR/Coast Guard and were advised of the anchorage behind Double Island Point which in the prevailing conditions would be reasonable shelter and heaven by comparison! That was Wednesday evening. Thursday was still OK but early Friday the wind shifted more to East and it wasn't that good there anymore. The wind came in from every direction and up to 60 knots. "The whole boat was vibrating," said Jan. They had out a 20kg Bruce and 60 metres of 10mm chain and 30 metres of line with a sand anchor for a second in tandem, "worked quite well!" But the waves coming in were now 3 metres and Frigg was only in 6 metres of water with the keel in danger of bottoming in the breaking seas. Beate felt bad as she was in no condition to be much help. Mal de mer kept her below.

From the home of Coastal Passage, just a couple hundred metres from Hervey Bay, it was wicked weather. Power was out and we were running generators. Having been around cyclone Larry last year, generators and stacks of tarps are normal provisions here. Roads were flooded, trees knocked down by the Urangan Harbour and Rainbow Beach had collected the Indonesian Schooner. The fate of Frigg was on our minds. The vessel had not been in touch with Tin Can whilst at Double Island Point.

With no engine now due to the shaking the tanks had received in the storm and all filters clogged, and on a lee shore



Chris, at left runs the Chandlery and Mick runs the Marina. They were the boys that took on the low pay, high risk job of punching out the bar to retrieve the gear for Frigg. WELL DONE!

with serious danger of coming along side the Schooner, Jan opted to drop his ground tackle, leaving the bitter end tied to a jerry can and sailed. The first few hours were hard going. They had to put up some main as the storm jib wasn't making way through the waves. "That was quite intense."

They made it around Breaksea Spit but missed customs that afternoon so sailed in circles around Hervey Bay all night to finally get a tow into Bundy Port, clearing in Sunday.

But all is well that ends well. Last we saw of the vessel Frigg, Jan was sailing away with three lovely young women on a cruise around the world in a great boat.



Back to normal for Frigg

Weather or not to go...

By Cpt. Allen Southwood (retired), MV Solaray

Some months after cyclone "ADA" in 1970 in the Whitsunday's, I had refitted my 40ft. charter vessel "Empress" and resumed fishing trips to the Barrier Reef and around the islands. I did not realise at the time I was still traumatized by the cyclone as I was hiding behind islands and peering at every cloud on the horizon and listening to all the forecasts I could before venturing into the open sea.

Then one day after asking an old mate, Doug, a fisherman and ex air force WWII and P.O.W. what he thought about the weather, the answer came back, "Well the only thing about the weather is that there is plenty of it". With those wise words he cured my phobia and I got on with the job.

An old ditty I find useful and 99% true is "When the wind's against the sun watch out for back she'll come." It simply means that for the Qld coast a Nth.Westerly precedes a southerly change usually around 2a.m.

Another handy thing if you are blundering around near a reef edge in the inky blackness is to just shine the spot light along the water and the reef edge will be where the little "rain" fish jump. Some old skippers used to navigate by smell. They would leave the port (pub) around midnight on the high tide, by the time they got near the reef it would be low tide. So as soon as the motion of the boat decreased they would sniff the breeze and smell the reef, it does work but not a recommended practise.

I think in these days of advanced electronic aids we can rely on them too much, and some times suffer from

too much information, such as getting a four day weather map on the computer, and then try and pick the best day to do a leg, only to find the window expected does not arrive, or is so small you didn't notice the difference.

When cruising the Qld coast in winter going north with following sea winds is easy. The further north one gets the more the winds are consistent 20 knots S.E. so most yachties don't travel south until November when the winds go to the North East, also the north south current assists one sailing south.

In my years of chartering Barb & I have had many "trips from hell" punching back to Cooktown or Cairns in the "Boomerang" a 65ft steel trawler type vessel and excellent sea boat. When you have a plane to catch for the guests there is no choice, you have to go. At times I have had to back off the revs to actually maintain forward speed, as with too much power we bulldoze every now and then coming to a full stop, and lose momentum. When motoring south from Cape York it's best to start at about 3 a.m. and keep the mainland as close as possible, say in 10meters of water, for some reason it's calmer, and be anchored up about 09.30 before the S.E. gets pumping again.

All this reminds me of the forecaster who only wore one glove to work. When asked why he said, "On one hand it could be cold and on the other it could be warm." I hope this helps. If not, look out the window.



Captain Allen and Barbara

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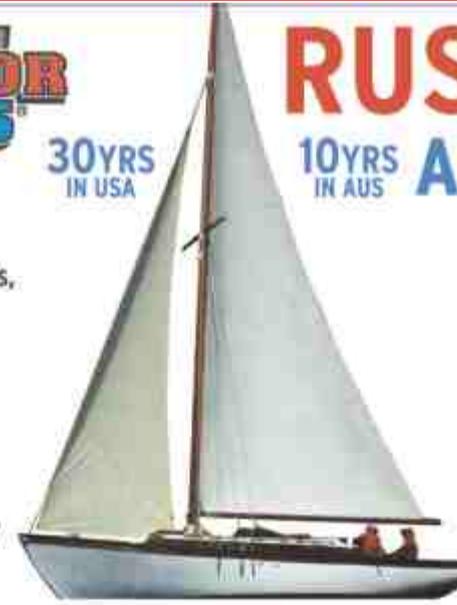
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Knot Happy as Larry.....

The life, times and final end of TRIAD

Bob Norson photo

How this story came about... an Introduction

Immediately after Cyclone Larry savaged Innisfail last year, TCP organised a van load of relief supplies and bolted directly to the scene. Whilst there, hundreds of photos were taken of the devastation, including the one above. Right after the mission a special electronic edition of TCP was published to the web site. A smaller report was later published in print as part of TCP # 19. Phil Webb, skipper of *Triad*, chanced by the TCP booth at this years Sanctuary Cove Boat Show and noticed reference to the special electronic edition in one of the back issues being given away at the booth. He contacted TCP to ask for a copy as the edition had been rotated from the files by that time. His request was granted and to the surprise of all, his boat was the (up to then) unidentified wreck featured in the edition.

Because of this referral and a surprising amount of other requests, the "Cyclone Larry Special Edition" has been reinstated for free download from the web site. See "Back Issues".

By Phil Webb, ex *Triad*owner

TRIAD a Lock Crowther designed Kraken 40 Mark II with 50 foot mast, length over 40ft, beam 29ft.

TRIAD, the well known racing trimaran has won or placed in many races over the years since I purchased *TRIAD* in 1982 from the owner builder who intended to sail the world, but scared his family on their first outing at sea, so when I bought *TRIAD* it still had sawdust in the bilge.

Some of the most memorable races have been -

The opening of Newport Waterways Marina complex race with most of the top Brisbane racing yachts and multihulls competing. From the Brisbane start most of the fleet ran straight downwind close to shore, whilst I hoisted the spinnaker, sailed out in a broad reach to east, giped the kite and again broad reached to the tripod mark off Redcliffe by then way in the lead, where it was a close reach to the finish with some fast multihulls closing in on *TRIAD* but remained in the lead to take line honours and also won on handicap. The official opening and presentation was by Flo Bjelke Peterson.

My principal place of residence was in Cairns, a member of Cairns Yacht Club where every Wednesday and Saturday raced in the WAGS & SAGS in Trinity Inlet. Also Cairns to Mourilyan overnight race where *TRIAD* was second to *SAILMAKER* with *AGIER* 3rd. *TRIAD* won line honours on the return race, Mourilyan to Cairns. Raced in a number of Cairns to Green Island races and other events with C.Y.C. I was also a member of Queensland Multihull Yacht Club.

I sailed *TRIAD* from Cairns to Brisbane to sail in the Sandgate Winter Series where *TRIAD*, *Ben Bolt* and *Cool Change* won the teams challenge with *TRIAD* 4th in the overall placings.

Then *TRIAD* sailed in all the offshore races at the Whitsunday Sailing Club, one year leading the Winter Series, but I felt I was robbed when 2 mono yacht skippers claimed "points" for other races at other clubs. My investigations suggested one of these mono sailors may not have even sailed his own yacht in those races, but the other chap with points claimed elsewhere beat me for the series win officially by (1) one point.

TRIAD always placed well in the Multihull regattas held at Laguna Quays. Last series there I lead the fleet out to the Repulse Islands and took line honours and won the division, but the handicapper took notice of this and *TRIAD* was handicapped out of further placings that year.

TRIAD won the multi division at Hogs Breath regatta at Airlie Beach and next year came second.

I have cruised the Queensland coast on *TRIAD* from Southport to Cooktown many times calling into most anchorages and harbours.

Then in 1999 whilst I was in a Sydney hospital *TRIAD* was hit at it's mooring by (as I was told) a jet ski during the Whitsunday Fun Race which left a hole 4 foot back from the bow just a couple of inches above the waterline. With swells, the main hull of *TRIAD* filled with seawater, the boat supported by the floats so it wouldn't sink.

continued page 16.....

Racing off Airlie Beach



photo courtesy of P. Webb



photo courtesy of P. Webb

On the beach at Airlie.. mid eighties

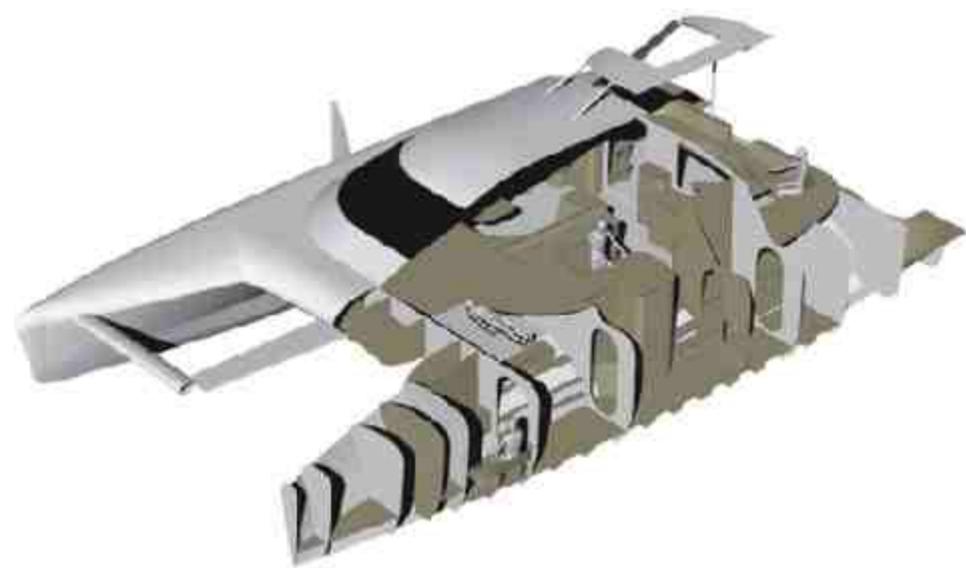
Racing in Pioneer Bay



photo courtesy of P. Webb



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Triad and Larry, continues...



photo courtesy of P. Webb

On the Hard at the WSC about 98

Witnesses advised it was a jet ski belonging to the water police that hit TRIAD. These were 2 new toys for the water police. I was told they first tried them on the Proserpine river before the fun race, there are big crocs in that river if they fell off. Witnesses that were on the barge start boat said that when the large canon fired the rider of one of these jet skis, in shock accidentally hit reverse, almost falling off. According to people at the event, there were no other jet skis on the water this fun race day, even the hire jet skis were not operating, closed for the day due to the Fun Race.

There was a large police boat which witnesses called the "party boat" as there were Qld Transport, Fisheries Dept and other Government people and their friends on this craft. They say it was NOT a dry boat. A number of those witnesses have stated that these people on the large police boat were calling out like children "MY TURN NEXT" to ride the new toys, the police jet skis, doubling up and taking girls for rides. The witnesses said it was the police jet ski that hit TRIAD but no one knows who was riding the it at the time. The police minister Ms Judy Spence was involved but the police dept have taken no responsibility, and NO compensation was paid.

Editors Note; These allegations were never proved or brought to court though the author claims much documented support for the story. The incident was an item of contention in the community with some strong opposing views. TCP has allowed inclusion of these claims as the paper is aware of numerous misadventures of the police that are too similar in character to this account to dismiss it outright. The drunk Bowen cop that rolled the police Ute after leaving a police party comes immediately to mind, as does the very recent report in the Sunshine Coast paper of an alleged drunken party by the cops assigned to "protect" a conference at a Sunshine Coast resort.

At Airlie Beach TRIAD was craned onto hardstand, and years of work went into rebuilding her with another diesel motor/gearbox and some of the decks were replaced. I purchased new winches as whilst on the hardstand, some "nasty person" broke into TRIAD and unbolted and stole all the winches, large Barlow 32's and 26's plus other equipment which set back the relaunching.

So after years of work depending upon funds, sometimes doing a couple of months at a time and paying others to help, TRIAD, all resplendent in new 2

pack paint, replacement diesel motor and gearbox and all new electronics, was eventually relaunched May 2005. Then cruised up the Qld. Coast in no hurry, stopping off at many anchorages including Dunk Island.

I was at Innisfail, TRIAD moored up in the Johnstone river when cyclone Larry approached.

I added heaps of 1/2 inch chain to the mooring, everyone thought this cyclone would veer south, but it kept on a straight track to Innisfail increasing in strength as it neared the coast.

I didn't stay onboard TRIAD. There was nowhere else to go. Late afternoon on the day before the cyclone hit I was offered a jetty opposite, but there wasn't enough room. The owner later lost his own boat from his jetty where it was blown across river to the bank into mangroves on the other side causing a lot of damage to his large 60 foot power catamaran. It was a write off.

During the night and early morning we still hoped this cyclone would veer south and miss us, by 4:30 in the morning with wind increasing I picked up friends who did not wish to stay in their old house and made a dash by car heading into town having to drive off road through mud to avoid a fallen large fig tree which completely blocked the road, lucky my vehicle is a 4WD. As we drove we could hear trees crashing behind us. I almost left it too late for this dash to shelter. We crossed the bridge into the main CBD then not long after large trees fell across both sides of this bridge blocking access. We sheltered as planned in the semi underground carpark of a supermarket along with about another 12 carloads of cyclone refugees.

The cyclone was at it's peak, worst winds between 7 to 8am.

During the eye of the cyclone I ventured out, walked the CBD of Innisfail observing all the destruction.

I had to move the car to another position after the eye of the cyclone as the change of wind direction

had flying debris and rain coming through part of a mesh fence on one side into the carpark.

The Category 5 cyclone named Larry created 315kl hour winds (don't ask me how they measured that?) It came from the southwest, then after the eye passed the winds came from the north east. The noise of this category 5 cyclone will never be forgotten, horizontal rain, the tearing and crashing of roofing iron and other flying debris will remain forever etched in memory.

Fallen trees and power lines blocked the roads, I could not get to the area TRIAD was moored. TRIAD was just blown across the river to the opposite bank and could have been saved. If I could have secured a line that Monday night I would have saved the main hull, though floats were damaged by the mangroves. But the roads were closed with trees down and I didn't even see TRIAD until late that evening where main hull/beams were intact and TRIAD could have been rebuilt with new floats.

continued next page



Petrea Heathwood photo



Petrea Heathwood photo



B Norson photo



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Triad, The last chapter...



At times *Triad* was covered with debris

Phil Webb photo



Phil Webb photo

As mentioned, often the tides and winds changed the leaf and vegetation mulch washed down.

Next day when we arrived, first I bogged the 4WD tractor up to the axles as the tides and leaf matter had changed again and a further mountain of this vegetation was everywhere, it was so soft under the sand with this mulch like vegetation you could hardly walk as your feet sunk to near your knees.

With 2 yachting friends plus 6 prisoners on work release we struggled to walk the rest of the way to *TRIAD*. The boat could hardly be seen, it was covered in this leaf matter, and vegetation again, only worse than before.

We worked hard and dug a lot out, the prisoners did a great job with shovels and by hand until lunch time. We found damage under the wings, where my bunk was, there was nothing. The underwing area collapsed, I'd fall straight through to the sand, or into the sea if the tide was in.

The 2 yachting friends helped me and I rushed to town buying sheets of ply and sikaflex, screws etc. We worked covering all holes and complete underwing deck until after 4pm with the tide rushing in to complete the fix up job to keep water and leaf matter from coming in again.

Next day I returned and it was all washed away, all the materials and work, money spent, all was wasted. You can't beat the forces of nature, *TRIAD* was open to the elements where it was washed up. From then on I concentrated on removing anything I could salvage.

Three times I had approached General Peter Cosgrove who promised help, but unfortunately neither the army, nor any of the other services were able to help in time. The Volunteer Marine Rescue boat was still stuck washed up into the mangroves, where later these mangroves had to be cut down to extract their V.M.R. Boat which was then taken to Cairns for repairs.

I had to chip away at the epoxy to undo the bolts and nuts to salvage the new winches.

Next the whole stern broke off, just behind the rear cross beam. Then the whole bow broke off just under the front cross beam.

Another day I came at low tide to find the whole cabin and roof was wrecked, blown apart like a bomb went off, with the roof upside down lying on the sand.

The centre of the main hull with diesel motor is now buried under sand, cannot be seen. The 2 main crossbeams are still intact which shows the strength of them, even though they have been bashed around, and part of the bow is about all that can be seen of the wreckage.

So this famous racing multihull yacht *TRIAD* is TOTALLY DESTROYED!!!

TRIAD was uninsured as few insurance companies insure tri's and ferry yachts.

During the storm, my mooring didn't move. Basically the front big anchoring bollard on *TRIAD* gave way, bent large 3/4 inch stainless bolts that were through the bollard and deck into an "S" shape and the nuts/threaded part of the bolts on top disappeared.

There were many boats damaged or wrecked by cyclone Larry. A Trawler sunk at the town main jetty. Another trawler sunk in the river, ended up near where *TRIAD* was moored. A large power cruise boat was washed up over the bank near the town slipway and destroyed. The Mourilyan harbour Volunteer Marine Rescue boat was blown up on shore into the mangroves.

Almost every second building in Innisfail had major damage or roof lost.

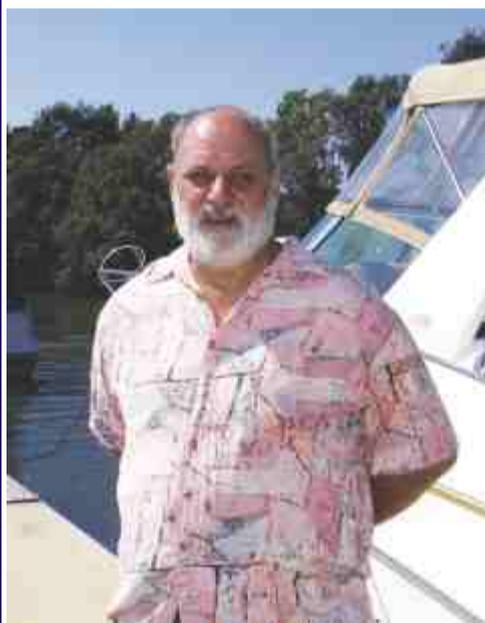
The friends I drove to town with for shelter at 4:30am on the morning of the cyclone lost their house, wrecked by the cyclone. They may not have survived if they stayed in that old house.

Then working in mud and debris trying to clean up after the cyclone, I came down with Barmah Forest disease, and, just for a double dose, also Leptospirosis (which can be fatal) this affected me for months where I couldn't do much at all.

One day I may buy a catamaran to replace *TRIAD*, not considering another tri due to insurance hassles and cruise further north to Lizard Island or beyond as I intended sailing *TRIAD* to Lizard Island last year but cyclone Larry destroyed all my plans.



Phil Webb photo



Phil Today, still hanging around the marinas, looking for the next boat.

At high tides the waves and swells came in over the sand bar, bashing *TRIAD* against mangrove trees, some large which by then had broken branches, some I had cut off, but the remainder and stumps did all the damage gouging holes into *TRIAD*'s main hull.

I first removed the drums off the new winches so they wouldn't be stolen again.

Removing the winches was a tough job. Trouble was I did too good a job with epoxy on the bolts and nuts after previous winches were stolen. So I tried a chainsaw, trying to cut out that section but the original builder had installed stainless steel bars between the ply to strengthen the winch area, which didn't help the saw's chain.

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Keith tries to understand...

By Keith Owen, SY "Speranza"

I think I have found the answer! Not too sure if I've identified the real question. But I now have a sneaking suspicion that the poor yachties are being slowly but surely sucked into a bureaucratic morass where legislative processes are being applied in ways that were never initially intended by the rule makers. This has resulted in anomalies and injustices - bloody unfair, I say.

Let's start with our Customs mates. Now I personally don't want drugs coming into the country never, ever, full stop. And if I'm riding on a train in Sydney (when they're running), I don't want to be blown up by terrorists on my way to drinks at the yacht club what a waste (the drinks I mean).

As I understand it, the 96-hour Custom's rule is part of a range of measures that was introduced as a result of the Government's terrorism package. One aspect requires all ship's crew to hold visas on arrival in Australia. This enables authorities to screen people before they arrive in Australia (essentially bringing this class of entrant into line with the general visa regime where all people are screened prior to, rather than after, arrival) a good move in my view.

The 96-hour rule is intended to enable the various authorities to check the crew, origins and passage of a ship's voyage prior to arrival in Australia. This period is designed to allow authorities sufficient time to scan the route followed, to assess and request intelligence as to whether there is a potential problem arising from the voyage. Again, the need for some prior notification seems a reasonable proposition.

If a commercial ship has transited a terrorist hot spot or a major drug haven, Customs probably do need the 96-hour window to give them sufficient time to look at intel and to pull in all the necessary man/woman power, dog squads, SAS, Federal Police, paddy wagons, x-ray machines, etc, required to respond to an identified threat. No problem there either.

everyday business. Why, by comparison, is it that they can't handle our husband and wife cruisers from New Cal with less than a 96 hours notification?

If Customs were really into risk management and assessment, you would reckon that they would be able to distinguish between big commercial ships and humble cruising boats. Why apply the same rules? Is the threat the same? Is the same response required? I think not. Why can't Customs be "Alert but not Alarmed"? I am sure they have the fridge magnet in their tearoom.

It is true that Customs have intercepted yachts trying to import drugs. There was a big bust a number of years ago when a yacht tried to land its contraband in Broken Bay, NSW. Yet my understanding is that Customs knew well beforehand that it was coming and had staked out the area where the drop was to be made. I don't think they needed 96 hours notification to pull off that well-executed operation.

However, let's admit that some prior notification of a cruiser's arrival is necessary. My feeling is that it should be at least 24 hours. 96 hours seems excessive. Somewhere in between? (TCP might hold a ballot- what about it Ed?) Because all Customs do on notification of arrival is to run the names of crew through warning lists, check any intelligence including Coast Watch sightings and roster a boarding officer to meet the craft. Pretty straightforward stuff not requiring days of detailed pre-planning.

Customs should provide HF access. Why not? Doesn't cost much to have an ICOM (or the Aussie Barret) going in their ops room. And they have HEAPS of dough!

VHF access might also be a factor. VTS in Qld seem to have very powerful CH 16 coverage. How far out to sea is their reach, I don't know. But Townsville does talk to Hay Point twice a day over a significant distance. Why can't Customs and VTS come together in some agreement to allow log-inn's via the VTS network?

But the bottom line is this; why should Customs apply the same commercial ship rules to cruising yachts? Nothing I have read in their correspondence with TCP justifies the current approach.

Having just covered Customs, let's move on to Fisheries.

I read somewhere during the last month an article outlining the injustices of fishing penalties. Now, try as I might I cannot trace the source of what I am about to write. Suffice to say, I am certain I read it because it has stuck so clearly in my mind.

The gist was that you can drive through a school zone at 100kph and have a traffic offence recorded. But if you were done for a fishing infringement, you had a criminal yes, a criminal conviction against your name.

Now I don't speak from first-hand experience as to the consequences, but I do know that for job applications, visa requests, rental forms, etc, there is the usual question "Do you have a criminal conviction yes/no". If you tick "yes", that is a real blot on a person's ability to achieve an outcome.

Now as you know, *Speranza* doesn't fish, we go to the fish market. But we do appreciate that there is a bewildering array of rules regarding where and how you fish. The zones are hard to follow, and I don't really know where a pectoral fin is actually located on a fish so as not to remove it. Also I thought all fish had scales, so I don't understand the skinning restrictions (is it your own fingers they're talking about when you take out the hook?)

It seems to me, that when applying the fishing rules, they put all the boats in the one bucket. So the innocent yachtie who trails a lure through a no-go fishing zone is immediately treated the same way as a Peruvian trawler with a hold full of illegally caught Patagonian Tooth Fish. They've chucked the same rulebook over everyone!

And good 'ol Gladstone Port. If you are in a boat over 10 metres and don't report to the Harbour Control within the pilotage area, you are in deep doo-doo.

I was told that the log-in requirement stemmed from an incident where a trawler was entering Gladstone and, in true fashion, the crew was down the back gutting fish and prawns etc, and not listening out for a bulky which was going down the channel. Well apparently the harbourmaster and pilot had a hissy fit and extended the rules controlling commercial shipping to cover most small boats as well.

Failure to notify the harbour control attracts fines for 10 metre plus boats - \$15,000 for an individual and \$70,000 for a corporation. Enough to spoil your day!

Now, if I sailed out of Gladstone Yacht Club I would like a Farr 1020. But equally, there is a Jutson 9.9 which is a very slippery yacht as well. In the Farr, reporting is mandatory, in the Jutson it is not. So, if you copped a \$15,000 fine in the Farr, this would represent \$715 per cm of boat length compared with the Jutson. How's that for value for money? Makes the Jutson seem like an economic steal.

Again, I can see the need to regulate bulkies roaring up and down the Gladstone shipping channel unsupervised, but why use the same template for 10-meter boats?

On to the next overkill. If I were running a charter ferry business, I would accept that "duty of care" requirements would require that life jackets for passengers were regularly serviced. Costs would be passed on in the price of the ticket.

So imagine my surprise to be told that our inflatable life jackets need to be serviced every year, yes, every 12 months! Failure to do so attracts a \$180 on-the-spot fine. We were recently inspected by a Fisheries Patrol and after a cursory look at our flares and EPIRB, they were disappointed to see that our inflatable life jackets had indeed been serviced only 2 month ago. No fine, bugger!

The only reason I can think of this excessive regulation is that we yachties are having commercial shipping rules applied to us as well. It would be hard to convince me that an inflatable life jacket would go belly up after only 12 months.

And on the vexed question of boarding of vessels by the various and numerous authorities. I was told that the legislation that underpins the ability of Mr Plods and others to hop aboard, stems from legislation that was enacted some time ago to allow officials to board a tanker, bulky or container vessel which wasn't obeying the traffic rules and looked like running up on the Great Barrier Reef. Good intention, no problem.

But it is drawing a long bow to use this regulation to allow all the various inspectors to jump on people's boat at will. I used a good strategy recently when I said "you may come aboard, but my wife will be coming out of the shower with no clothes on at any moment!" (Having just written this, I wonder if my stay-away warning could have, in fact, generated a wild and unseemly scramble of all the attendant wallopers to board *Speranza* to get an eyeful!) (*Patti's note; He might also have told his wife he was permitting them to come on board!*)

continued next page...



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"One size fits all" continued from page 19

And lastly the good ol' Immigration Department.

When arriving from overseas, foreign yachts must clear in. Crew must be in possession of visas. Boats are given a cruising permit allowing the craft to remain in Australian waters for 6 months with the option of extensions. While the boats are fine, the crew face difficulties. They usually hold a visitor's visa authorizing a limited 3 months only stay. And the entry permit issued on arrival is Non Extendable. It can't be extended in Australia.

The only option for staying longer in Australia is to leave the country and re-enter at which time another 3-month stay is authorised. Air New Zealand is the main beneficiary of this silly arrangement.

Now this visa regime is ideally suited to tourists who arrive in Oz by air. Arriving by this mode enables you to spend the first 24 hours getting over the excesses of the hospitality on the plane and the consequent jet lag. Then it's off for 3 months of full-on tourism. You beauty!

Contrast this to the yachties who sail across the Pacific taking many months to get here. On arrival there is usually a whole host of boat repairs, provisioning, and other nautical issues. You don't tie up in Bundy on Monday and on Tuesday go campervanning to Yularu!

Back to the air traveller. After 3 months hop on the big silver bird and go home.

But how does a yachtie cope with the onset of the cyclone season if it coincides with the expiry of the visa? Off we go? No way.

I have met many overseas yachties who say that they had intended to travel and see much of Oz after the effort of getting here. But the 3 months stay limit when set against the time required for boat issues after arrival often leaves insufficient time for tourism. And as they have to leave Australia to revalidate visas, many decide to see New Zealand, Singapore or Hong Kong so as to capitalize on the cost of the fares associated with regularizing their status here.

Oz tourism misses out again. The visa regime is now perceived as one of the negatives that work against Australia as a yachtie cruising destination. Poor us!

The bottom line? The visa rules covering tourists arriving by air are currently applied to overseas yachties. This has no logic as it doesn't take account of the nexus between boat and owner. The boat can stay but the owner has to leave after 3 months. Where's the rationality in that?

So my overall thesis is this. All rules have a reasonable and logical basis when used in the manner for which they were initially intended. However, the bureaucracy has fudged the parameters and failed to differentiate between cruisers and big ships. They should have put a circle around their main catchment area and avoided the unintended consequences of the current regime. It is "all for one and one for all!" at the moment with silly and frustrating consequences.

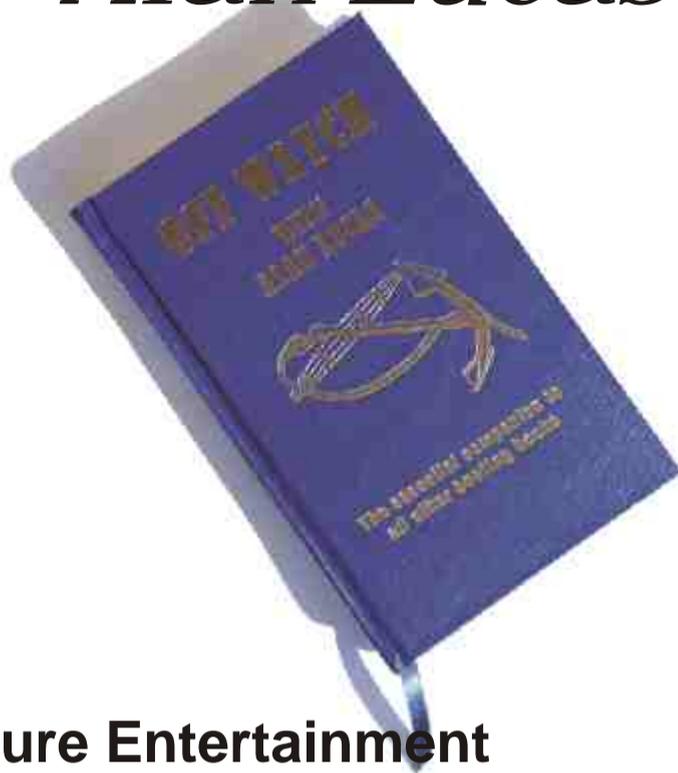
In short they have chucked a king-sized blanket over a single bed (and the poor cruising yachties who are sleeping on the floor have got covered as well).



Able to tuck humour into the most serious subjects, and then to get absolutely hysterical when the situation allows, Keith Owen has been a welcome contributor to TCP for some time. But don't let the silliness fool you. As can be seen by the article above, Keith has a grasp of issues and a talent for relating them that I struggle to do half as well. Thanks once again Keith!

The photo above was shot on the beach at Gloucester Passage. That's Keith at left, then Kay, Patti and myself. Bob or Anne, formally of cat *Endless Summer* was taking this photo while I was saying something like.. "wait till these guys get serious before you...." click... too late!

New From Alan Lucas!



Pure Entertainment from a nautical point of view

So imagine yourself at an island beach sundowner gathering and the subject turns to nautical history. A debate ensues about the fastest of the clippers and suddenly one of the group volunteers, "actually that record belongs to the English ship *Sir Lancelot* that beat the record of *Thermopylae* in 1865....". All heads turn.. "How do you know that", someone asks? And then the perpetrator has to decide whether or not to come clean. Do they try to get away with being a walking talking encyclopaedia or do they admit they just read that on page 123 of *Off Watch* whilst sitting on the heads that morning? Nah.. let them twist in the wind for a while. Just wait till the subject comes around to pirates or the slave trade, maybe war ships or survival stories, disasters, diving, rigs or even ships in movies besides a lot of stuff about cruising history. If they don't know the book it's their problem.

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Hamo 07 continues...



Jack Atley/Hamilton Island photo

A bit rough for Guy and Clark Holberts *Rumbo*, one of four Mumm 30's in the performance Racing division. These little Mumm 30's impress! They are a seriously fast boat that is affordable to run.

"Today's conditions were great for the Mums, it really got us up and going," added Baker. His saturated bowman wasn't looking quite as enthusiastic as Baker talked up their race.

WILD OATS X TAKES LINE HONOURS IN CLUB MARINE CLASSIC EDWARD ISLAND RACE (20 August)

Bob Oatley's *Wild Oats X* set a high bar for future contestants by finishing the 59.9 nautical mile Club Marine Classic Edward Island Race in a fast time of 5 hours 11 minutes 27 seconds.

The longest race of the event was sailed over a new course this year, taking the fleet southwards to Coppersmith Rock and then north to Edward Island as in previous years, but bringing them back to Hamilton Island around Surprise Rock instead of Pentecost Island.

Reaching a top speed of 24 knots, *Wild Oats X*' tactician Ian 'Barney' Walker, the sole Victorian on the boat, said their race was problem free.

Provisionally Ray Roberts's Cookson 50 *Quantum Racing* scored its second win of the series. At the time, Roberts was provisionally leading the IRC Racing results with *Wild Joe* in second and *Wild Oats X* third.

LIFE'S PRETTY CRUISEY FOR THE CRUISING DIVISIONS AT AUDI HAMILTON ISLAND RACE WEEK

While the divisions contesting the Club Marine Classic Edward Island Race were expected to sail well into the night as they try and complete the 60 mile course in a dying breeze, the cruising divisions returned from their 18 mile race.

First in Cruising Division 1 on provisional handicap results was Graham Smith's *Scaramouche* which looks to have pipped Bruce Finlay's *The Oceanic Hustler* and third placed *Jeux de Guerre* (David Urry).

Cruising Division 3 was the last to leave Dent Passage. Life's not too serious for many in this division with some boats carrying BBQs and the odd outboard motor, spray dodger and dinghy on display. David Berry's *Escapade* was first on provisional handicap in this division ahead of Jim Shannon's *Meltemi* and Tim Lewis's *Interlude*.

David acknowledged it was "a regrettable incident".

"We hate to see things like this happen. We aren't here to bump other boats, we are here to win as well as enjoy the spirit of the regatta," he said. David, Leslie Green and other skippers have offered Boettcher and his crew a ride for the remaining races.

Greg Tobin's Dehler 39 called *Dehler Magic*, from Airlie Beach, was winner of the Performance Racing division.

"It's a great result...we had a little bit of local knowledge on our side," said a delighted Tobin.

A heavy boat, *Dehler Magic* found its groove in the sou'easter which Tobin reported peaked at 23 knots before easing back during the afternoon.

"We were looking for pressure lines everywhere," said Tobin.

DAY TWO, ROUND THE ISLANDS RACE

It was another fast spinnaker start in Dent Passage, some struggling to pull up in the fast downwind conditions

before the gun had fired. *UBS Wild Thing* was one of three boats that were a little too eager at the start. She was recalled, losing close to 10 minutes while they struggled to drop their spinnaker before returning to restart.

Andrew Short Marine's mighty *Andrew Short Marine Brindabella* was powered up in the fresh conditions.

In the non-spinnaker division, Dave Short, who works in the mining industry in the outback of Queensland and unexpectedly found fame at last year's Race Week when he won the Audi A4 Avant, skippered *Pro Beat Passion*, his live-aboard Hunter 34 to a win. "Today was a blast...literally," said one of Short's crew.

The four Mumm 30s racing in the Performance Racing division enjoyed a thrilling spinnaker ride to South Molle Island, reaching boat speeds of 16 knots. On Robert Davis's Mumm 30 *Cleopatra*, mastman Andrew Baker described the day as "wet and bumpy and very exciting".

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jack Atley/Hamilton Island photo

Wild Oats X cruising along.

In the Premier IRC division, there was some drama when the bowman on *Playstation*, Ben Searle, falling overboard during a gybe. Skipper Michael Spies estimates Searle spent around four minutes in the water in an "unpleasant sea" before being retrieved over the transom.

21 August..

More than 200 crew members took part in the Audi Drive Challenge at Audi Hamilton Island Race Week to determine the final winner of the Audi A4 Avant major prize.

On the western apron of the airport at Hamilton Island, Audi's motorsport Ambassador Brad Jones put the sailors through their paces in a challenge of skill and accuracy.

The winning boat from each division will then have their Audi Drive Challenge results plucked from the list, and the overall successor wins the Audi A4 Avant on Saturday night.

22 AUGUST

Crews contesting the 21 nautical mile race around the picturesque islands of the Whitsundays, were treated to the spectacle of two mother humpback whales, one already accompanied by its calf and the other giving birth as the yachts passed by.

With the sun shining onto sparkling turquoise water, *Wild Oats X* added another win to its unbroken string of line honours victories, but this time they were seriously

A weapon in light air sailing, Steven David's *Wild Joe*, with America's Cup sailor Adam Beashel on the helm, caught up to the larger *Wild Oats X* on the first upwind leg, then both were given a sailing lesson.

Geoff Morgan and Andrew Banks' *You're Hired* went close in under Pentecost Island where the Davidson 60 was either going to park or lift. It was a risk that paid off for *You're Hired*, and paid again when *Wild Oats X* and *Wild Joe* fell into a windless hole. Suddenly *Wild Oats X* found itself not only behind one, but two boats - ironically both of them were formerly owned by Bob Oatley. *Wild Oats X* reclaimed the lead on the long downwind run around Pine Island to Dent Island and finished first over the line.

23 AUGUST 2007

In a light east sou'easterly breeze, the Racing and Performance Racing divisions strutted their stuff over a 16 nautical mile course while backpackers, boaties and bona fide sailors were melding together at the famous Whitehaven Beach Party.

While the racing crews were concentrating on their performance, there was a steady procession of boats, including many from the six divisions enjoying their second layday, motoring from Hamilton Island around to Whitehaven Beach for one of the largest social events of the week.



jack Atley/Hamilton Island photo

challenged by Steven David's *Wild Joe*, just one minute separating the duelling pair in the closest finish of the regatta.

Bob Oatley's *Wild Oats X* scored its sixth consecutive line honours victory, crossing the finish line off the award winning Whitehaven Beach three minutes ahead of Steven David's *Wild Joe*.

On handicap, the Geoff Ross skippered Reichel/Pugh *Yendys* hammered another nail in its competitors' coffin.

"It was a beautiful day's sailing... just like the brochures," said a delighted Ross this afternoon. "The boat is going well in a variety of conditions. We are here with our Rolex Sydney Hobart crew and we are working hard," added Ross.

Second on handicap in today's light air race was Geoff Morgan and Andrew Banks' *You're Hired* and third was Michael Hiatt's Melbourne based Cookson 50 *Living Doll*, one of two boats granted a reprieve after she and *Wild Joe* found themselves on the wrong side of the start line when the gun fired. As they sailed back through the start line, the whole fleet was recalled for a restart.

The Performance Racing division also had a general recall and then on the second attempt, a number of boats were individually recalled including the Volvo 60 *George Gregan Foundation* which took a while to respond to the race committee's calls, skipper David Witt finally swinging the big boat around to re-start.

A mother humpback whale and her calf, which kept leaping out of the water, also chose the route to Whitehaven Beach.

continued next page>>>>

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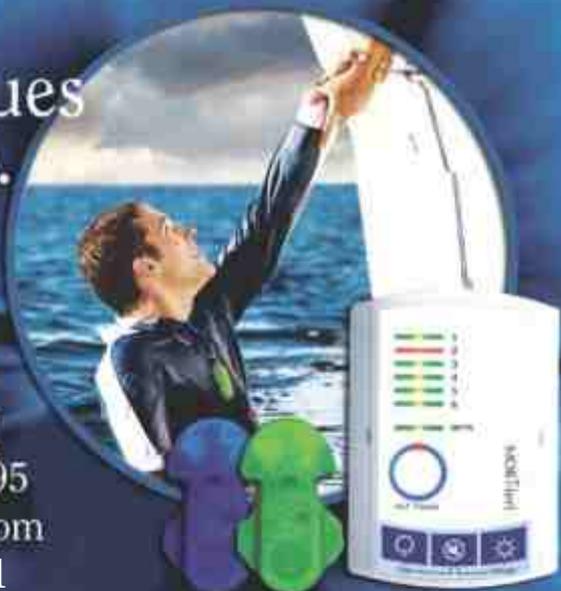
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The Hamo Wrap up..



Jack Atley/Hamilton Island photo

Yendys takes overall honours at Audi Hamilton Island Race Week

While Bob Oatley's *Wild Oats X* won IRC Racing line honours in the final race at Audi Hamilton Island Race Week to complete an unblemished record of line honours wins during the week, Geoff Ross' Reichel/Pugh 55 *Yendys* has provisionally won the series overall.

In fluky breezes and a strong current that tested all, particularly as it went against the yachts on the return journey home, it was a small boat race which worked in favour of Ross and his crew who had to beat *Wild Oats X* on corrected time to win the series, which they did.

Although *Limit*, West Australian Alan Brierty's Corby 49 won the UBS South Molle/Daydream Island Race, *Yendys*, which Ross says is built for predominantly heavy weather racing, finished well down in 15th, but beat *Wild Oats X* by four places to claim the Audi Hamilton Island Race Week title. *Wild Oats X* finished second overall after a superb week of sailing, with Steven David's Reichel/Pugh 60 third, making it three Reichel/Pugh designs on the podium.

ALEGRIA'S AUDI IRC CHAMPIONSHIP RUNAWAY WIN - 24 AUGUST 2007

The Rod Jones-owned and skippered Archambault 35-designed *Alegria*, from Mooloolaba in Queensland, scored a runaway victory in the inaugural Audi IRC Australian Championship.

The final stage of the four-event series, Audi Hamilton Island Race Week concluded at the Island the next day, but Jones and his crew had already done enough to claim the title, the Audi IRC Australian Championship Perpetual Trophy designed by John Woulfe, and best of all, the highly sought after major prize of an **Audi Q7 3.6 FSI quattro SUV!!**

An excited Rod Jones today commented: "This is sensational. The team's worked really hard. While the car is a great end result, it's very special to win the Audi IRC Championship, especially as it's the first one and there's been such great sponsorship from Audi.

"I don't think it's quite sunk in for any of us yet," he said on being told he had won the sleek black performance SUV from Audi – the Audi Q7 - which retails at around \$92,000 'with all the trimmings', one of the biggest prizes on offer at any yachting event in Australia.

In the final tally, *Alegria*, one of the smallest boats in the IRC Series, has upstaged her better known grand prix racers, including confirmed second placegetter, and also the largest boat to compete, Hamilton Island owner Bob Oatley's *Wild Oats X*, the canting keeled Reichel/Pugh 66 from NSW

VIVA LA VITA AUDI A4 AVANT

At the Audi Hamilton Island Race Week official prize giving on Saturday evening Joerg Hofmann, Audi's managing director, announced that *Viva La Vita*, owned and skippered by Tony Bates, had been declared the winner of the Audi A4 Avant.

Bates was the lucky recipient after being declared winner of the Cruising Division 2 following the final race on Saturday, and winning the Audi Drive Challenge held earlier in the week for all competing yachts at the Hamilton Island Airport.

While each entry at Race Week had the opportunity to contest the Audi Drive Challenge, only the winners of each division were eligible to win the A4 Avant.

On announcing the winner, Mr Hofmann said: "rather than focus on speed, competitors had to drive accurately and consistently during two time trials."

Mr Hofmann continued: "I am very pleased to announce this particular winner. I was at the Audi Sydney Harbour Regatta in March and he told me he did not drive his car to the final day of that event because he was convinced he was going to win a car!"

Bates and his crew from Middle Harbour Yacht Club were thrilled with the major prize. On accepting the keys to his new car, Bates said: "Three of my crew are already driving Audis, so you can see that Audi's sponsorship of sailing has already had an influence.

"I'm delighted to win the A4 Avant. I'm thrilled. I'd like to thank everyone for a great Race Week; Audi, the Oatley family and all the competitors. It's been a fantastic regatta."

For the complete day by day report and results go to www.thecoastalpassage.com and click on "events" or just type in <http://www.thecoastalpassage.com/hamo07.html>

Or go directly to the event's web site which is www.hamiltonislandraceweek.com.au

And feel free to comment on this coverage in TCP. Would you like to see more of this? Let me know. bob@thecoastalpassage.com

So, you want the best mono hull cruising boat there is. It has to be strong, fast and with a good build reputation so eventual resale is top money. You also don't want to inherit some else's problems or risk the hidden woes of a second hand boat. And you wouldn't mind having your own ideas on fit out. No problem. About \$500 - \$800K ought to do it as long as you don't get crazy with accesories and actually manage to find the right people. OH! you don't have that kind of cash to spend... then it can still be done, here's how....



The Unique DIY Option by Brent Martz

I would like to explain a unique option that I can offer to any person interested in being involved in the creation of their cruising dream.

Martz Cruising Yachts ie. me Brent Martz can show you how you could own a Martz 46 for a considerable saving. This system doesn't suit everyone but for those with the time and commitment to work on their own boat it is a very attractive alternative.

The system works like this, for a period of sixteen (16) weeks the owner works full time along with myself, Brent Martz, during this time we will build your MCY46 to a stage approximately the equal to a stage 2.

That is hull, deck, ballast, rudder fitted, keel floors, cabin sole, all interior furniture, deck head liners also there is a large number of jigs and templates which the owner builder can access at any time there after. All this can greatly reduce the building time for your yacht.

There can be many advantages to the owner in being involved in the construction of their own yacht some of these I would like to list.

The owner that is involved in the construction of their own yacht has a much greater appreciation of the strength of construction and greater confidence in the quality of and attention to detail that needs to be present in the vital area of laminating.

It has been my experience that the owner of the yacht has a much greater interest in the job and under proper guidance can do as good a job and in lots of cases a better job than can some times be expected from an employee.

I have had over 30 years experience in the building of cruising yachts and this experience is availed to the owner at any time during your entire project.

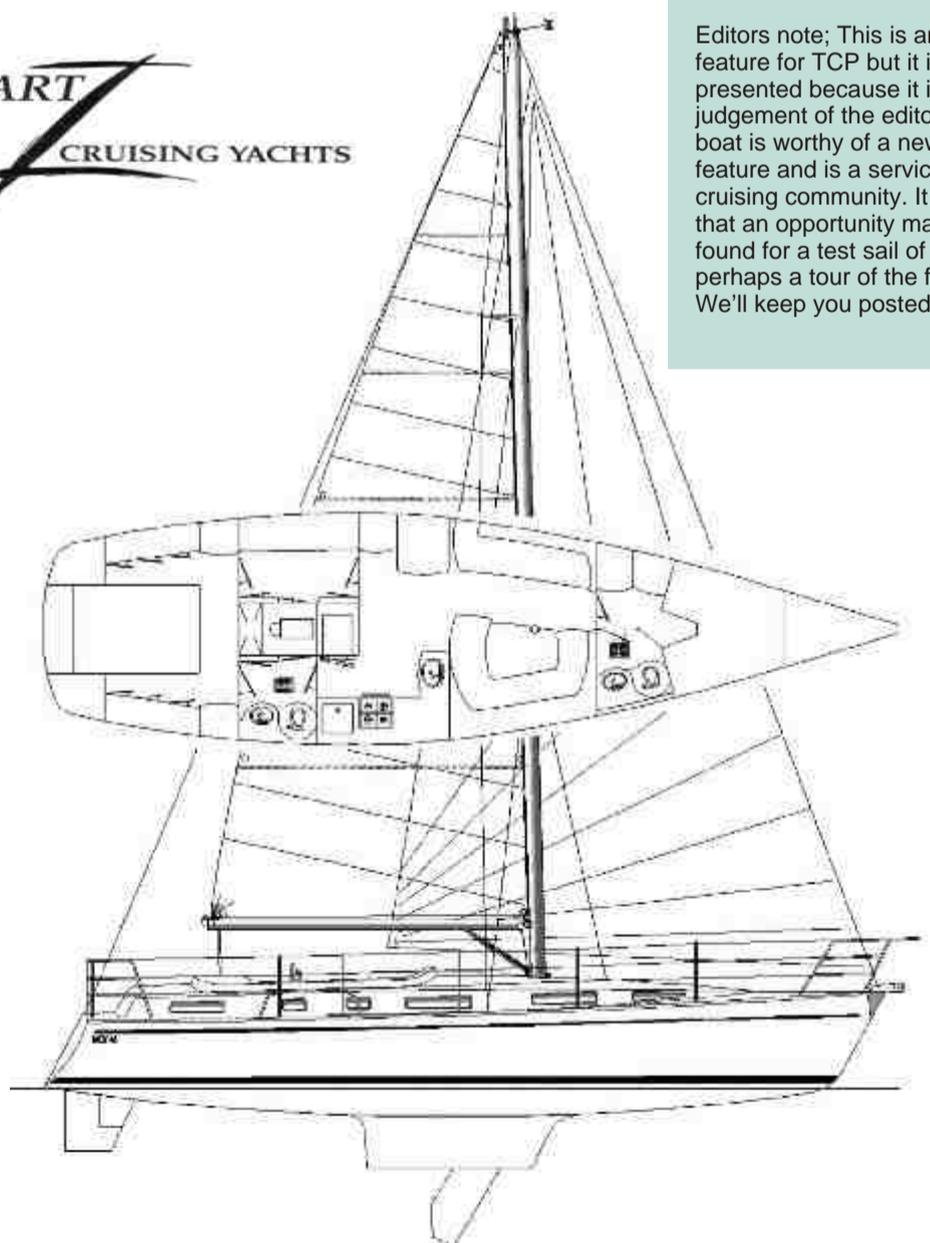
The buying power of a professional builder can be a very large saving on a project of this size and I am happy to pass this saving on, be it large items engine, rigging or as small as latches and hinges.

Martz Cruising Yachts is a name respected in the industry and your yacht will carry this name and reputation, a good point when in years to come you may be thinking of resale value.

Now the big one how much does it cost?

The rental fee including labor is \$55,000.00 GST inc this covers all mould use and all tools needed for the job for the 16 week rental period. To be added to this is your material costs, these at present are about \$50,000.00 this would cover everything needed to bring your boat to the stage shown above. At the completion of the rental the owner can take the boat away and continue the fit out at their leisure or if so desired the boat can remain at my factory and the owner can continue to work with myself on the completion of the yacht.

MARTZ
CRUISING YACHTS



Editors note; This is an unusual feature for TCP but it is presented because it is the judgement of the editor that this boat is worthy of a news feature and is a service to the cruising community. It is hoped that an opportunity may be found for a test sail of a 46 and perhaps a tour of the factory. We'll keep you posted.

An extended stay in Misima, P.N.G.

By Kathryn & Bob, SV Janner II

Bob and I, in our yacht Janner II crossed the Coral Sea to sail and cruise the Louisiade Archipelago of Papua New Guinea. Unfortunately, during our crossing, the alternator failed. As we were closer to our destination than we were to Australia, we continued eastward, conserving our power. We had the knowledge that at B'wagaioa Harbour on Misima Island there would be help.

We were anchored in the harbour for 6 weeks. (I think that breaks some sort of record!) This article is about Bwagaioa Harbour and the Misiman people that we were fortunate to meet and to have help us with our problems. I would also like to pass on some information about this remote island.

The Misimans all learn English at school. They also have a very colourful language of their own with some use of Pigeon. So it is easy to ask for assistance, help or information. They are all extremely friendly and helpful to visitors. We saw no sign of any anger or distrust between themselves. There doesn't appear to be any 'rascal type' behaviour as is found in Port Moresby and the highlands. A peaceful, happy people, that is pretty well self-sufficient. The gold mine that was operating until early this year employed a lot of the local population. When it closed, there was a period of high unemployment. Many of these people went to other mines and found work. The outlying villages continue on with their life, the way they have through the ages.

With the gold mine closing, the position of Quarantine and Customs Officer will be combined by the end of this year into one position. Therefore, yachts can continue to check into PNG in Misima. The office is located up the hill and on the left past the Police Station

There is a bakery that is owned and run by Keith and Lynette Parascos. This means daily fresh bread. It can be a half loaf that comes out of the ovens about 11am or the full loaf after 12.30pm. Here you can also purchase hot dogs, hamburgers, sweet and savoury buns. They also stock some cheese and other perishables. Lynette runs a small office beside the bakery, where you can use their Internet access. You can also send a fax or use the telephone. She also has a 'book swap' facility. Keith is a local who knows how to get anything, from anywhere and will help out when and where he is able. Their email address is:

keith.parascos@daltron.com.pg
and their phone number is: +675 643 7460. If you require any information about what is available in Misima, just contact them and they will assist.

There is a Guest House that provides a laundry service. The charge is about A\$5.00 for a large bag. They will wash, hang them out to dry and fold for you. You can also have a meal here, with cold beer available. Some prior notice is requested if you are going to eat there.

Bob and I were both previously in the medical world so we were interested in the hospital. It is very clean, tidy and well run. Very competent nurses and health workers staff it. They haven't had a full time doctor since December last year, though the staff is in phone contact with medical staff for emergencies and advice.

There are 4 general stores; a West Pac bank; a post office and a fresh produce market that happens Monday-Saturday. Ernest is the man to see about fuel. Diesel, petrol and oil are available. There is a regular plane service with Air Niugini. They fly small planes return from Port Moresby to Misima twice a week, on Sunday and Tuesday. If you need anything, then it can be flown in. Alternatively, if it is really big, there are many trading boats that provide a service from Alotau (the main town of Milne Bay Province) to B'wagaioa.

'Woo Jin' runs Misima General Trading Store. He knows how to get things done with a workshop and a variety of spares at the rear of his store. He was extremely helpful to us, giving us some electricians to help us with trying to fix our alternator. He was also kind enough to let us use the lower shelf of his shop refrigerator in which to keep our perishables. (Not enough power on Janner 11 to keep our fridge cold!)



While we were in B'wagaioa Harbour, we were able to experience village life by travelling in the local bus to visit many outlying villages along the north and south coast. All the villages are spotlessly clean and the villagers so friendly and the children truly endearing.

There are church services on Sunday morning and the congregations' welcome visitors. It is really wonderful to listen to the singing of the parishioners. In fact harmonious singing is heard all over. From the young children in their dugout canoes, to the deckhands of the trading boats.

A visit to this part of the world is a rewarding experience. B'wagaioa Harbour (Misima) is a necessary stop to complete entry/exit formalities. The town itself is an interesting place and really shouldn't be overlooked. We will always have a soft spot in our hearts, and in our memory for the Misimans here. Their kindness and help was selflessly given.



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Family Cruising

Anyone who has read this rag for a while knows I am a big believer of family boating. I think it is the best possible environment for the kids and it isn't to bad for Mum and Dad either. Below is a photo of the Harper family that appeared in TCP # 16 and at time of publishing this edition they are at Lizard Island. How could it be better! They've sent a couple photos along the way and we share with you now. This is the crew of the ketch "Kalida" David and Allison with their little crew, Natasha and Mathew.

Are you a Cruising family? How about sending in a couple pics and maybe a line or three telling us how it's going for you.

Cheers
Bob



The Harpers then....



and this is now, looks like they are doing OK.



Infant initiation

By Briar Jensen

Remember your first cruise? If you're as old as my Mum and Dad, probably not. That's why I've decided to tell you about mine, before I forget too.

I was only six weeks old at the time and had no idea what 'sailing' was. Mum and Dad seemed pretty excited though, so I thought it must be worth a try. They listened to the weekend weather forecast, which said two fine days of 30 degrees and winds of 10-15 knots. Perfect for my first cruise. So they organised for two other yachts to meet us for the weekend. They warned me to be on my best behaviour or we might never get to go sailing with these DINKS (double-income-no-kids) friends again.

Mum spent Friday afternoon packing. She fluffed around complaining that I needed more things for one weekend than she needed for a five-week overseas business trip. At the sight of all the bags our dog started getting edgy - he's too big for our boat. I thought that was a bad sign, but it was nothing compared to the reaction from Dad when he started packing the car on Saturday morning. "If we need this much stuff for one weekend with a baby, we'll never have enough room on the boat for a three week cruise in the islands." "Be thankful we don't have to take bottles of formula," Mum quipped. I was always thankful for that - every four hours in fact.

Despite the amount of gear, we didn't have everything, and had to make an emergency stop to buy a sunhat for me. "This one will do," said Mum. "No, better make it two, bound to lose one overboard." "Hope I'm not still attached to it," I thought.

After packing the boat at the marina, we were ready to go. But the motor wouldn't start. What did they expect after it had been sitting idle all winter? "Think it's the spark plug," mumbled Dad. "Oh look, it's got two." Something tells me Dad doesn't know too much about outboard motors. After languishing in the sweltering midday heat, we were finally off. Amazing what my Dad can do with a knife and some tissues.

At first I didn't think much of sailing. Pretty rowdy and smelly, that iron sail. Then, peace at last when the real sails went up - but what was happening? One minute I was looking at the left side of my carrycot, then my face was jammed up against the right (or should that be port and starboard?) Just when I was getting comfortable, WHAM, I was back against the left side. How was a girl supposed to keep her dummy in her mouth with all that going on? Must say, it did make me tired.

When I woke we were at our destination. "Afternoon tea time," I protested as loudly as I could. "Pity we can still hear her over the motor," I heard them say. Mum had to abandon her crew position to attend to my needs. As Dad didn't fancy trying to manoeuvre the boat and drop anchor in the narrow channel without Mum, he decided to raft up to the other boats. "Hope one of them remembered to anchor," joked Mum.

After settling in, pre dinner drinks were announced. "I'll be in that." "Not again," Mum moaned. It was all the sea air making me thirsty. Someone announced that the objective of the weekend was relaxation and intoxication. I didn't know what intoxication meant, but after dinner the CD was playing, everyone was dancing in the cockpits and the port (thought that was left) bottle was empty. Somehow I think they achieved their objective. Just when everyone was heading off to bed I said, "My turn!"

Next thing I knew it was six a.m. and I realised that I'd slept for six hours straight. "Oh no, I've missed a feed! Damn this sea air." Amazing what reaction I got as I voiced my protest in the confines of a closed cabin. Apparently it had something to do with a phenomenon known as a 'hangover'. While I had everyone on our boat up to see the beautiful dawn, it was hours before anyone else emerged.

Later our relaxing morning tea was disturbed by strong winds. Turning on the radio we heard a strong wind warning of 25-30 knots. "Bl... weather forecasters got it wrong again," I heard Dad curse. "So much for a leisurely sail home."

It was time to set off. "Funny, we're not moving despite the revving engine," I thought. Had something to do with having drifted onto a sandbank during the night. Maybe no one had anchored after all! We finally got under way. Mum jammed my carrycot down next to the centreboard casing. "Less movement there," she said.

As the tide wasn't completely out, the channel wasn't clearly visible (it didn't have channel markers). Dad decided to navigate with the depth sounder. "Bl... depth sounder never works when you really need it," swore Dad, followed by THUMP. I learnt that sound meant we had run aground. I learnt this by repetition. Suddenly I'm looking up Mum's shorts as she winches up the keel while cursing that it's not such a good place for the carrycot under these circumstances.

Finally we got out into the bay. Boy, I thought the previous day's sail was rough but it was nothing compared to what we experienced that day. Something to do with head winds and fighting against the tide. So it was back to the iron sail. Next minute I was bashing up and down in my cot (as opposed to being thrown from side to side). I now know what one and a half metre waves feel like! Though the rhythm did send me to sleep.

When I woke we were preparing to dock. Mum and Dad were both required on deck for this manoeuvre. "So what? I require Mum down here now. Right now!" I screamed, but still they made me wait. Finally Mum and I settled down together in the cabin for a feed. "Any excuse to get out of unpacking the boat," Dad grumbled, as he trudged off to the car from the far end of the jetty with all our gear. "I'll fix him," I thought. "Nothing like demanding to be fed again while driving home on the freeway."

Now, looking back on my first sailing experience, I can honestly say I really did enjoy it. The sun on my cheeks - all four of them, the wind in my hair - OK, on my bald head. And my first taste of port - second hand, via Mum. I think I could become addicted to this - the sailing and the port!



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More Family Cruising

Lizard Island 07



Timmerman photo

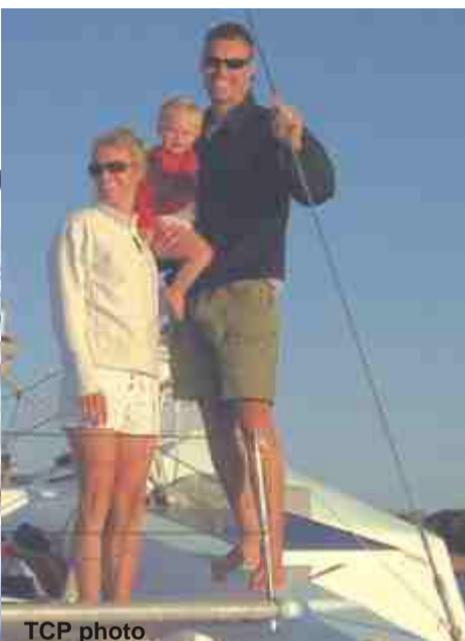
Many of you will know the amazing family of Niki, Luke and little Evi that cruised aboard the Tri, "Skinny Legs". That is their photo at right from TCP # 9. Little Evi (above) is growing up and youngest, Indi (below assisting with navigation) and mum & dad are having new adventures. Pictured above and below aboard cat *Skyus* off Central America.



Back row from left; Tina, Chris, David, Allison, Julie, Dave and Pete and the kids; Sascha, Fergus, Matthew and Natasha and that's Tanya up front. They are all from the vessels *Saltheart*, *SaltwaterII*, *Star Dancer*, *Kalida* and *Adagio*. Julie is the photographer and commented on what a pleasure the kids were at Lizard, so well behaved. A couple people were missed in this photo as they were helping the sea plane... another story! The LI pics were sent 2 days before print! Email from Watson Bay! WOW!



Timmerman photo



TCP photo



Off on a dinghy rescue.. Watsons Bay.





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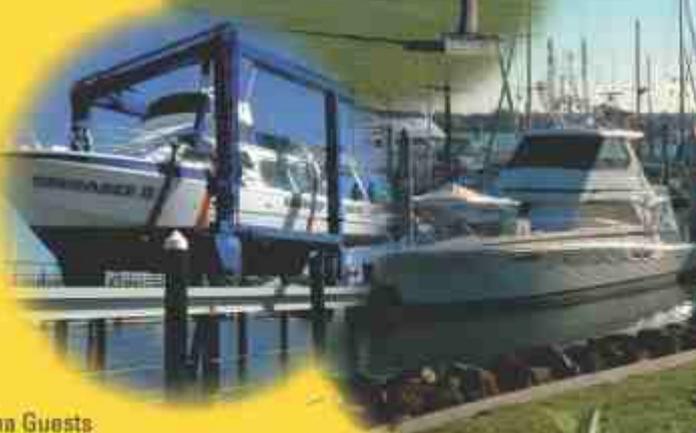
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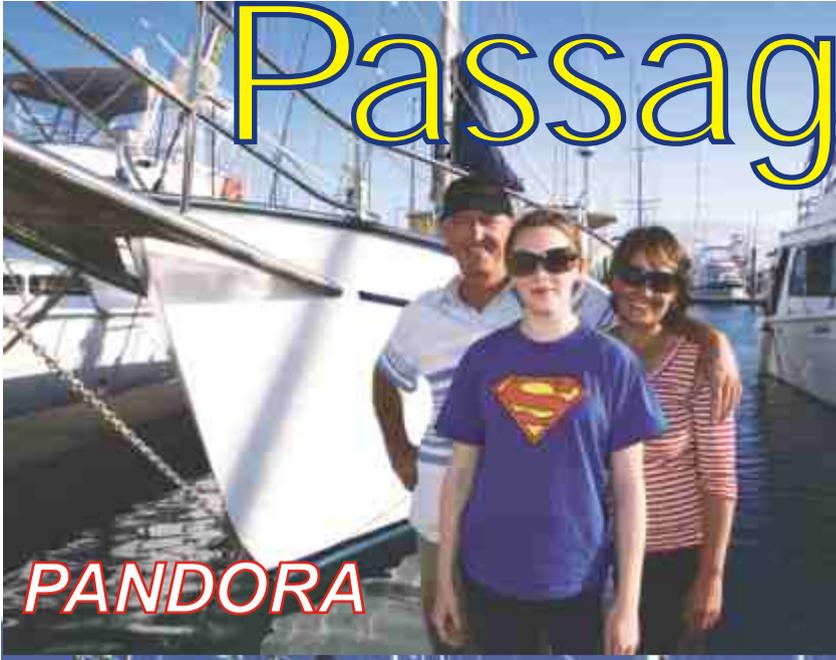
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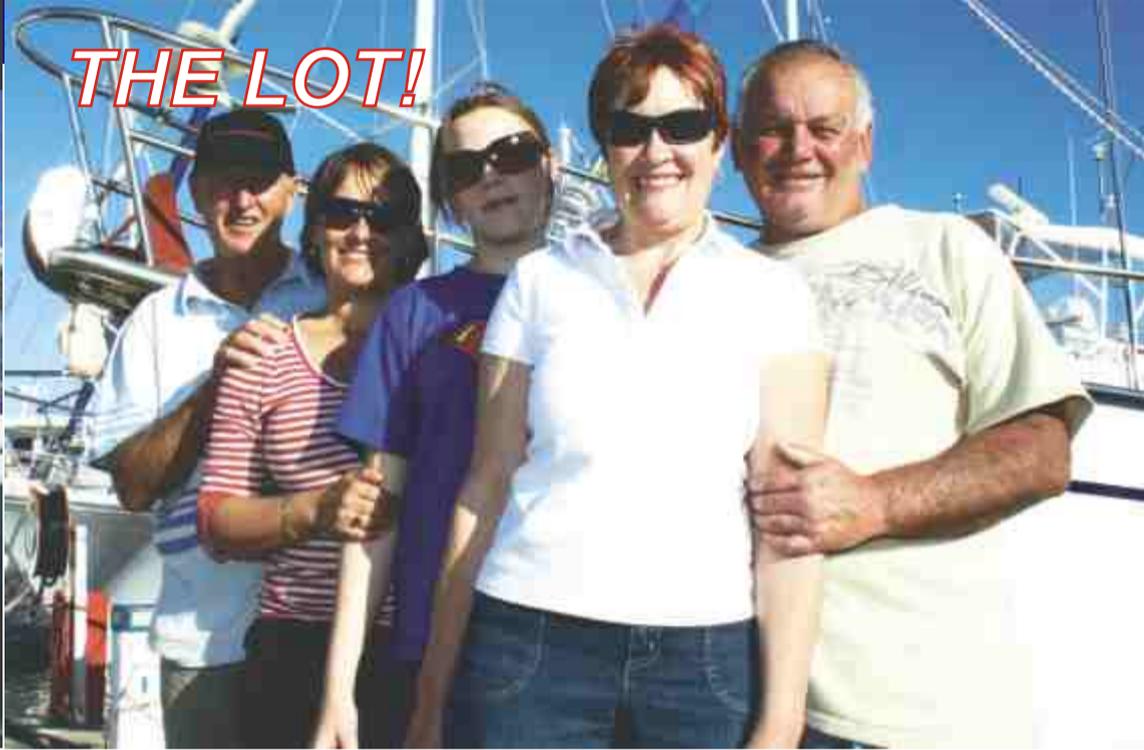
I caught Carl at work on his BIG 54' ketch in the marina. As I thought he could use a break I began to ask questions. I guessed **TIC TAC** to be steel but he corrected me, she is alloy. He and Bev had spent 2 years re-fitting her down south before the voyage north and had several disasters along the way. Bent shaft and prop... the usual. One of the dumb questions I asked is how they got into cruising? "Cause of Brian on **PANDORA**, my daughters partner. He's right there." HUH? Carl went on to explain that it was cruising with their daughters family a few years ago that did it and now they were cruising as a fleet. **PANDORA** was just one berth away, all 57 steel feet of her. Amazing! So I stirred up the whole family and got lucky with a fleet photo. Below are, from left, Brian (AKA the instigator) Belinda (AKA partner in crime) and daughter Jemma with Bev and Brian (AKA victims!) So if you see them sailing into your anchorage, give a friendly wave and leave them lots and lots of room.....



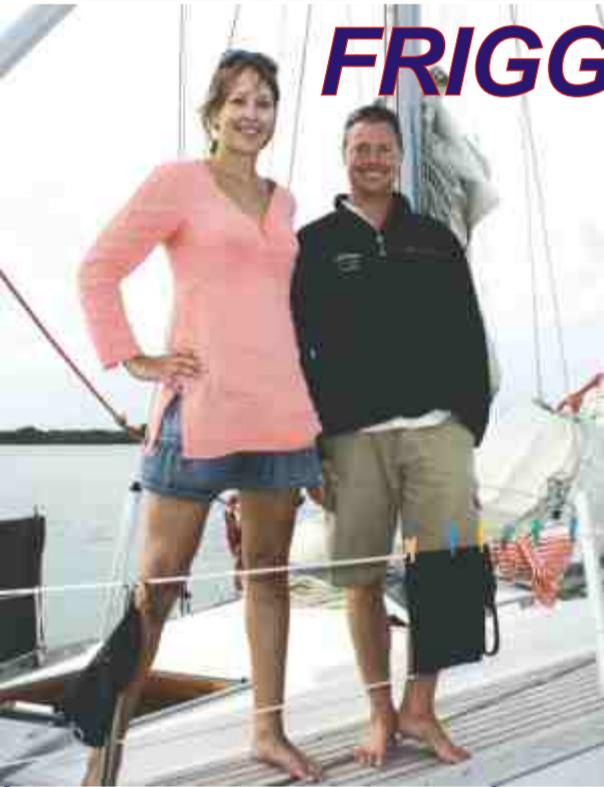
PANDORA



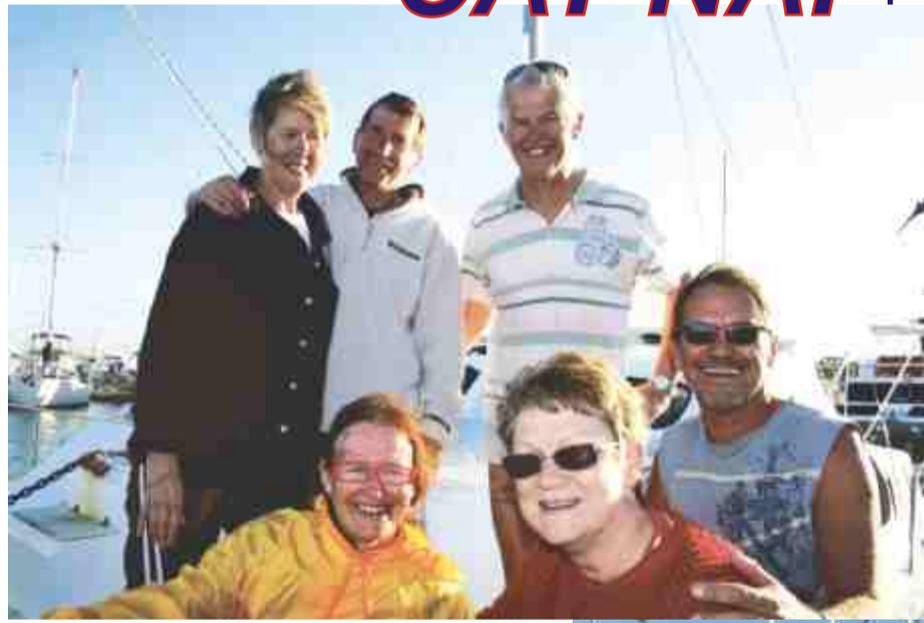
TIC TAC



THE LOT!



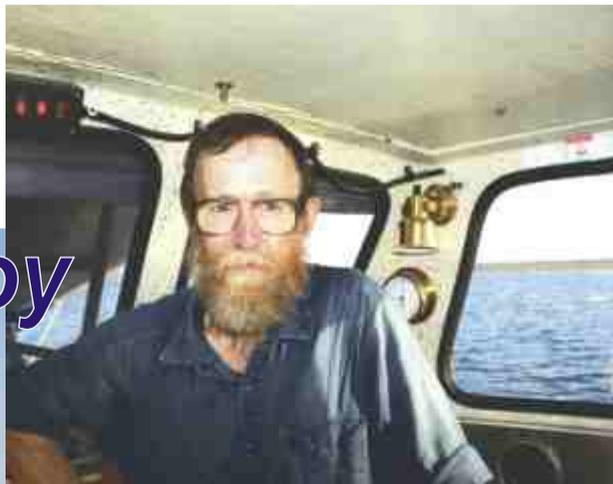
FRIGG



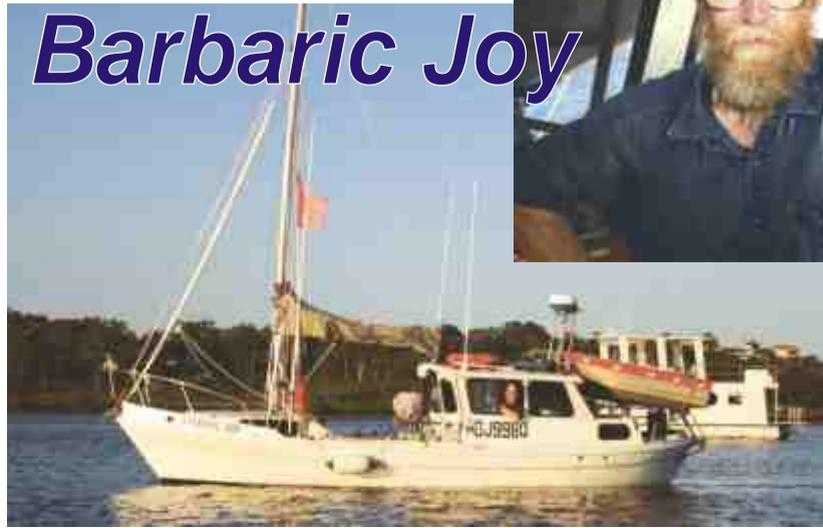
CAT-NAP

What about the opposite approach of the family fleet? How about one boat and share it around.. Sometimes sailing together and not to worry about those long watches or switch off between crews as holidays are available. And a cat is perfect for this. Imagine, you only have to anti-foul one of the hulls? Seriously, for couples who get along that well this arrangement makes perfect sense. Caught in the act of changeover, from front in yellow and going clock wise; That's Lena (part owner), Gail and Ken (guests), Mike (part owner with Lena), and Steve and Lin (the other owners). Half the cost and half the work and boats don't mind being used as much as being neglected. Well done!

Beate (Norway) and Jan (Denmark) went through a storm and the risk of Australian "hospitality" to get here. Wonder which is more dangerous! It is very good to have the foreign boats cruising along with the fleet and getting rarer lately. So they are all the more welcome. Bon Voyage SY **FRIGG!**



Barbaric Joy



When Heath got tired of bouncing off the tarmac whilst racing motorbikes in North America, he went to sea and has covered a lot of ocean since. He has been a skipper of large fishing and cargo vessels and an officer with P&O. About ten years ago he migrated from his native Canada and lately has found a vessel to suit him. The very unusual little ship is tough as, being built to withstand the roughest weather the north sea can dish out. Though there have been boats built to the Ole Fiskar design in Australia, this one is from Denmark, brought to New Zealand by a cargo ship skipper on deck. The little boat was later sailed across the Tasman to Manly where Heath acquired her. This very sturdy craft has seen many miles since and some blue water as well. Fishing and touring, just brilliant!

