



The Coastal Passage

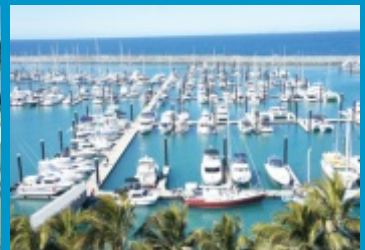
84th Edition
June-July
2017



Airlie Beach Race week - Still on for 2017!

photo by Andrea Francolini, ABRW

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The cover photo:

John and Kim Clinton's perennial *Holy Cow!* in last years Airlie Beach Race Week. *Holy Cow* is entered in this years ABRW. See inside for more race news.

Attn TCP readers:

All web site and email addresses on ads are "HOT LINKED". Its so easy to check out advertisers!

Contributors

Jon Hickling, *SV Ruby Charlotte*
Don McIntyre, *SC Explorer*
Stuart Mears, *SY Velella*
Bob Norson, *SC BareBones*
Sue Streeter, *SY Pacifica*
Marj Sullivan, *MV Aussie Spirit*



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

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

The "Issues" Issue

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

TO DOWNLOAD PDF CLICK HERE:

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

THE COASTAL PASSAGE "FRONT COVER SURVEY" RESULTS:

In case you missed it, last edition we could not decide which photo to use for the front cover. This is always a dilemma as we get many photos that deserve "The cover of the TCP". So we decided to try something - we had two different covers to click on to download the TCP 83 PDF - one with the traditional sailing yachts of the Tasmanian Wooden Boat show (romantic) and one of the Dragon Boat Races at Ambon (action).

As of May 14 the action shot of the Dragon Boats are winning by just a few thousand downloads. So really close to 50-50. That says a lot of our readers - quite a mix out there.

Speaking of downloads May 14th marks over 100,000 downloads (112,228) beginning April 1st when TCP 83 became available! Amazing aint it?! TCP is viewed all over the world!

The most popular pages visited on the TCP website are the technical articles, so this edition has several. From Stuart Mears sharing how he installed a wood burning stove, Harken explaining how to maintain your winches, "filler" tips and an update on navigation charts.

Its great to see the races are on at Hamilton Island, Airlie Beach and Magnetic Island - Cyclone Debbie did not stop them! And don't forget the "Bucket List" Race/Rally from Darwin to Ambon. Why not make your way to Darwin this year?

Bob & Kay



The Coastal Passage

www.thecoastalpassage.com

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

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

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

email: mail@thecoastalpassage.com

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SPICE ISLANDS DARWIN AMBON

yacht race

Proudly organised by



www.darwinambonrace.com.au

Saturday 5th August 2017

info@darwinambonrace.com.au

The race is supported by:

South-east trade winds dominate and can provide wonderful reaching conditions through the tropical waters of northern Australia and the Indonesian archipelago.

A wonderful program of events in both Darwin & Ambon awaits offering something for everyone. Come and join us for this iconic race through the tropics!

There are 4 divisions catering from IRC racing to cruising & rally boats. Lodge your Expression of Interest via the website now, entries open March 2017



**AMBON SAILING COMMUNITY
and
AMBON CITY GOVERNMENT**



Information you may be interested in about the 2017 Darwin to Ambon Yacht Race

2017 Spice Islands Darwin Ambon Yacht Race

The 2017 race is shaping up to be a great event with 20 to 30 boats expected to make the journey north into Indonesia. The race start will take place off Stokes Hill Wharf in Darwin at 1100 on 5th August.

In 2016 Hong Kong boat *Antipodes* broke the 18 year race record so boats will definitely have their work cut out this year. IRC Racing regulars from Fremantle, *Sue Sea & Walk on the Wild Side* will compete as a finale after taking part in the Fremantle-Bali & Darwin-Dilli events and are placed as favourites in this division.

The Cruising Monohull division was down to the wire in 2016 with local boats *Wallop* (Jeanneau Sun Odyssey 509) and *Mango Madness* (Beneteau 473) finishing within minutes of each other after sailing 600 nautical miles! Both are coming back again in 2017 to battle it out.

There are 10 boats expected in the Cruising Multihull division with great competition as an even mix of local and interstate boats compete and no clear favourite just to make things interesting.

This year will be the first time in over 20 years that an Indonesian crew has participated and something race organisers are excited to see. The Ambon Sailing Community that was founded in 2016 by locals wanting to become more involved with the race, they have chartered a boat to compete in the Cruising Monohull division.

Dubbed a 'bucket list' race this race is one not to be missed. Boats return year after year, some for the amazing hospitality that the locals offer, others for the unrivalled cruising on the way home through the fabled Spice Islands. It's a race that's has something for everyone.

Dinah Beach Cruising Yacht Association (DBCYA) will post regular updates on their website and Facebook sites. The race can also be followed online as all yachts will be fitted with a Yellow Brick Tracker (YBT) transmitting positions every 10 minutes.

Interested skippers should contact: info@darwinambonrace.com.au

DBCYA is a unique Yacht Club located in Darwin and runs the famous 'Wet Season Race Series' from November to March each year. The races cater mainly to keelboats, although smaller trailer sailors have been known to participate. The club has great DIY facilities including hard stand, careening poles, floating pontoon, workshop, toilets & showers, laundry, mail service and a bar/kitchen open 7 days. It is located close to many of the marinas, chandleries and Darwin City. The club also hosts regular live music and other events throughout the year.

By Claire Hall

www.dbcya.com.au
www.darwinambonrace.com.au
www.ybtracking.com/event-rental-yachting

continued next page...

Information you may be interested in for The 2017 Darwin to Ambon Yacht Race

What does the \$350 entry fee include?

- Yellow Brick Race Tracker*
- Free Goodies Bag.
- Meal at Race Briefing in Darwin
- Refreshments at Farewell function in Darwin
- Meals & entertainment at Welcome Ceremony in Ambon
- Entertainment at Awards Ceremony in Ambon
- Participation in the local Cultural Games Activities in Ambon
- Assistance with Customs, Immigration and Indonesia entry forms
- Access to interpreters to help with language barriers throughout processes.
- Coordination of fuel & water supplies.
- Arranged opportunities to visit other local villages & schools.
- Race administration in Darwin and in Ambon.
- Hire of Race Office and equipment in Ambon.
- Support with finding extra crew, flights back to Darwin, entry process and local logistics.
- An easy start to cruise in company for your trip to Asia.

*Each participating yacht will be issued with a tracker for the RACE. As soon as the race has started the tracker will send a signal every ten minutes showing the position of all yachts on the tracking page. A link to the tracker website will be provided at RACE Briefing for family & friends to follow your progress.

What does the \$60 crew fee include?

- Meal at Race Briefing in Darwin
- Refreshments at Farewell function in Darwin
- Meals & entertainment at Welcome Ceremony in Ambon
- Entertainment at Awards Ceremony in Ambon
- Participation in the local Cultural Games Activities in Ambon

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Bob Norson photo



Bob Norson photo



Claire Hall photo



Claire Hall photo

Information you may be interested in for The 2017 Darwin to Ambon Yacht Race

Social Events:

We have a great program of events scheduled in Ambon this year that have been organised by the local Ambon Sailing Community to showcase the Indonesian hospitality & culture. Events include Becak Races, Greasy Pole, Bambu Gila, Dragon Boat Racing, the famous Gamelon & even a beach party with the locals! There are also opportunities to visit other local villages & schools for those interested.

Home Stays:

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

Flights Home:

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

After Ambon:

Have you decided where you will cruise after Ambon? We have information for those not yet familiar with the area on our website submitted by local sailors. Maybe you might like to check out the famous Ora Beach Resort. Ora Beach Resort is a supporter of the 2017 race and welcomes any boats wanting to venture north to Seram. www.exoticorabeach.com

Sponsors

Bob Norson skipper of *BareBones* who placed 2nd in the Cruising Multihull Division in 2016 is one of our Media Partners in 2017. Bob with his wife Kay run an independent FREE magazine, *The Coastal Passage* on anything boating and has over 100,000 readers. It is downloadable in PDF format: www.thecoastalpassage.com

Once again in 2017 Mix 104.9 will be a Media Partner for the race. A local Darwin radio station playing a variety of music, the station has been around since 1997 and has a great following. www.mix1049.com.au

Spot On Marine is a family business that has been around for over 30yrs and a great supporter of our race. Their services include; 50 tonne travel lift with 6.1m beam, water blasting, soda blasting, water, power & ladder supplied, live aboard facilities including a pool. www.spotonmarine.com.au

Fast loading, eye catching websites designed for any budget offering services in Darwin, Katherine & Bali. Jeni has been managing our website for many years and also takes promotional photos at the race start. www.jenda27.com.au

The newest sailing business in town! Sailing Adventures NT is run by David Omnes and offers harbour cruises for up to 12 passengers on their Seawind 1000 starting in June 2017.

Hardy Aviation has offered charter flights direct home from Ambon for over 30 years. This year they will also be helping assist us to transport donations for the schools in the surrounding villages as a token of our appreciation for the local hospitality. www.hardyavation.com.au

For more information and updates see the Darwin Ambon Yacht Race website:
www.darwinambonrace.com.au

Hello Bob & Kay,

Just wanted to let you know about two exhibitions commemorating the 30th anniversary of the *Acrohc Australis* voyage. At 11 ft. 10 in., *Acrohc* is the smallest yacht ever to complete a circumnavigation. The record is still unbroken.

The first exhibition is at the Redcliffe Museum in Redcliffe QLD from April 21 to July 2, 2017. The Redcliffe Museum has built a life size replica of *Acrohc* and a cut away of the cabin that people can sit in to see what it was like inside. On Sat., May 27 at 10:30 AM at the museum, Serge will give a presentation about his record breaking voyage. See <https://www.moretonbay.qld.gov.au/subsite.aspx?id=158247> for more details.

The second exhibition is at the Queensland Maritime Museum in Brisbane from early May to November, 2017. The Queensland Maritime Museum will feature the real *Acrohc* on display. See <https://maritimemuseum.com.au/about-us/> for details of the museum location etc.

The *Acrohc Australis* website has also recently been updated. Please visit: <http://acrohc.com>

Keep up the good work with *The Coastal Passage*!

Best regards,
Robin and Serge Testa

TCP Note:

See inside this edition for excerpts of Serge's book he wrote on his voyage, "*500 Days Around the World on a 12ft Yacht*"

A song and video on Cyclone Debbie from Jon Hickling:

<https://youtu.be/EcvCJdW17dI>

Jon Hickling wrote this song during the height of the maelstrom of Cyclone Denbbie.

"I kept looking at the large bottle of Captain Morgan wanting the warm glow I knew I'd get but I managed to abstain coz I knew I had to keep my wits about me to survive! It was a hell of a ride! My guitar was triple wrapped in plastic in case it got wet so I used a ukulele to write the first draft. Post Debbie the band I play in (The Swine Club) recorded the track then I did the video for it."

TCP approved - worth the download!



Hi Bob,

Saw the latest TCP..Good stuff.

I noticed you mention that the charting software you used was out by a couple of hundred metres. I wonder if that is because the software is set to the wrong Datum? AGD66 (???) and WGS84 differ by about that much. The GPS uses WGS. The difference is something like 0.09 minutes south and 0.06 minutes west. Don't quote me on this as it has been a long time since I needed the info but the result is a 200 or 300 meter difference.

If you end up in Malaysian waters on the Gulf of Thailand side then may I suggest Terengannu? The fisherman's wharf there that is positioned accurately on my venerable C-Map (5 degrees 20.8 minutes N, 103 degrees 08.2 minutes S) to within a few metres and when I was in the area it was the only place that allowed diesel to be sold to boats.

The attractions of Terengganu are that:

It is a very safe anchorage.

A very safe place to visit.

It has very polite and friendly customs and immigration. I wish our Border Force could study manners and attitudes here.

A big town with many transport options that would allow you to leave your boat safely and do the touristy thing.

It has a mechanic that is very good and very honest.

Ask for Ali Pomenn at the fishermens wharf, he has a workshop there.

He is a diesel expert as well as electrical.

Ali Pomenn can arrange security for the boat that would cost about \$100 per month.

It has the thousand year old timber shipbuilding industry that still builds in timber. AND can build them to size for transport by container.

A great museum.

Day trips to the mountains

Chandlery and hardware

In short, everything a cruising sailor needs

All the best on your voyage

**Cheers,
Julius**

Hi Julius,

Yes, I have thought about the datum issue and assume that is it do the relative consistency of the error. But I don't know how to correct it in my Opencpn so have just lived with it.

Thanks for the tip on Terengganu!

**Cheers,
Bob**



A letter to Australian Maritime Safety Authority (AMSA) about Automatic Identification System (AIS)

To AMSA,

I just want to make sure I understand... if a boat does not have a registered VHF or internationally licensed operator for it, this vessel will be denied the safety benefit of AIS?

As stated on your website: "Before applying for an Australian MMSI number you must have:

An ACMA Maritime Ship Station Licence and Callsign for an MF/HF transceiver Vessel registered in Australia (except Northern Territory).

Marine radio operator qualifications. The following types are: *accepted: Australian Waters Qualification (AWQ) - (See Notes 2 and 3), Short Range Certificate of Proficiency (Marine Radio Operators VHF, Certificate of Proficiency - MROVCP) (See Note 3), Long Range Certificate (Marine Radio Operators Certificate of Proficiency - MROCP), GMDSS First Class Radio Electronic Certificate - 1st Class REC, GMDSS Second Class Radio Electronic Certificate - 2nd Class REC, GMDSS General Operator's Certificate - GOC, Restricted Radio Operator's Certificate or Proficiency - RROCP."*

Safety is first except for when it gets in the way of bureaucracy?
I just want to make sure I understand.

Sincerely,
Bob Norson

From AMSA:

Hi Bob,
Thank you for your email.
It is a requirement to provide a copy of a marine radio licence as listed below when applying for an Australian MMSI number. This is in line with ACMA (Australian

Communication and Media Authority) and ITU (International Telecommunications Union) regulations.

If you do not have a radio licence you can look to obtain one from your local coast guard or the Australian Maritime College. Alternatively, if the skipper or a permanent crew member holds the qualification, that will be accepted with the application.

Kind regards,
Brooke Gibbons
SUPPORT OFFICER,
RESPONSE SYSTEMS RESPONSE PLANNING AND SUPPORT SYSTEMS
Australian Maritime Safety Authority

Bob's Reply:

Greetings Brooke,

I am not in Australia and will not be for some time. I am a single handed sailor and could particularly benefit from AIS. I have spoken to many international sailors about this and could not discover another country that requires any other license. The Italians were impressed, they thought THEY had the most bureaucratic country. So to suggest it (radio license) is an international requirement doesn't hold water.

If AMSA is interested in safety as a priority, it must make the technology available as widely as possible. And on the license issue... you tell the bareboat charter mob their clients are required to have a license to use the VHF!

Sincerely.
Bob

continued next page...

So what is with AIS?

What used to be regarded as an optional extra is becoming a mandatory piece of electronic gear. Thailand requires it and I have heard no way around it. Indonesia has required it but has now started actually enforcing it, that is you have to have an MMSI number to have your boat allowed in. I doubt your use of it would be enforced however, but don't bet your life on that.

What is it? For those that don't know, it is a piece of gear connected to your vhf antenna that in the case of a transceiver, sends out data automatically identifying your boat, all its details such as type and size and it's speed and direction to all other AIS equipped boats/ships within range. It also receives that data from all other craft within range of you. In the case of a receiver, it only receives data. (DUH!) Some transceivers have an optional switch to allow silent running, going to receive mode only.

The MMSI number is given to you for installation on your AIS transceiver by your government of registration. Unfortunately, my government is Australia. Specifically the Australian Marine Safety Authority (AMSA). All other countries I know of from talking to cruisers in Asia, require only the pertinent details of boat ownership, registration and details transmitted. The Italian crew I talked to could hardly believe they had now heard of a country more bureaucratic than theirs!

AMSA requires a license to operate a VHF radio from the skipper or other person on board before they will issue an MMSI number, without which a transceiver can not operate. This in spite of the fact that the VHF is only used as a automatic devise and the law requiring the license is not otherwise enforced because it is dumb and what would the bareboat charter business do in Australia if they required the charterers to have the license? Fold and go home, game over.

How do you get this license? You spend a wad of cash... of course... and several hours and tested by an approved person... they don't want you cheating on this important bit of education. For someone currently in Australia, this is only expensive and inconvenient. For someone currently outside Australia it is impossible and stupid. Once again Australian government putting bureaucracy ahead of safety.

A dark side of AIS?

Yes, there is a dark side. When you transmit your data with the 2 watt VHF signal, a satellite picks it up and your identity, location, speed and direction are picked up without your permission and distributed to any pirate or government agent; anyone that has an internet connection.



If you think that is OK then you will no doubt approve of having a GPS equipped chip imbedded under your skin somewhere.... For a yachty what would be the difference? This is dangerous. No wonder police states like Thailand love this.



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Whitsunday Ocean Services is the Whitsunday's only Authorised Service Centre for RFD Liferrafts and EPIRBs. We can conduct your routine servicing and certification, as well as repairs and renovations

Whitsunday Ocean Services
17 Loop Road, Jubilee Pocket
Airlie Beach QLD 4802
Phone: 07 4948 1366 Fax: 07 4948 1377

Welcome to OCEAN ADVENTURE!

Sailor, Adventurer and Explorer Don McIntyre of SC Explorer joins TCP as a regular columnist.

His passion is adventure: "Adventure is any activity with an unknown outcome."

Photos courtesy of Don McIntyre, SC Explorer

2018 Golden Globe Race...30th June marks the one year count down to the start of the *50th Anniversary 2018* www.GoldenGlobeRace.com in Plymouth UK. It is an event like nothing the world has seen before. Some media commentators are suggesting it will be a sleeping giant and in this sometimes-crazy world will capture the imagination of planet! A simple pure enduring challenge that will create Heroes.

Simple everyday type cruising boats with farmers, accountants, firemen, ordinary sailors and a couple of sailing Rock stars doing their own thing for 30,000 miles and nine months with sextants, cassette tapes, film cameras and wind up clocks. WHY? Because they can and will live their lives to the fullest.

Technology is great and has it's place, yet sometimes it removes the colour of life itself. These sailors will suffer, be scared, lonely, hungry, exhausted and even at times depressed and questioning reality. They will however be alert and attuned to everything around them, all their senses working to achieve something special, yet so so simple. They will be living. Each has adopted their own style, and preferred boats and are carrying out refits in different ways. Some have more money than others. Most are chasing sponsors but a few simply do not want them. It's personal.

continued next page...



Frenchman Antonie Cousot has chosen a BISCAY 36 for his 2018GGR and just completed a complete and extensive rebuild back to new specifications. Three are now entered in the RACE!

OCEAN ADVENTURE!

WOMEN...Trainee sailor, adventurer? It is great to see the new regulations for the VOLVO Ocean Race giving encouragement and incentive for all boats to have women on the crew. I am happy to say we have another woman entry. 51-year-old IZABEL Pimental from Brazil signed on in the 2018 Golden Globe Race. She has already completed one solo circumnavigation and now joins 27-year-old woman SUSIE Goodall as the only two women in the Race. Both are sailing Rustler 36s.

There are still entries available if you are up for it. With drop outs only 26 of the 30 spots are taken. Sailors around the world are now also thinking about 2022, the third edition. This pure and simple event takes sailors back in time to a place many never knew. I was 12 In 1967. I had heard about Chichester in Sydney and then his arrival back in the UK 50 years ago. I read about *SUHAILI* winning the original 1968 Sunday Times Golden Globe when I was 13 and now I am organising this 2nd edition.

continued next page...



Photo above: Susie Goodall just completing a solo double Atlantic crossing in her Rustler 36 training for the 2018GGR.

Izabel Pimental 51 year old Solo circumnavigator from Brazil is now the second woman entry into the 2018 50th Anniversary Edition of the Golden Globe Race.



Gustavo Pecheo has chosen a Lello34 for the 2018GGR. There are now three of these simple honest boats in the race. They can be bought for \$30,000!

French 2018GGR entry Lionel Regnier has all his important gear, the latest retro selection. He just set off in the OSTAR solo across the Atlantic as part of his training.

continued next page...

OCEAN ADVENTURE!

SO OK, here is a *World Exclusive!* I have started building my boat to enter the 2022 GGR! Woop Woop..well I am excited anyway!!. I will tell you all about it in the next issue of TCP. For the curious and the diehard *Golden Globe* fans and all those that were inspired to go sailing because of *SUHAILI* and Sir Robin Knox-Johnston or *JOSHUA* with Bernard Moitessier, there are some big changes planned for that 3rd edition. It will all be announced here first next issue. A Non-Stop Solo circumnavigation in a special boat has been a dream of mine since the early 80's...I will be 67 then and that is when the Govt. says I can retire!! Fantastic timing....!!!

IT ALL BEGAN?...I am often asked about my life and how it all began and why it become one big adventure which continues now in the Kingdom of TONGA. A few weeks ago, I did a Pod Cast with a guy who was once involved in one of our adventures, Lindsay Turvey...He wanted to know how I did it and the secrets to making it happen. It is a 35-minute listen, or if you want to read it is all transcribed.

For anyone looking to lose a few minutes here is the link....

<https://toseethesea.com/index.php/podcast/don-mcintyre-award-winning-adventurer/>

continued next page...



Plymouth-Harbour - Race start



NATIONAL
AQUARIUM



RACE
VILLAGE
& MARINA

PLYMOUTH
SOUND



PLYMOUTH
HOE

continued next page...

OCEAN ADVENTURE!

LEARNING.. A few things in life are certain. Things will change, plans are just that and we are always learning. With an already hectic schedule, Jane and I are now at the Tongan Maritime School earning commercial skipper's tickets. Four weeks of engineering, first aid, Col Regs, tying knots, splicing, navigation, survival etc etc..

I became a certified celestial navigator in 1973, an Australian Yachting Federation Ocean Yacht Master in 1978. I have survived many Navy and Yachting survival courses and put to good use about seven first aid courses over the past forty years. During 45 years of sailing I learnt through problem solving, maintain boats, building boats and just spending time on the water voyaging to all those hard to get to places like Antarctica and remote Pacific atolls. Tonga is now home, so I thought why not do it all again as a refresher. We now are and to my great surprise the *First Aid* course is the best I have ever done. It feels good to be current and confident.

When I received my aviation pilots licence eons ago, it was simply a licence to learn through further flying experience and knowledge often passed on by older pilots. Living life with an open mind and accepting the simple principle that no one knows everything and everyone has knowledge to share, will take you to some good places.

Sadly, in this world of ever increasing certification (driven largely by Liability and lack of accepting personal responsibility) rather than real world qualification and experience, I now see more new sailors who have a licence and think that is all they need. They then believe their way of doing things is the only way. I will be learning right up to that last Green Flash and will happily show anyone another or better way of coiling a



rope, rather than winding it tight around their hand and elbow telling me it is the only way! The world is changing for sure....or is it just me ?

If you are not learning something new every day, someone else is and they are going places....

continued next page...

OCEAN ADVENTURE!

SOFT ADVENTURE!..As a Boy Scout in 1965 you quickly learnt the benefit of digging a HIP HOLE before placing your ground sheet down for the night when camping. There were no sleeping mats in those days. Sleeping on your side your hip bone was suspended in space and comfortable. Motto? *Anyone can be uncomfortable!*

After decades of wet cold and having fun in the cockpit of sailing yachts around the world, I semi-retired from sailing into a 50ft Motorsailer in 2008. The Stidd helm chair, windscreen wipers and a flybridge really made life on the ocean waves enjoyable, but I saw too many Multihulls during the next seven years and 12,000 miles. I yearned for a Floating Apartment. Imagination leads to dreams then actions, so now we have a Lagoon 450. No boat is perfect but she is close. The flybridge is a real feature that some love and others don't.

On our first 230 mile overnight sail after buying *EXPLORER* we experienced 45/50kts with 5-6mtr breaking beam seas. She handled it well. All very reminiscent of my solo around the world sailing days with water everywhere. I was however missing the windscreen wipers of my previous boat. Google is a great thing and now eight months later we have an American aftermarket hard top with full clears!..woop woop! Roll them

The place to be and party is at the Hard Top Café!!



The view from *EXPLORER'S* new hartop is not all about heavy weather!

up in the sun, drop them down in that pesky rain and salt spray..YUK!. Motto? *Anyone can be comfortable! Dib Dib Dib, Dob Dob Dob..*

The first test came in Nuku'Alofa Harbour a few days ago. I had two anchors out with three stern lines to a rock wall behind. Med style mooring. Forecast was for 35/40kts gusts. It came in at 45-60kts for 12 hours at 90degrees apparent on the beam!. Everything was loaded. Boat next to us dragged onto the rocks. One Engine running all night to assist. The main anchor dragged two hours in, so holding on one. In the morning wind dropped to 30kts so pulled back engine revs and one last Puff to 40kts pulled that last anchor. Rushed for two engines just as about to hit the wall, dropped all lines and headed to the wharf. Two hours later 15kts. I was dry behind the clears....

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OCEAN ADVENTURE!

Over the years www.McIntyreAdventure.com has supported women into adventure and sailing and we encourage them at every opportunity. If you are a young woman with sailing / boating / snorkelling knowledge looking to expand your horizons, increase your skills, knowledge or experience on anything to do with the Life, the OCEAN and Adventure, have a few months spare time, then this may be an opportunity.

Starting JULY through to early NOVEMBER we are involved with various activities in Tonga on SC EXPLORER and our Island Nomuka IKI. This includes Community projects, local sailing expeditions, building beach cabins, diving and snorkelling, camping on the island...etc. If you would like to be part of our activities and learn from me, Jane and some of our other seven volunteers in the project, we have one spot as Dekee on EXPLORER and the Island with our Marine Discovery Centre for a Female working Volunteer. Is that you?

You would learn more about everything including all sailing, navigation, engineering, dealing with media, sponsors, social media, setting up expeditions, logistics, Risk assessment-mitigation and the three big ones..Adventure *Planning, Preparation and Execution*. You need to be between 18 and 26, passionate about life and learning with direction in your life.

Send us an email at www.McIntyreAdventure.com with why you would like to spend up to four months living with us in Tonga and maybe you will!



The hard top is Not good for Racing. but EXPLORER is for EXPLORING!

continued next page...

The Art of Adventure

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

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

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

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

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

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

By Wilfred A. Peterson

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

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

Clean up underway in preparation for Airlie Beach Race Week

A clean-up campaign is underway in Airlie Beach in the wake of Cyclone Debbie, as Whitsunday Sailing Club officials announce Airlie Beach Race Week 2017 is definitely on, "so keep the entries coming in," is the clear message from event officials.

"While the cyclone damaged some homes, marinas and commercial premises, it was Airlie's lush vegetation that was hardest hit. However, it is not insurmountable and the clean-up is well in hand, thanks to the hard work of locals and volunteers," event spokesman Adrian Bram said.

"To start things off, the event's Supporters Launch will go ahead at the Club, which only suffered minor damage, on Thursday 20th April," he said.

"And we're already well into planning stages for the Long Late Lunch on the Lawn that was so popular last year, a wine tasting, food stalls, fun run, an outrigger challenge and the musical entertainment."

The Club's annual major event, Airlie Beach Race Week Festival of Sailing is to be held from 10 to 17 August in the beautiful Whitsundays. Over 20 owners have already signed on to take part.

Among those who have re-pledged their support are Colin Pollock with his trailable yacht *Tap the Goose* (Qld) and Sydneysiders John and Kim Clinton's perennial *Holy Cow!* (NSW), while Darren Drew will tow his cat *Top Gun* from Sydney. They join the many Queenslanders, including locals, who will return.

Peter and Catherine Cretan are coming out of winter hibernation in Tasmania with their Marten 49, *Tilt*, having last sailed these warm waters



Abell Point Marina - photo courtesy Abell Point Marina

in 2015, Colin and Denise Wilson from Sydney are bringing *Never a Dull Moment* back having last competed in 2015, while Cam Rae is towing his Thompson 920, *Poco Loco* all the way from Victoria.

"I urge competitors to book their berths as quickly as possible, considering anticipated demand," Bram finished.

For entry and Notice of Race, go to: www.abrw.com.au/sailing/entries

By Di Pearson, ABRW media



Locals go all out for Sealink Magnetic Island Race Week

The cat is out of the bag, Townsville sailors are going to work some early pre-event training into their schedules in an effort to outsail their interstate counterparts when Sealink Magnetic Island Race Week gets underway on the last day of August.

The 11th running of 'Maggie Island' Race Week will be held from 31 August to 6 September and members from the host, Townsville Yacht Club (TYC), are buoyed up and ready to rumble ahead of the Coral Sea classic.

"A few of us are headed to Quicksilver Port Douglas Race Week this month. It will be a good opportunity to put in some racing practice outside of our Townsville Yacht Club races," TYC's Rear Commodore, Tony Muller, confirms. "We have six boats making up the fleet of 11 in Division 1 for this year's event."

Included in the "few of us" who will take part at both events is Muller, with his Jeanneau Sun Odyssey 409, 'Brava', as he is keen to successfully defend his Cruising Spinnaker Division 1 title of last year at Magnetic Island.

Doug Ryan's Beneteau 44.7, 'Shazam', winner of the title in 2015 will also be on both start lines. Ryan is extremely familiar with the waters of these events, having lived in Port Douglas, where he was commodore of Port Douglas Yacht Club, before settling at Magnetic Island.

And while Mal and Sylvia Pirret only occasionally race during the TYC season with their perfectly named Beneteau Oceanis 45, 'Champagne', they are



Akarana, a Farr 1104 celebrates her 40th birthday while her owner, Ian Hamilton, is to celebrate his 80th during the September event.

photo by Andrea Francolini, ABRW

likely to be strong competition and have competed at Port Douglas Race Week to prepare over these past few years.

Other 'Maggie Island' regulars from TYC who have confirmed they will race at Port Douglas include Wayne Millar and his Murray 41, 'Zoe,' well-known for their participation in all the major regattas and races in eastern Australian.

continued next page...

Meanwhile, Mike Steel, Townsville Yacht Club's Event Chairman for Magnetic Island Race Week, is feeling grateful they can go ahead with the event at all, because the region was incredibly left untouched by Cyclone Debbie.

"We all bunkered down for Cyclone Debbie, but all we saw were gusts to 30 knots. Fortunately for Townsville and the Magnetic Island region, we escaped unscathed," Steel commented.

"We were lucky to be on the northern side of the system, unlike our neighbours in the Whitsundays and Airlie Beach, who experienced excessive damage.

"Thankfully, North Queenslanders have bounced back and we'll see all three northern regattas run as per plan.

"Many of Townsville's businesses have been busy assisting residents and businesses to get back on track, so I expect by August, much of the damage will just be a memory," ended Steel who will again bring his Dufour 36, 'Boadicca' to the start line at Magnetic Island.

Prospective competitors are reminded there is still a little time to take advantage of the Peppers Blue on Blue Resort 15% discount off the Bed and Breakfast fully serviced price.

The offer, subject to room availability, ends 30 June 2017, unless sold prior and must be booked direct, by calling the resort on: 07 47 582 400. Quote 'Magnetic Island Race Week Early Bird Special' to receive this special. Don't miss out.

At this early stage, entries from Queensland, NSW and Victoria exceed 20. The event is open to IRC, PHS, Cruising in Spinnaker and Non-Spinnaker yachts, Trailable Yachts, Sports Boats along with divisions for Multihull Racing and Cruising boats.

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

By Di Pearson, SMIRW media

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EVERYTHING YOU WANTED TO KNOW ABOUT ELECTRONIC NAVIGATION BUT WERE AFRAID TO ASK!

It is time to throw those old cruising guides away. Papers charts? Who needs them. Although the better ones like Lucas guides fill in interesting background for the territory covered, nothing can beat electronic charts backed up with satellite images with built in plotter features.

And the best part is that it is all free! Everything. The following article is a sample project to demonstrate how it works.

Get ready to fire up a hot internet connection to download the openCPN program and then head to Terry's site to download all his goodies including step by step tutorials so that you can do your special little patch of earth and sea if he doesn't already have it packaged and waiting for you. All you need is a windows computer of any kind and a GPS on a USB.

And be sure to say thanks to Terry. He has done this all for nothing except satisfaction. Now if we can talk him into taking over TCP...

Goodbye paper charts?

By Bob Norson, SC *BareBones*

When *BareBones* started on this voyage back in the Caboolture River we were sailing to paper charts with a laptop loaded with openCPN that was used as a backup. There has been quite a few thousand miles under the rudders since then and in some difficult waters. We are now catching up with those that have been working with electronic charts for years. The learning curve is steep because we started late but got lucky.

We happened to fall into the company of Terry Sargent of SV *Valhalla* from the USA (www.yachtvalhalla.net). Rose and Terry have been sailing the Philippines for many years since Terry retired from the US Army with just shy of 30 years in, "not quite a lifer" he jokes. Terry took on navigation as a hobby and for a while was selling laptops fitted out and ready to go including the GPS. He figures he may have made enough to buy some wine with each unit.

But anyway, I will share some of what I have been learning and show in this feature some of the possibilities. This stuff is awesome if you forgive the cliché. Fitted out with far less tricky stuff than I will show you now, there are many boats out here in Asia that haven't bothered with paper charts in years, if ever!

I have seen stacks of paper charts sitting around clubhouses; nobody wants them unless they have some painting to do. Somebody should start a collection for some future museum. Paper charts and even a



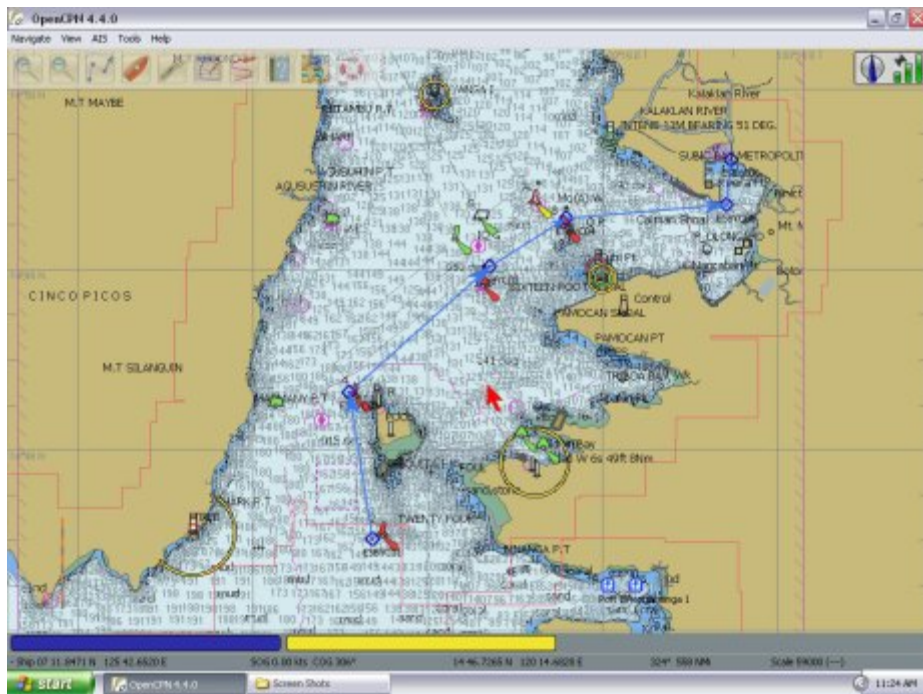
Bob (left) the student with Terry the teacher

sextant with a mannequin done up with a peg leg and parrot on a shoulder! HaH!

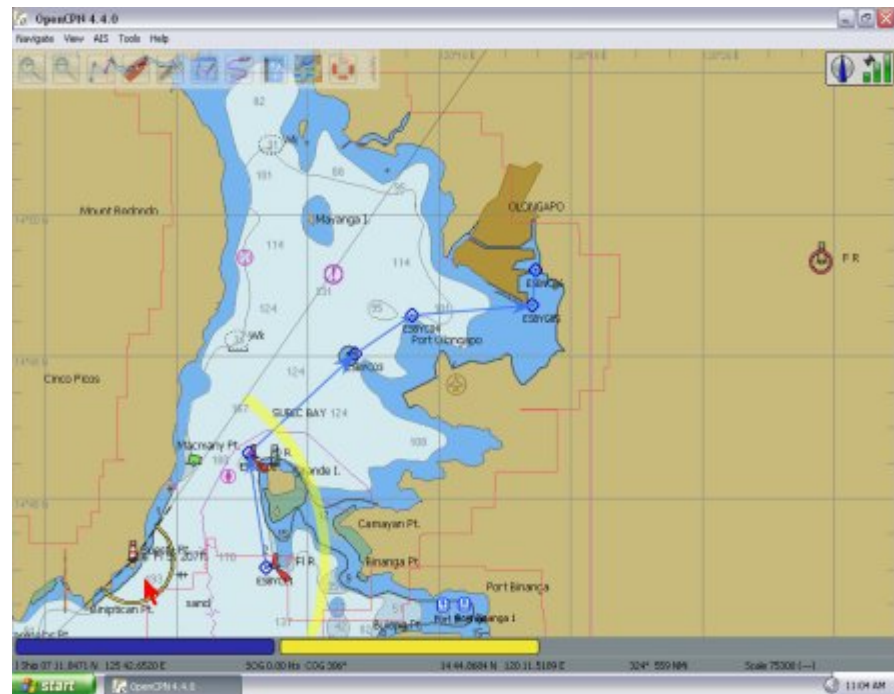
It is because of enthusiasts and developers like Terry that these capabilities exist. Be grateful!

continued next page...

Goodbye paper charts?



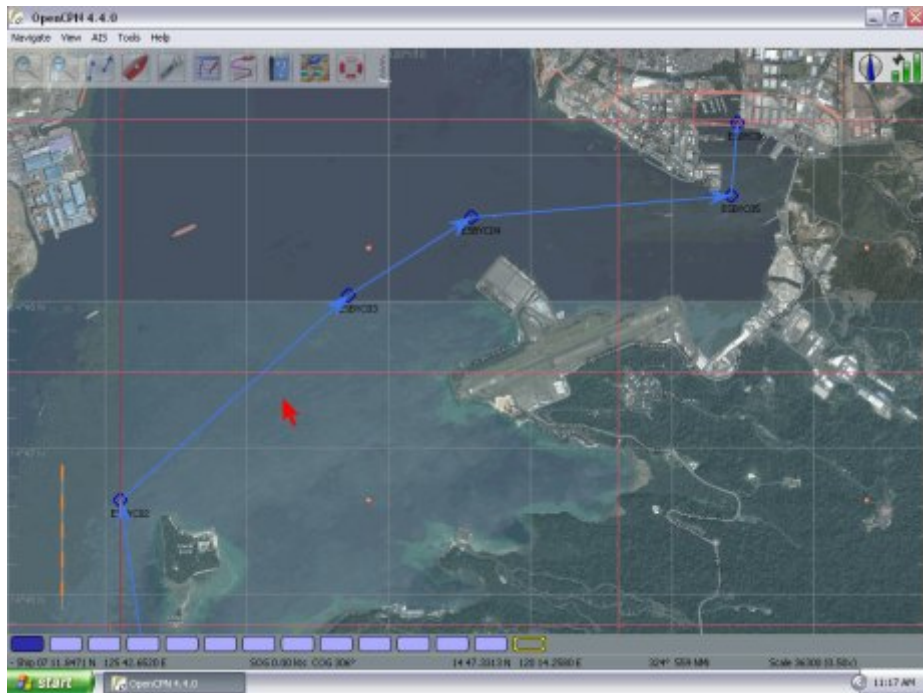
Here is a shot of Subic Bay with a route leading to The Yacht Club. A bit more information than necessary don't you think?



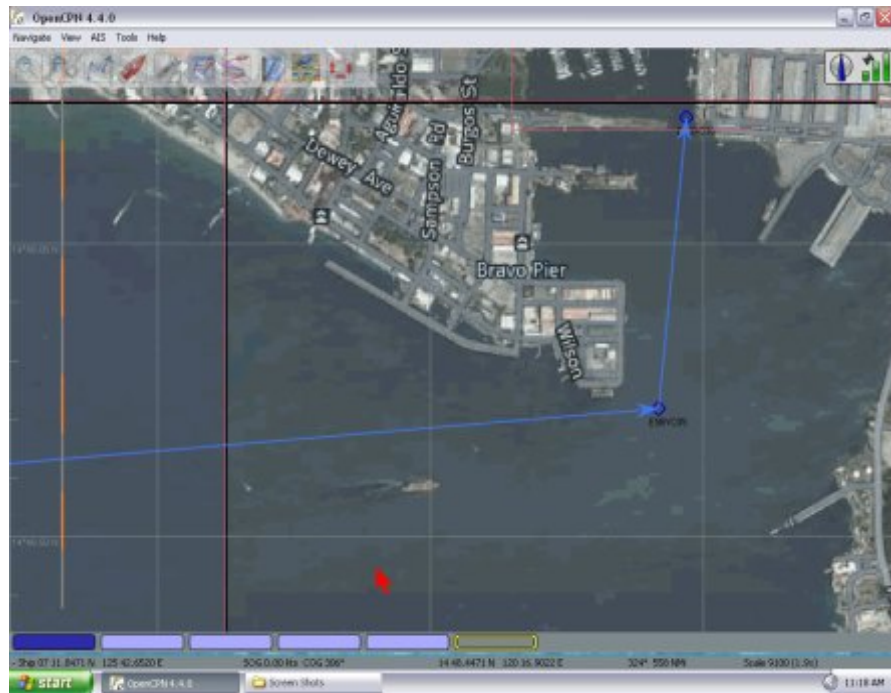
Ahh.. that's better. Press of a button. The route is part of a package already done and ready to load from records of previous cruises by volunteers. But you don't need to put yourself in a position of blind faith because with the next roll of the finger you can go closer in and....

continued next page...

Goodbye paper charts?



Verify with a sat image. Examples show that the sat images are more consistent than the charts for accuracy. Especially in Indonesia we have been anchored on dry land often.. or so the charts (both kinds) say.



You can set your screen up so your boat is always center screen as you move along and you can also wire your openCPN to your pilot.. Roboboat! But I am not ready to go that far.. yet...but there was a time when I said I would never depend on electronic charts either.

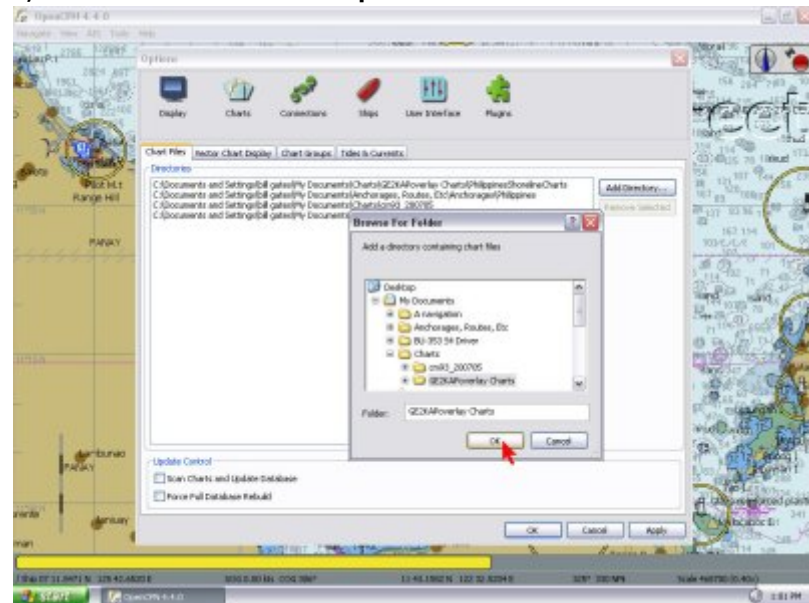
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Goodbye paper charts?



Think you can wing it from there?

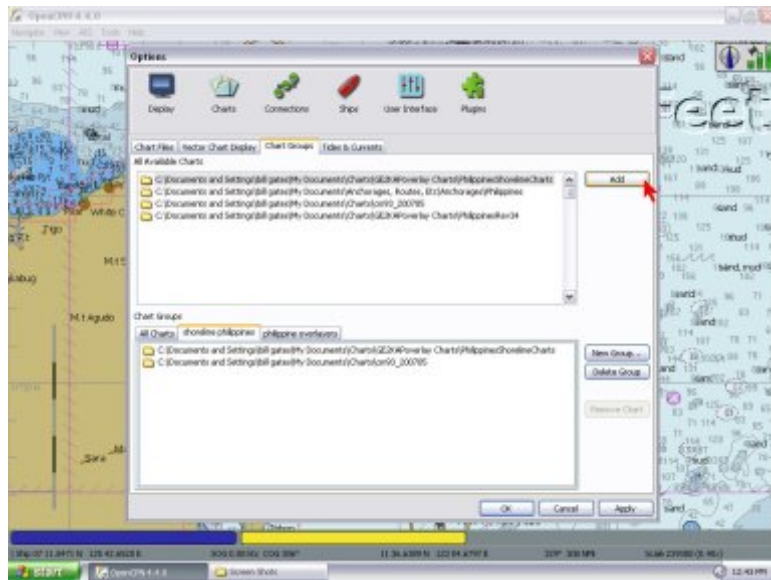
The process of overlaying the images on the screen is straightforward but they are big files all up. I got a folder of a variety of countries with all the popular anchorages done. I was also given a file for the Philippines that covers the entire coastline. Fantastic. Once you have the files, here is how it is done on openCPN version 4.4.0



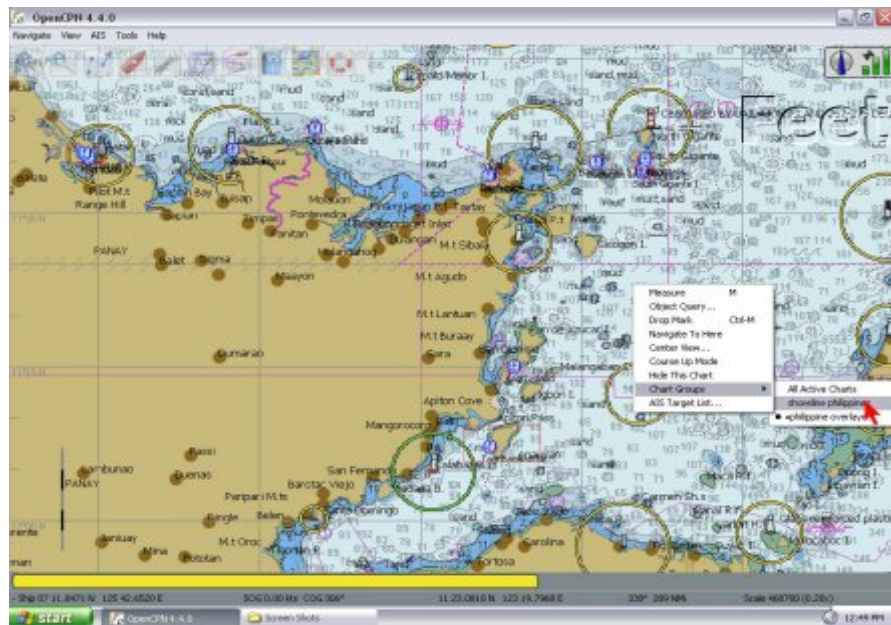
Click on the options button on the toolbar then Charts>Chart Files>Add Directory. The window will prompt you to browse and select the directory from where ever you have it in your computer. Do this for all the folders you will want to load. Your basic charts, in this case CM93s, and your overlay stuff.

continued next page...

Goodbye paper charts?



now select Chart Groups and click New Group. It will ask you to name it. Once named you can select from the files above in Chart Files and then Add. The file will appear in your new Chart Group. Besides your specialty file you must have the basic charts in there as well. My Philippine shoreline /coastline charts cover everywhere at moderate resolution and my other file of anchorages has high resolution of particular areas. If you stuff around and make some changes you may have to look for the control that says "force full data base rebuild". Click that and the program will reset and not try to look for obsolete files or folders. Ask me how I know....



Now get back to your chart and right click on the screen and you should get the window shown and be able to choose what you want displayed.

We are just getting started. There is much more to come if you want it. I hope by next issue I can relate how to create the sat image overlays.

We would love to hear from those who may have something to add/contribute and we will chug along with this until we reach the limit of my poor ability to learn and relate.

A special

offer from DG Marine

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

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

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

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

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

In an exclusive agreement with Wichard Pacific, DG Marine are offering a custom made sail with a matching Facnor or Profurl unit producing an extremely attractive package for Owners looking to enhance their sail wardrobe.

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please contact Derick Warne on:**

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or visit our website

www.dgmarine.com.au



ROLLY TASKER SAILS



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

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

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

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

For more information please contact Southern Seas



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A6/58 Waterway Drive
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www.southernseamarine.com



An excerpt from “Living in the ‘Out Front’ of Australia”

Peter the great

Words & photos by Jon Hickling, SV Ruby Charlotte

In 1995, we tried having domestic goats again. Anglo Nubian goats are a breed originating in North Africa. They are a hardy type with good milk and meat qualities. We located a goat stud just outside of Mackay and bought two pregnant purebred females, 'Amber' and 'Toffee'. We brought them out to the island in a timber cage strapped to the deck of Ruby Charlotte. With them we brought a dozen rolls of fencing wire. We then built them a small enclosure close to the Homestead. This pen was in a partially fenced disused paddock. Over the next few months we expanded and fenced a few more acres. This of course entailed digging a hundred or so post holes by hand, cutting/de-barking and dragging plenty of trees for fence posts (usually two posts per tree). We then built a bush timber shed clad in 'Wild Duck' roofing c/w Pine Islet stainless steel guttering that emptied into a 1000 gallon 'Pine Islet' fibreglass tank. I then built two milking bales out of Pine Islet hard wood.

Amber and Toffee both gave birth to twins, we named them: Flopsy, Mopsy, Peter and Cottontail and so began our herd of milkers. When only a week old the kids were taken from their mums and dehorned. This was a most unpleasant job that involved using a red-hot 18mm steel pipe to burn out and kill the horn buds.



continued next page...

The most efficient way to heat the pipe was using the oxy/acetylene torch which soon had the hollow metal pipe glowing cherry red on its end. Each horn bud on the kid's head was slightly smaller than the 18mm pipe. With the small goat head clamped firmly between knees, the heated end of the pipe was held over each bud for a count of 20 seconds. This allowed for the 'iron' to singe off any hair and melt through the skin killing off any nerves, cauterising the blood vessels until it was stopped by the white top of the skull.

The radiated heat from the pipe would also kill the horn bud. When the pipe was released from the skull the burnt areas (resembling smouldering Life Savers) were then smothered with Vaseline to prevent infection and sooth the wound.

Remarkably the kids only shook their heads then trotted back to mum for a drink acting like nothing had happened.

Jacob and Justin were old enough to venture down to the goat paddock and pat and play with the newborn kids. We bottle fed them with a special milk formula for some of their meals so we could use their mother's milk.



Jacob with Amber



Justin with his mates

They grew fast and won the affection of our hearts, each having a unique personality. A year later we allowed Peter our only male to mate with Amber, Flopsy and Mopsy. We kept him away, with much difficulty, from his sister Cottontail and Toffee his mother.



Liz bottle feeds the newborn kids



They grow up so fast!

For anyone who has ever had anything to do with goats, especially male goats, billies, as they are known, will appreciate what a handful they can be. Anglo Nubians are a large breed of goat; a full grown male stands over a metre and a half high and weighs up to 60kgs. Peter was just so. He was formidable, from a cute bundle of fur that would suck your fingertips, thinking them nipples, to being a demented foul smelling monster that would chase the female goats relentlessly around the paddock, whether they were in season or not.

He would stick his tongue out of the side of his mouth tilt his head to one side then emit a loud and deep lustful mating cry that resembled a coughing jackhammer. He would then frolic sideways head tilted at a funny angle, pissing as he went and emitting this wailing love cry. Suddenly he would stop stamp his front feet; snort a few times then turn his head to his genitals and urinate in his own mouth.

At first we were simply enthralled by his obnoxious behaviour, laughing amazed, both embarrassed and disgusted at his antics, but then he started chasing us, trying the same tactics. After a while we realised that this was to be his normal demeanour. Each time we went to milk the nannies Peter would cavort around us grunting, stomping and peeing everywhere. His long pink penis resembled E.T.'s finger and phoning home was the last thing on his mind!

It became dangerous for our boys to visit the herd of goats; they used to run screaming as Peter came charging from the top end of the paddock. Visitors coming up from the beach to have lunch would have to walk the gauntlet through the goat paddock to reach the Homestead. Some would relate stories of harassment, others tales of escape. It soon became obvious we had to do something with that dammed billy.

"It soon became obvious we had to do something with that dammed billy."

On one of those rare calm winter mornings when the sea resembled a mirror and the sky had a deep blue hue that was unblemished by clouds, we reached our decision regarding Peter. "Let's take him down to the lagoon, put him in the dinghy and drop him off at the northern end of the island." I suggested. All agreed it was a good idea.

Our reasoning seemed logical, Peter would undoubtedly thrive amongst all the feral nannies and he could grunt and cavort amongst them to his heart or penis's content. So on that cool crisp winter morning began what was to be one of many 'holiday' trips for Peter.

Our only motorised vehicle that was functioning at this time was the 3-wheel motorbike the 'Honda Super Red'. It was with this mode of transport that we tried to entice Peter down to the beach at West Bay. At first a bucket of food, goat pellets mixed with cracked corn was used as the carrot on the stick. I drove and Jake sat on the back cargo rack holding the bucket to lure Peter. He followed for a while and sometimes he cavorted comically ahead. But all the time he wanted to either eat or root whatever moved near him. Our Labrador dogs that followed us everywhere were sent scurrying into the scrub tails between their legs as Peter tried to have his way with them.

Not even halfway down the rough road to the beach, Peter lost interest in following us. He realised that there was more to this excursion than procreation and food, he had had enough and just turned around and started trotting determinably back to the Homestead. 20 minutes later his legs tied, riding on the back carry rack of the 3-wheeler, bumping ungraciously up and down we arrived at the lagoon and boat harbour.

Our 14-foot aluminium tinny had just started to float on the flooding tide. I manhandled Peter off the motorbike, untied his legs and gave him momentary freedom while I readied our aquatic goat carrier. With the 15 h.p outboard secured to the transom and Peter nervously depositing round pellets from his stern-end into the dinghy's bilges, we motored out of the lagoon's narrow entrance and up the rocky western side of Middle Percy.

The distance from West Bay to the northern tip, known as 'Howard Point' is less than 2 nautical miles. We soon covered this distance and found amongst the steep smooth larval rocks a gully that would permit the bow of the dinghy in close. I pushed and pulled Peter out onto Terra Firma while Jake operated the outboard and the tinny grated noisily with the surge of the sea on the oyster-clad rocks.

As soon as Peter was free I hopped quickly back aboard the dinghy and we reversed away out of the gully. Peter sensed something was amiss and started to bleat mournfully. When 50 meters off shore I turned the motor off dropped the anchor and turned to watch our newly marooned castaway.

Goats love high ground; they will usually climb atop the highest point closest to them, thus gaining a bird's eye view of all around them. Peter, his instincts leading him upwards, climbed the steep foreshore, constantly looking down at us until he disappeared amongst the tall rock formations and out of sight. This was our cue to bolt for home.

A whole month went by where we milked and strolled around the goat paddock without being hassled, it was a joy to be with our herd of females. Jacob was promoted to our chief milker aged 7 and Justin was his side kick aged 4. Twice daily, early mornings and late afternoons the two boys went down to the goat paddock and fed and milked the 'girls'.

We used the milk for tea and coffee but mostly Liz made wonderful feta cheese from it.

One morning a visitor came to the Homestead and passed comment about a rather large 'extremely' friendly male goat that was apparently living in the A-Fame at West Bay! We knew it had to be Peter. Before I had time to go and see for myself, another visitor arrived explaining how a big goat had followed her from the beach and did we know anything about him. We looked over the veranda and there nonchalantly nibbling the leaves on the coffee trees was Peter.

"...he disappeared amongst the tall rock formations and out of sight. This was our cue to bolt for home."

A few days later we took Peter to the southern side of the island and within 5 days he found his way back to West Bay and having already been shown the way, walked up the track to the Homestead. We tried again at the northern end of the island only to find that he made it back to the Homestead before we did!

At last we hit on the idea of removing him entirely from the island. When Peter, Flopsy, Mopsy and Cottontail were young we had caught some feral kids from the island's wild goat population and reared them with our milking herd. The two nannies we'd caught and subsequently had reared were now of breeding age. 'Sunset' and 'Sunrise' were enticed along with Peter into the back of the Land Rover.

Once down at the beach Peter seemed quite content with getting into the dinghy, it had become a fun outing for him. The two nannies however quivered with fright and had to be picked up and put aboard. We set off in fine spirits content in the knowledge that our goat troubles were to be finally solved. The one nautical mile trip to Pine Islet, once the home of the longest serving kerosene powered lighthouse in Queensland, took us but 15 minutes.

continued next page...

This tiny and extremely rocky islet was steeped in history as well as high cliffs, lush grasses and the ever-prevalent prickly pear cactus. There were no animals on this islet. When it had been a manned light station they had kept chooks and perhaps even a milking goat in the early years. But, when the light was automated in 1986 all domestic animals were removed. The Commonwealth Government owned the island therefore it was totally illegal for us to be introducing goats to its shores but we couldn't bring ourselves to kill Peter, so we risked this small infringement.

Twelve months went by and Peter and his harem were all but forgotten, we often made trips over to Pine Islet, either fishing or salvaging building materials but we never caught sight of them. Then one lunchtime, sitting on the Homestead veranda over looking to the west and Pine Islet, a yachty mentioned that he and his wife had been over to look at the old houses on Pine Islet and had been accosted by a very large male goat whom they said had seemed extremely friendly. We coughed and fidgeted and said something like "Really, fancy that!"

Our consciences were now pricked; we felt guilty and realised that we had better do something about Peter. If word got out to the authorities about a domestic goat on Pine Islet we could get into serious trouble. When the next day of fine weather came we planned a safari to the lighthouse.

Armed with buckets of goat food, we landed on the western side of the rocky islet. Peter from the first moment he could see had known us and had grown up with the daily routine of feeding and milking. We always rattled the food in the bucket and shouted "Goatee, goatee, goatee" and then the herd, where ever they were in the paddock, would come cavorting, leaping and running to get this much relished tucker. Peter had been away from this

"...we felt guilty and realised that we had better do something about Peter."

routine for over 12 months but we hoped that he would still respond to our calls.

The lowest of the three light keepers' cottages was now a shell of fibro and termite eaten timbers. We had salvaged most of the timber structure leaving only things which were beyond use. The second house, halfway up the steep western slope, was still mainly intact; a large bush lemon tree growing outside the front door was laden with fruit. Inside there was evidence that the white ants had company; strewn over the floor were little round black pellets, proof the goats had spent more than a few nights sheltering in its precincts.

The top house, which had been the head light keeper's cottage, had the same visual evidence scattered over its hardwood floors. A Torresian crow cawed outside the windows and our cries of "Goatee, goatee, goatee" went unheeded.

Pine Islet is split in two by a ravine that runs east/west; the smaller of the two islets contains the light station, the larger side nothing but thick scrub. In the early days of the light station a wooden stairway was constructed between these two islets. Jimmy Joss who was the first leaseholder on Middle Percy (1883), had been a shipwright. He was employed to build this structure in 1888. In 1997, one hundred and nine years later, there was very little left to see of this stairway other than a few bits of decaying sawn wood.

It was on the larger side of Pine Islet that our calls were finally answered. "Baaaaaaa". We turned quickly, astonished that the sound came from so close. "Goatee, goatee, goatee" we cried. "Baaaaaaa" came the reply and then, there standing on a rocky knoll, was King Peter.

When we had marooned him here some 15 months ago he had been a big goat but now he was massive. The natural feed on Pine Islet was 10 times that available on Percy and there were no other animals here to compete. These goats had had a smorgasbord of food and had flourished. Sunrise and Sunset plus four new goats stood hesitantly in the distance, they too were enormous by feral standards, there must be growth hormones in Pine Islet grass! I shook the bucket, "Goatee, goatee, goatee".

Peter trotted forward smelled the food and pushed his nose deep into its contents. He bleated, snorted and grunted at tasting this long forgotten delicacy. He started pushing forward to try and get more of the pellets. I tried to pull the bucket away but the handle caught on a stubby deformed horn that had sprouted, despite having been burnt away when he was but a week old. He tossed his head at this irritation, the handle was ripped off the plastic bucket and the contents spilled on the ground.

I grabbed Peter around the neck and became conscious of his powerful smell, he stank! Male goats have scent glands behind their horns and Peter's oozed that pungent billy smell. The fur around his neck and head was coarse, lank and had a texture that was almost greasy. Peter bleated and started to walk forward seemingly ignorant of me wrapped around his neck. I stumbled and lost my footing and soon had to let go. Peter was now greedily snuffing the ground where the pellets had been spilled.

After a while we got our act together and got a collar and rope onto this magnificent specimen of Anglo Nubian Prowess. Peter having seen we had



The gate to the paddock where the goats were kept which continued on to the homestead.

another bucket of food was happy to walk and eat at the same time. We slowly guided him along the overgrown supply track that led to a beach at the north-eastern end of the large islet. It was here by the ruins of 'Ted's Donga' (a corrugated iron shed built by a former head light keeper), that we loaded Peter back aboard our tinny for a trip back to Percy.

continued next page...

The feral nannies we had also hand reared wouldn't come near us so we ended up shooting them, unfortunately their offspring disappeared into the undergrowth and we had to leave them. (We did return some months later for another safari and managed to get the rest of the goats).

Some days later having once again been subjected to Peter's obnoxious sexual behaviour, not to mention the smell, we finally decided to do what realistically we should have done 15 months ago.

Goat meat was our main source of red meat on Percy so we hunted the feral goats 3-4 times a week. We fed not only our selves but also our 4 Labrador dogs and of course the passing yachtsmen and women who walked the track from the beach. They came to have the famous Percy Island "All you can eat for \$5, totally organic lunches".

We used every bit of the goats that we possibly could. We tanned the skins, some were sun dried for use as drum skins, others chemically tanned to be made into rugs, wall hangings, waistcoats or the smaller skins into bagpipe bags. Peter's skin was enormous compared to the normal feral goats and it made a fine dappled rug.

Because Peter was so big we decided to mince him and make sausages. We washed and cleaned

his intestines which we used as the sausage skin; his meat was de-boned then minced. We harvested herbs and spices from the garden and mixed them with the mince and then, using the 'sausage' attachment on our hand mincer, we slowly made him into strings of sausages. He made a lot of 'snags'; so much so that we included them in the lunches and offered BBQ packs for sale.

The first serving at the lunch table was accompanied with a large freshly picked organic salad, homemade mango chutney and pickles, freshly milled and baked organic bread, fresh hard boiled eggs, sweet young chokos sprinkled with homemade goat cheese and washed down with freshly picked and squeezed orange juice. These lunches were always a social affair, the visitors full of questions about our lifestyle, the history of the island etc. We in turn were interested in their stories of sailing and their lives on the mainland. Between mouthfuls of these delicious sausages a woman at the other end of the table piped up, "You know, when I visited here last year I was sitting down at West Bay on the beach reading my book, when all of a sudden I felt something tugging my hat! I put my book down and glanced around then shrieked, for there was the most enormous goat with long floppy ears trying to eat my straw hat. He turned out to be ever so friendly, a little bit too much, if you know what I mean."



The Hicklings around 1998

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

A NOTE FROM BOB:

For those that aren't familiar with the history. Jon, Liz and family have played an important part at one of the most fascinating sailing destinations on the planet. Middle Percy Island has seen it all. To get an idea of the history of the place, see the TCP website: www.thecoastalpassage.com/thepercystory.html

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

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



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



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

Living in the 'Out Front' of Australia

and

'Past to Present'

A History of the Percy Islands

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

'Living': \$65au inc gst plus s&h

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



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500 DAYS

AROUND THE WORLD ON A 12 FOOT YACHT

by Serge Testa

Excerpts and photos by permission of the author

LEAVING

On the 9th of June, 1984, I launched my mini yacht on the Brisbane River, where I was to start the long voyage. My older brother, Henry, remembers my excitement as I rowed the small, inflatable dinghy over to *Acrohc* when she was afloat for the first time. I couldn't help shouting, 'I'm free, I'm free', as the realization hit me that my new home wasn't attached to anything and I was free to wander.

Only close family and a few friends were present at the launching. Only they knew that I wanted to sail around the world and establish a new world record for a circumnavigation in the smallest boat. Apart from telling close relatives and friends, I kept quiet about my ambition and I especially didn't tell the media as I thought they'd be skeptical; even my own family wasn't convinced that I'd go through with it.

From Wikipedia: **Serge Testa** is an **Australian Yachtsman** who holds the world record for the circumnavigation in the smallest boat, completing the voyage in 1987.

His boat, the ***Acrohc Australis*** is 3.6m or 11 ft 10in long (13 ft 8in overall) was designed so that all controls could be operated from inside enabling him to close the hatch in foul weather. The boat now resides in the Queensland Museum at Southbank, Brisbane.

From TCP: *The following pages are a few excerpts of Serge Testa's account of his journey. Serge will take you on his amazing adventure with his wit and honesty of the hard times along with the good times. A special achievement that should not be forgotten. Buy the book!*

In fact, no-one could understand why I'd built a boat less than 12 feet long, with a 1.5 metre draft, six watertight compartments and as solid as a tank, for what they thought would be sailing around Moreton Bay. I heard people say many times that I must be crazy. And even at that stage I wasn't sure if it was feasible. I knew I had a strong and seaworthy boat but, after all, she was only 11 feet 10inches long. How would she react to big waves, storms or even cyclones? Would she ever capsize? And would I be able to put up with the continuous pounding and rolling or would I end up as crazy as people thought I was? The best way to find out was to try!

Two days after the launching of *Acrohc* I decided to set out quietly, just in case I couldn't go through with it and so I wouldn't lose too much face if I failed ... although the worst blow if I did fail would be to my self-esteem.

continued next page...



My destination that day, my first port of call, was Scarborough, a small harbour several kilometres north of Brisbane but still in Moreton Bay. However, it was dark and raining when I arrived and I had forgotten about a line of rocks that extended out from the shore! Luckily only the keel hit the rocks and *Acrohc* got off lightly, but even so I still couldn't find the set of green and red lights marking the entrance to the small harbour. Finally I saw a red light and, sailing towards it, ran aground. This time we were stuck fast. Two minutes later when the red light passed me I realized that it was not the harbour light at all but a fishing boat's navigation light. It was a good start!

THE GREAT SANDY STRAIT

I didn't feel too ashamed of running aground so often. Very few yachts get through the Strait without grounding; even the local trawlers get stuck occasionally. Once, when *Acrohc* was lying peacefully aground, heeling only slightly, I decided to make the most of the early evening by relaxing on the open hatch with a cup of coffee. There wasn't a ripple on the water and not a sound to be heard (except for the occasional mosquito); we were miles away from anything. Suddenly, I heard a loud breathing coming from behind *Acrohc*. It gave me a hell of a fright. But it was no sea monster, just a friendly turtle coming up for air. During the trip, I often heard odd sounds. Sometimes it was turtles, sometimes dolphins, but I never got such a fright again. I spent one more night aground as a result of trying (after dark!) to find the channel into the river that leads to the small country town of Burrum Heads.

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FRIENDLY AIRLIE BEACH

Sailing on, I reached Shute Harbour but I decided not to stop there after looking at the dozens of charter yachts that filled the harbour. *Acrohc*, a cruising yacht, would definitely look out of place there so I pressed on to Airlie Beach where I immediately felt at home. Hundreds of cruising yachts from all over the world were anchored there and I was reunited with many friends. Every day another yacht arrived. Sometimes it was an old acquaintance and sometimes a yacht I'd met on the way up from Brisbane. We talked of distant ports and ocean passages which made me all the more eager to get on with my trip. Just the thought of anchoring *Acrohc* in a foreign port excited me more and more. But the other reason I stayed so long at Airlie Beach was because it is such a pretty place. Right in the heart of the Whitsundays, it is surrounded by resorts that give the entire area a holiday feeling.

Apart from visiting two of the resorts, I sailed to the nearby Nara Inlet to spend three days on deserted Hook Island. Here I discovered lots of rock oysters and beautiful bush walks. One bush walk led me to a cave that was home to Aborigines and their paintings long ago. The cave paintings and the well sheltered natural harbour combine to make Nara inlet a very popular yachties attraction. In fact, Nara Inlet is a preferred anchorage when cyclones threaten the Whitsundays. The beautiful, unspoiled island covered by dense vegetation and with interesting reefs that can be seen through clear warm water make the whole area a cruising paradise. I spent a relaxing month there cruising around the islands, preparing *Acrohc* and myself for the following leg of the journey.

DARWIN

While in Darwin I was adopted by a couple, Daniel and Anne-Marie, and their twins. I became one of the family and spent many pleasant evenings with them and on Christmas Day they gave a memorable party.

Daniel and Anne-Marie were willing helpers in my preparation of *Acrohc*. However, they often tried to convince me to stay on in Darwin until the end of the cyclone season, some four months later. But I insisted that *Acrohc* was strong enough to withstand the roughest weather; I'd designed her that way, and, anyway, the chances of meeting a really bad cyclone were slim.

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ONLY FIVE MORE DAYS TO A SHOWER AND A COLD BEER!

February 12 : All is well, days going by nicely.

I was starting to pick up clear radio signals from the Cocos Islands and was happy to know that I was on course. At the rate I was going all I had to do was sail straight ahead for five more days-only five more days to a shower and a cold beer! I slept well that night.

The following morning, I discovered that the wind's direction had changed by a few degrees to the beam. By now, it was coming from the north and its considerably increased force meant I had to close the hatch again. That evening with the wind coming directly from the west I watched the waves through the porthole.

Just before dark the self steering cables gave way and I had to replace them while *Acrohc* wandered on her own chosen course. Mission accomplished, I fell asleep confident that this storm would pass

I was greeted in the morning, after spending a restless night, by a white sea with spray flying from the crests of the breaking waves. They weren't lifting very high as the strong wind kept flattening them but they were moving at an incredible speed. By looking at the sea's condition I estimated that the wind was blowing at over 60 knots.

The wind made a cacophony of noises. Normally a strong wind whistles through the rigging but this one went past that point and howled through the rigging and sails and whooshed through the air vent as though annoyed by finding *Acrohc* in its path. The sound of the waves crashing and hammering against the hull added to the chaos. Altogether it was hell.

I argued with the wind, 'No it's not right, you've got to blow from the other side-it says so in the pilot chart.' But the conditions worsened throughout the night and the next day. I couldn't understand why this storm was lasting for so long. I wasn't sure but I felt that this just had to be a cyclone.

continued next page...



500 DAYS

All things considered my morale had been good but I was now getting depressed and frustrated that I could do nothing to improve my situation. It was February 25th, 57 days since starting out from Darwin and 12 days since all hell had broken loose. I was getting closer to Cocos and I was trying to keep a look out for land. Every time I saw a dark shape on the horizon my hopes rose but each time it turned out to be just another cloud (a low lying cloud can look exactly like an island from a distance).

COCOS ISLANDS

The quarantine man refused to come aboard *Acrohc*. He had a strange look on his face. He was amazed that *Acrohc* had come through from Darwin. 'How did you manage in the cyclones?' he asked. 'Cyclones? I thought the wind was a bit strong,' I replied. 'Four of them. They came right through these islands and went in an easterly direction. Look at the broken trees,' he said as we passed the remains of some of the island's tallest trees that had been caught by the winds. *Acrohc* and I had survived the worst weather I'd imagined we'd have to encounter. The cyclones had passed right over us.

Acrohc's design had been put to the test and had come through with flying colours. Nothing had broken except the windvane cables. We hadn't even lost the mast, the least I'd expected would happen if we met a cyclone. I'd cursed her deep draft each time I'd run aground on the Queensland coast but thanks to it we hadn't capsized once. For a yacht only 12 feet long she couldn't have done any better. I was proud of my little boat ... she was a real yacht! Her skipper might be a bit of a nut, but we'd done alright.

REUNION

The day of departure came and I went to the police station for clearance.



They stamped my passport and said, 'Bon voyage', the extent of the formalities on Reunion.

It was best to leave Reunion at around midnight at high tide when the wind stopped rolling the waves towards the entrance of the harbour but by the time I actually got away it was 1:30 on a Friday morning. I was not superstitious though and always left simply when I was ready. Besides, Madagascar, the wild island, was waiting.

continued next page...

Outside the harbour a strong south easterly wind was waiting for me and it lasted all that night and the following day. The third day however found us almost becalmed with a storm heading for us. But luckily, although it circled us it eventually backtracked so I was able to get a good night's sleep.

The next day the weather and water were still calm and as a result *Acrohc* was only moving at one knot--the perfect time to make pancakes I thought. I mixed the dough, adding milk and egg, and ate each one as it came off the stove. They were really nice.

The spirit in the stove started to run out and I needed to refill it to keep on cooking. I should have turned the stove off but knowing that the burner would then get cold and have to be warmed up before I could relight it, I poured the spirit into the stove using a little spout I'd made for precisely this purpose. I'd done it many times before but this time a wave hit *Acrohc* just as I was pouring and I spilled a little of the alcohol. In a split second I saw the stove's flame get to the spill, leap up through the spout and into the bottle. There was a dull 'WHOOOMP' and the full bottle exploded in my hands throwing flaming alcohol all over the cabin and me.

Luckily the hatch was open, for as I flew out of the cabin to jump into the water, I heard rather than felt the crackle of my beard on fire.

MADAGASCAR

I would breakfast on *Acrohc*, usually feasting on lobster. Every morning the local fishermen rowed by with their catch. And lobsters were cheap, so why not? I became quite friendly with the fishermen and one day they gave me a

ride in a canoe which I nearly capsized. I can't understand how they bring in sharks of over two metres on them. We couldn't talk very easily but I did manage to understand from them that they were desperate for fishing gear. All I could give them though was a few hooks. I'd carry a lot more nylon line if I ever went back.

"Luckily the hatch was open, for as I flew out of the cabin to jump into the water, I heard rather than felt the crackle of my beard on fire."

Many things were in short supply in Madagascar. Since the revolution times have been hard. Most of the French have gone and with them the few industries that they had developed. Even agriculture has been neglected. Almost everything is now imported and the exchange rate is such that it makes

only the few tourists happy. But there is no doubt that they make good beer; it has even won an international prize.

The country itself is very beautiful-poor and wild like its inhabitants. Most people still live in small villages in primitive grass huts and I was surprised to see some coming into the town carrying spears called "Sagae". I was told they use them too! Murder, it seemed, was not considered to be a major crime; being a terrorist or a South African was much worse.

The majority of the island's 10 million inhabitants are black and many live in the low country. In the higher regions live a people of either Malay or Chinese descent I'm not sure which, but one thing I am sure of is that the girls were most beautiful-amber skinned with Asiatic eyes and long, wavy black hair. That's not to say that I didn't like the other girls of Madagascar, or elsewhere!

continued next page...

CAPE TOWN

After six hours of battle, the harbour was still over a mile away and I was still just managing to hold my position. But I certainly wasn't going to turn away now and end up who knew where and I wasn't going to call for help. A call for help would mean having to go on deck to secure a line for a tow and I'd get soaked and freezing which was out of the question! Already to keep warm in the cabin I kept the stove on with a pot upside down over the flame-it acted as a heater.

No, I wasn't going to call for help. I'd got myself into this situation of my own free will. How could I involve other people in my mess. The wind had to change sometime. I'd just have to wait and soon it would be daylight and things would improve; at least I'd be able to see.

I tacked once more, sat back, covered myself with a blanket, rested my head on a cushion and closed my eyes. Often telling myself, 'Hey you, you're sleeping. Who is watching for the rocks?' And I'd reply, 'No, I'm not asleep. You see ... I'm just resting my eyes. I'm so tired. See? I'm awake ... '

At 4 o'clock there was a loud bang. It was the keel hitting the rocks. Then *Acrohc* dragged her keel over the rocks, turning sideways and through the porthole I saw the beach coming towards us. With a loud crash we hit the beach. The next wave slid us along it and as I opened the hatch, which was by then beside me,

I felt one more wave pushing *Acrohc* higher up the beach.

I wasn't the only one to have picked such nice weather for sailing. The fleet of maxi yachts taking part in the Whitbread Round the World Race had also been approaching Cape Town at the time and some weren't as lucky as I had been. One arrived without a mast and another had a bent mast; only a few survived intact.



continued next page...





*Grounding in Cape Town with Table Mountain in the background.
Everyone helped.*



Serge sits up from his companionway

THE GALAPAGOS ISLANDS AND OVERBOARD

Acrohc and I had to be well prepared for the next leg to Galapagos. We had to be ready and able to fight our way against current and winds for 850 miles. If all went well the best time in which I could hope to reach Galapagos was one month; with bad conditions, two to three months. And, if everything went wrong, I would have to consider turning back.

On the 2nd of November, 1986, I lifted anchor and *Acrohc* headed southwest.

The days passed with the annoying monotony of *Acrohc* hitting a small wave and losing precious speed, then recovering and picking up a little before she hit the next wave. Each time she hit a wave the water became white with foam which was nice to look at but, as many of the waves actually broke over the cabin, I could open the hatch only at the risk of getting everything wet. This went on for the next 15 days.

We sailed in long, boring tacks; one day west, one day south. We were only making one to two knots, just enough to make some headway. During that time of sailing along the Colombian coast we stayed about 50 miles out to sea, close enough to escape the current from the south but far enough to avoid falling prey to the pirates who also infest this coast of Colombia.

Three days of relatively smooth sailing had gone by but I could tell that something was wrong. We were losing speed each day and gradually the log stopped registering altogether. This usually meant barnacles. I wasn't looking forward to getting into that cold water to clean the hull and there were still a few waves around that would make it a hard job but it had to be done-I had to at least check the hull.



The hull often needed scrubbing en route. This photo was taken at anchor.

After I furled the sails I put on my diving mask and braced myself for the plunge ... I didn't jump. There was a small whale a couple of metres behind us and although they didn't hurt people (and this one wasn't even a killer whale) I just wasn't prepared to go swimming with it! Also, in my defence, when I say 'small whale' I mean 'small for a whale'; it was still twice the length of *Acrohc*. It played around for five minutes or so, at times coming under the hull. It had the curiosity of a three year old child. Finally it swam away, probably having been called by its mother.

500 DAYS

When I eventually jumped into the water what I saw horrified me. The hull was absolutely covered with gooseneck barnacles in clumps as big as a fist. No wonder we had been sailing like a log. I scraped most of them off but couldn't finish the job because of the cold and *Acrohc's* wild motion without sails to steady her so I left the rest for a calmer day.

However, what I'd done improved our speed quite a bit and that day we made our best run of the leg, 60 miles directly towards Galapagos.

HOME AT LAST!

On the two o'clock night check the Cape Moreton light came into view-the same light which saw me out three years earlier was now leading me in.

Next morning I still couldn't see land and the wind was gradually dying. The current, however, was getting stronger so we sailed almost due north to compensate for the drift. I just couldn't let it carry us south. I had to arrive no further south than Brisbane no matter what to tie the belt of my circumnavigation. It had to be Brisbane!

We were still 20 miles from land when I started motoring but soon I saw the top of Moreton Island and then behind it, the mainland; Brisbane, home at last!



Serge arrives at Brisbane River

BRISBANE 1987



Serge and Robin have built a 49 ft catamaran and are finishing the fitout to begin another adventure starting at their home base, Scarborough, Queensland. Happy Sailing Robin & Serge - we hope to meet up with you sometime, somewhere! Bob & Kay

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Why Use Clean, Non-Toxic, Organic?

By Marj Sullivan MV Aussie Spirit

My very good friend and raw food guru, Joan, has gone to live in Peru for six months. Family and friends think she's gone a little mad, but this is one of the things on her bucket list. So, why not grab the opportunity when it comes knocking?

I can assure you that she hasn't gone a little mad and is perhaps the most intelligent and amazing lady I've come to know over the last few years. We first met Joan and Francisco, her little bit crazy Spanish husband, when they gave a talk in Hervey Bay on self-healing. I went along to the organic group talk, with my other very good friend Rhonda, even though we weren't quite sure what we were going to hear.

It turned-out to be one of the most enlightening and best things I've done in the name of health. Joan's story of healing started back in 2009 when she was very over-weight and suffering numerous health issues. In fact she

was so unwell that she probably wouldn't be here now if it wasn't for the life saving changes she decided to make. She met Francisco and together they dived into a raw, vegan, organic lifestyle and have never looked back.

Joan is now a slim, gorgeous, 60+ years young, vibrant, healthy and living life to the fullest. So, why did she go to Peru? Well, Francisco, being a crazy Spaniard, went to Peru towards the end of last year (he'd been there before) and encouraged her to come along. They are currently living in the countryside in a converted chook shed with a dirt floor (which Joan gently sweeps each day to keep the dust at bay), no electricity, no running water (though the closest water tap is just outside their door, oh yes, they do have a door!), and it's just a short drive with the landlord to the closest town where supplies can be bought any day they like. As I said to Joan, sounds a bit like living on a boat!

continued next page...



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

Why Use Clean, Non-Toxic, Organic?

In Joan's words - "There are fruit trees in abundance which fill the air with sweet aromas, Coconut palms laden with ripe and matured coconuts, Carob trees supplying us with free chocolate . . . do we need anything else? Wild foods supplying our daily greens. All this adds to our twice weekly fun of hunting and gathering, sometimes by wheel burrow... er... my jungle shopping cart!!! Ha ha ha! We supplement our free harvest from time to time with avos, celery, parsley, tomatoes sourced from markets in town. Interestingly enough I have observed we are surrounded by an abundance of free food with little or no people around, yet only a couple of hours flight away to the city of Lima there are crowds of people with no free food. How crazy is that! The world is upside down."

Their main food supply is harvested on the property and just beyond where they live with the chooks. The wild green plants are definitely organic, no toxic sprays or fertilizers and couldn't be more fresh and nutrition packed if they had paid for them, which they don't as it's all free. Joan has expressed astonishment at this and says the people who live in the town are on the downward spiral of a 'western diet path' not realizing what a gold mine is just a short way from them. A gold mine for their health!

So, this brings me to the question 'why organic'? What is it about organic food, non-toxic cleaning and personal care products, and a clean life-style that is streaks ahead of the what we regard as 'the norm' or conventional living? Well, whether you eat it raw or lightly cooked, organic food has more nutrients, minerals, vitamins and enzymes, than traditionally grown food; without the usual toxins from fertilizers, herbicides, insecticides, fungicides (and antibiotics, hormones, etc. in meat and farmed seafood).

"All this adds to our twice weekly fun of hunting and gathering, sometimes by wheel burrow... er... my jungle shopping cart!!!"

Raw food is in fact the best way to get our nutrients as heating food over about 45 degrees Celsius destroys 3 precious things: 100% of the enzymes (used to digest the food); up to 85% of the nutrients (which is why we eat food in the first place); and 100% of the vitality (energy) - cooking creates dead food which is unrecognizable to the body. Cooking also destroys 50% of the proteins and can produce known carcinogens (especially high levels in cooked meat and fish). Preparing raw, organic food for your body requires that you re-condition the way you think about food. Eating raw foods is the functional way to care for your amazing body and enjoy lasting vibrant health. 1

How the cells of your body react to this live, clean nutrition is where the 'real' story lies. Whenever you expose your cells, wherever they might be in your body, to toxins of any description, they react in a defensive way. Inflammation is the norm in the western lifestyle and our chronically inflamed bodies just deal with it as best they can, on a daily basis. In particular, our liver is usually in very poor condition and not functioning properly due to toxic overload. When we have to fight disease, our immune system is already run-down and stressed-out dealing with the everyday toxins that we bombard it with through eating, absorption, breathing, stress, etc. etc.

There have been hundreds of studies that confirm the clean nutritional value of organic plant food over conventionally grown food, and countless research projects into the many thousands of toxins the human race has created which contribute to premature ageing and death. But it was one researchers TEDx Talk that caught my attention recently about the way toxins affect the cells in our body and why organic is so important in regard to this issue.

continued next page...

Why Use Clean, Non-Toxic, Organic?

In her quite complex but short talk about water or gel (H₃O₂) in our body cells and how light builds this water, Seneff commented specifically about how susceptible our cells are to toxins like mercury, aluminum and glyphosate (used in herbicides like Round-up). Glyphosate, in particular, is a very detrimental toxin that has been shown to suppress specific actions in the cells essential to the normal operation of our body. And this is just a short discussion on one toxin. We are virtually in constant contact with numerous toxic chemicals in the products we use daily including soaps, cosmetics, cleaners, air freshener, deodorants, antiseptics, toothpaste, etc. etc, not to mention the other toxins in the foods and products we consume.

"In summary, to protect and optimize your health, Seneff suggests eating a certified organic diet of real food, getting lots of dietary sulfur (found in [broccoli](#), [garlic](#), [onions](#), organic liver and more), getting plenty of sensible sun exposure and grounding to the Earth by frequently walking barefoot." 2

Plus, if you consider how depleted our soils are and how deficient conventionally grown foods are, it makes perfect sense to eat and use clean, non-toxic and organic as much as possible; that's if you want to live a relatively healthy, long life without chronic western disease and the usual ageing issues we take for granted. We don't have to suffer from these

issues of un-wellness if we simply consider our food, nutritional intake, personal and home cleaning, general lifestyle and exercise.

The term holistic lifestyle really is the key to wellness. You don't have to go and live in Peru to 'clean-up' your life, but you can do a lot in your home on the water to optimize your health and the life of the ones you love.

For more information and interesting articles go to <https://www.facebook.com/groups/MARCOwellness/>. For a list of organic and non-toxic products available from MARCO Wellness afloat on MV *Aussie Spirit*, wave us down or contact Marj: E marjili@yahoo.com.au M 0401911866.

References:

1. Sexy Naked Loving Food, Joan Molony & Francisco Garcia de Vinuesa, AlegriaLifestyle@gmail.com
2. The Mineral Power for Your Body's Electrical Supply, Stephani Seneff, TEDx New Your Salon, The Rainbow Diet, Chris Woollams

Suppliers:

Fraser Region Organic Goodness (FROG), www.frogshop.com.au, Hervey Bay & Maryborough
Go Natural, Bideford Street, Torquay, Hervey Bay
Go Vita, Bundaberg, Hervey Bay, Mackay, Rockhampton
MARCO Wellness, organic & non-toxic products - email: marjili@yahoo.com.au
Modere, non-toxic products, www.marcowellness.shiftingretail.com.au
Nana's Pantry, Hervey Bay and Bundaberg
Organic & Natural Store, www.organicfoodmackay.com, Mackay to Bowen
Organic and Quality Foods, www.organicfoods.com.au, Gold Coast to Rockhampton
Sue & Bruce Organic Supplies, email: suzanne.mclellan@bigpong.com.au, Burrum Heads



Marj in Aussie Spirits galley

Now operating aboard MV *Aussie Spirit*

MARCO Wellness

ORGANIC & NON-TOXIC
PRODUCTS



What's in Your Galley & Bathroom?

Have you looked at what's in your pantry lately? What nasty, toxic chemicals are lurking in your bathroom, personal care and cleaning products? Time to focus on your health and clean-up your life with non-toxic and organic products. Marj Sullivan on MV Aussie Spirit has commenced business as MARCO Wellness and is supplying a select range of organic and non-toxic products.

Some of the essentials on board include:

- Celtic sea salt & Dulse flakes
- Coconut, hemp, macadamia & olive oil
- Probiotic & Natural Mineral Drink
- Non-toxic cleaning & bathroom products
- ZZSLEEP organic Herb Pillows custom made by MARCO Wellness
- Chia, hemp & fenugreek seeds
- Organic dried herbs and spices
- Coconut fibre body & scrub pads
- Non-toxic insect repellent

Request a product list today and start to make a difference in you life. Orders can be placed via email and payment made via PayPal, direct deposit or in cash on pick-up. Allow extra for delivery.

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Facebook Group - MARCO Wellness

The Marinas

By Sue Streeter, *SY Pacifica*

Great news to our cruising community - The Whitsundays has been battered & bruised by Cyclone Debbie, but still fully functioning as one of the best, well-known boating destinations in the world. Our feature story this issue is the Port of Airlie Marina, which withstood the test of the storm suffering less damage than visibly apparent elsewhere as sighted from the coast road. The Marina is indeed in the hub of the Whitsundays; a secure home base whilst exploring this amazing and unique part of Australia.

First opened in 2011, today 109 berths, ranging from 10 metre to 50 metre, provide for monohull and multihull vessels, with extension plans for the construction of "D" Finger, adding 20 more berths.

Access is easy by sea to the marina via a well-marked channel with no tidal access issues. Whilst staying in Port of Airlie Marina you can explore the waterways to any of the 74 beautiful islands of the Whitsundays, or sail to the Great Barrier Reef 30-40 nms away.

Security measures are in place with electronic tags for gate access to the marina arms, plus security patrols throughout each evening.

continued next page...

Port of Airlie Marina



photo courtesy of www.itswherewelive.com.au

The Marinas

Berths are available for sale for 90+ year leases, for use privately or let through the Marina office.

An example of current marina berth rental rates are:

Monohull 12m: Daily \$70 - Weekly \$340 - Monthly \$1,250 - Quarterly \$3,150 - Half-yearly \$5,700 - Yearly \$10,200

Multihull 12m: Daily \$105 - Weekly \$510 - Monthly \$1,875 - Quarterly \$4,725 - Half-yearly \$8,550 - Yearly \$15,300

The ultra-modern Boathouse, a 3-story apartment complex, overlooks the marina, and provides accommodation for guests of the marina and residents. The stunning boardwalk is home to various retail outlets, incl. restaurants, bars, coffee lounge, tour office, clothing store & the marina office, plus public toilet facilities at either end of the building, which are also for marina guests' use.

Whilst long term liveaboards are not permitted in the marina, cruising folk are always welcome for short term stays.

continued next page...

The walkway at Port of Airlie Marina



photo by Sue Streeter

The Marinas

Walk into Airlie Beach for your supplies and a shopping feast fitting to this international tourist attraction. Woolworths Supermarket off the main street is the closest supermarket, or catch the local transit bus which runs between Cannonvale and Shute Harbour daily.

Cannonvale offers two shopping complexes plus all trades are represented in the established industrial area.

The local airport is located between Airlie Beach and Shute Harbour. Coaches leave Airlie Beach and travel Queensland north and south daily, plus the railway link between Cairns and Brisbane is accessible at Proserpine, the nearest major inland town approx. 30 kms west.

Visit the Whitsundays during the month of August each year, and enjoy the Reef Festival, Airlie Beach Race Week, and Hamilton Island Race Week. The Airlie Beach Festival of Music is also a huge crowd pleaser held in November.

continued next page...

Port of Airlie Marina - a quiet place to berth your boat



photo courtesy of www.itswherewelive.com.au

The Marinas

Edges Boatyard, Airlie Beach, is the closest work area and haul out facility to the marina. The yard offers antifouling, major refits, osmosis repair, painting, all maintenance and/or repair issues, chandlery & shipwright service. Liveboards permitted whilst on the hardstand; amenities blocks & laundry provided.

Haulout (incl. re-launch), using the Travel Lift - rates:

Size 20 ft - 70 ft + up to 35 tonnes - \$12 per foot vessel length

Hardstand rates:

Monohulls, incl power or sailing catamarans up to 5m beam - \$2.95 per foot of vessel length per day
Catamarans greater than 5m beam - \$3.50 per foot of vessel length per day

Waterblast rates: Monohulls - \$4.00 per foot, Multihulls \$4.50 per foot

The boatyard is accessed by email: enquiries@edgesboatyard.com,
Ph: 07 4948 2607 or Mob. a/hrs 0413 548 323



photo courtesy of Edges Boatyard

Contacts for Port of Airlie Marina:

www.portofairlie.com.au

Ph: 1800 676 526

Marina office open 8.30am - 5pm 7 days. If unattended contact Marina Manager: (07) 4948 0643.

VHF Ch16 monitored

Whitsunday Coast Guard:

Call sign VMR442

Whitsundays - Emergency Mob. 0410 013 881


Weather updates on request



Sue

Photo by Maureen Griffith

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



Travel to new places
With NO Berths Fees

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Ever considered travelling to a place you've never been before and staying in a marina for free?

If you own your own vessel and marina berth why not swap and explore another area of Australia's beautiful coastline?

Register on www.marinaberthswap.com.au and get a 12 month listing, as well as access to our list of members, their locations and available dates for a swap. The more registrations the more choices available, giving maximum opportunity to find your perfect match.

FREE REGISTRATION for the first 50 foundation members.

This is a new venture so let's all benefit and make it work!

Become a member - join now to get started and show others what you have to offer.

>>> REGISTER NOW <<<

The downside of the Philippines

A photograph capturing a powerful volcanic eruption. A massive, dark plume of smoke and ash billows upwards from the sea, dominating the center of the frame. The sky is filled with heavy, grey clouds, and the overall atmosphere is somber and dramatic. In the foreground, a coastal scene is visible, featuring a small structure on a pier, a body of water, and distant hills under a hazy sky.

Story & photos by Bob Norson, *SC BareBones*

Every place has a down side. Everyone and everything. But it is the balance you have to decide on, is it good or bad? Depends on your sense of it.

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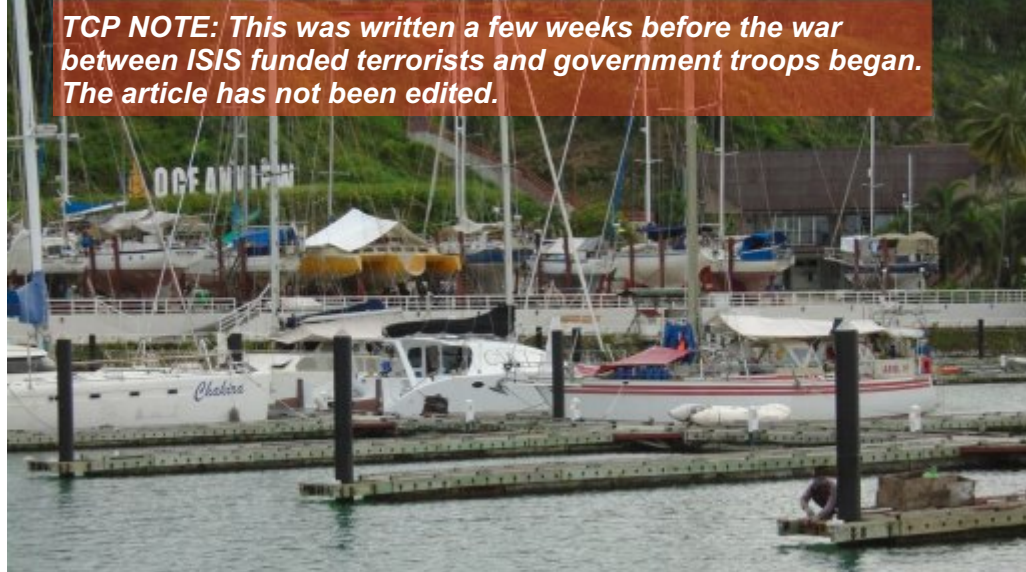
The downside of the Philippines

It takes time to come to grips with the bad...usually. The very unlucky can have a terrorising experience at the dock. It has taken me about 6 months to decide myself. I wanted to give it time and get over my natural inclination to see only the bright side at first. I stand by my earlier articles, no facts I would retract but now I can add more.

The violence. Especially down south where the mix of cultures is most extreme. It was 0430 when I woke up to take a pee off the duckboard. Still dark enough to give me shelter from those easily offended. It seemed to be especially dark to the North West except some bright light on the horizon across the bay. I shrugged, scratched my butt and went back in to make some coffee - read awhile. As the sun started to paint a pinkness to the eastern mountaintops, I had another look outside and knew something weird was going on. The bright orange had been smothered by a charcoal veil, thick as septic tank sludge, a reasonable analogy. I took a few pictures but they didn't come out well, still too dark. A few minutes later though, the light had penetrated the inky sky and revealed what looked like the mushroom cloud of a bomb and that, I found out later, is what it was reported to be. Then the photos were better (see photo previous page).

It was reported that a so called communist organisation had demanded money from a large plastics factory - to keep up the fight for worker's rights no doubt - and had been refused. Their reaction was to bomb the factory. No doubt the factory workers were grateful for the commies support.

TCP NOTE: This was written a few weeks before the war between ISIS funded terrorists and government troops began. The article has not been edited.



Just a year ago or so, TCP was the first in Australia to report on the kidnappings and subsequent murder by beheading claimed by Muslim terrorists at the Holiday Ocean View Marina, where I write this. The four victims were taken in the night by armed men on boats and held for enormous ransoms. Two survived. I heard the marina manager was responding to the noise and got caught up in it himself while attempting to protect residents. There are two boats on the hard here, the ghosts left behind. Both flying Canadian flags, a peaceful nation generally.

continued next page...

The downside of the Philippines

What kind of vicious animals would do something like this? And before you get too self righteous, its likely your government may hire people that do that or worse, but they don't have an interest in flaunting it; the Muslim extremists like the advertising. The drama of that horror isn't finished yet. There was a prison break some months ago that may have let some back out into the wild and lately a party was found to be guilty of being part of that and he was a cop from nearby city of Davao. That's just what I heard.

So is the marina safe now? Not really. There are people in uniforms with guns all over the place but they fit into my 1/3rd rule. That is about 1/3rd are straight and clean. They would try to do their job. Then there are 1/3rd that can be bought but they aren't at the moment because the last 1/3rd will work for cheaper. They can be bought with a hand full of loose change and the gratification of their complexes and egos. They do not like the people they are supposed to be guarding and they want to feel powerful. Jealousy and racism. Some of them give me the creeps for good reason. What can be more dangerous than someone who has the run of the place and trust who is corrupted? I have suggested to management that they may use polygraph, lie detector tests which are far better than years ago. These done randomly among the security force would clear out some bad stuff. Just the threat would be beneficial. Management initially expressed interest but dropped the ball.

I would feel much more comfortable *without* the "security" but with my own gun, however foreigners are not allowed to have them even though foreigners are the main target. Hmmm...

continued next page...



Ocean View Marina "entrance"

The downside of the Philippines

Here is a little story, a very recent event. A couple here, he American and she Philippine, were driving their newish Ford ute in the local village. They paused with indicator on for a left turn while a woman negotiated the footpath across the entry in front of them. As they were starting to turn they were hit by a motorbike that was passing on the left while they were also being passed on the right by trikes, (a motorbike powered sidecar passenger devise).

The motorbike rider demanded an ambulance even though he didn't look that badly injured. It turned out he had only a years old learners permit. According to the couple in the ute, he also had no helmet on and it appears the motorbike had no registration. In fact it appears the reason it has no registration is that because the motorbike may have come from a police impound yard where they store confiscated motorbikes.

The reason that may be the case is because the rider was a cop. The rider has a whole different view of things and is demanding over 100,000 pesos in compensation. Enough to buy a brand new motorbike, with registration and insurance and a helmet and pay off his medical. The ute driver is not taking it. He has vowed to fight it. But I noticed they were gone yesterday and was told they left the area due to certain threats.

I have not had a chance to interview the cop and I doubt I would be granted an opportunity. However it doesn't appear to be in dispute that the motorbike was overtaking and the damage to the

ute indicates that. Also the issue of the license appears to be firm. Needless to say, the cop's mates appear to be supporting him. I think it is best just to hire motorbike taxis.

On the other hand, the federal government really appears to be improving what they can. For instance Immigration; no rubbery fees anymore. The cost for visas is painted on the walls and windows. Clearing into port costs virtually nothing. Compare this to the hundreds or thousands cost clearing into Australia.

What is the cause of the corruption? I speculate it is due to a gross disparity in income.

In a relatively poor country you might figure that the cars on the road that you do see would be modest compacts. But no. Here it goes from a motorbike of about 125CCs to a behemoth of a Toyota Land Cruiser with all the glitter and polished chrome extra trim available and fewer machines in between.

The minimum wage is about \$10 AUD a day. I remember an interview in America after the BP oil spill in the gulf of Mexico that ruined the economy of a lot of southern American coastland. People were boycotting BP service stations around there but when they dropped their prices people started coming back and a reporter asked one of those people if they felt they were caving in on their principles.... and the interviewee responded while he was filling his old beat up pickup truck; "Yeah, principles, I remember when I could afford principles".

Manila - delightful menace


By Bob Norson, *SC BareBones*

It's about 10am and I am looking for a particular bank. The Manila Harbour is just a few blocks away. It has gotten much quieter and shadowed the last block. Suddenly someone grabs my elbow from behind!

I have noticed the area is a bit rough looking I spin around to face the threat. "Nice Lady bar! All beautiful girls for you!" And she shoves a plastic covered paper with pictures of the "ladies" in front of me. I have to smile, she got the wrong guy! But what was I doing in this neighbourhood anyway?

She had a right to assume I guess. I assured her I wasn't interested but she wasn't buying it. I shook her hand loose of my arm and tried to walk away but the tout wasn't giving up.

I finally stopped, "Look, I am a married guy looking for an ATM, not a lay," or something like that... she gave up and then I looked around more carefully.



Manila Harbour

continued next page...

Manila - delightful menace



It was good I wasn't around about 10pm, not unarmed anyway. I had wandered into an area where the ships crews hangout and stepped back in time. There was a delightful aura of menace about the place. Manila is wild, especially down by the harbour. People here will get you anything you want if you have money; girls, boys, dope, a bet laid on a horse, an enemy snuffed, you name it. You need to be on your guard all the time.

Don't get stupid and flash cash and watch what and where you are drinking. Everyone is on the make for something.

A knife would be good, but only if you are willing and know how to use it. But at this time of day it's pretty peaceful. This adventure will have to wait to another day. I take a couple of snaps and pursue my search for the bank.

I regret not going back that night; not for the ladies but to test my survival skills! I must be getting old.

more photos next page...

The Ships Crew Diner and dormitory right next to Peter Lee Hong Kong Tea House. Notice the heavy iron bars in front of the windows of the upstairs dormitory. Looks like it would be an interesting place if you were careful.

Manila - delightful menace



The KTV Sailor Pub and Restaurant; lots of places like this (see crop of name).



Just a couple blocks away it is a different world, busy and crowded.

Support *YOUR* TCP!



Dear TCP Readers,

Now in its 14th year *The Coastal Passage* has been successful because of its focus on telling the real stories about real people on real boats and issues real boaties find interesting and important. From what we hear and from what our web statistics program tells us, there must be many of you that get a lot out of the paper too. If you are one of those, how about contributing a little support for *your* paper.

OR spend your money with TCP advertisers and tell them this is your way to support TCP!

Cheers and happy boating!
Kay and Bob Norson

For details on sponsoring TCP see:
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Winter, wimps and wood stoves

**Words & pics by
Stuart Mears, SY Velella**

Dealing with winter - there are anchorages on the Australian coast that barely experience a winter at all...and there are regions in the south where the seasons are quite pro-nounced, meaning that winters can be bloody cold.

But then I once had an odd experience that imparted several life lessons in the space of a moment: one being that everything on God's green Earth is indeed relative...including the cold.

On account of chronic insomnia and my then search for an antidote, I discovered the efficacy of cold water. This is the explanation for the otherwise odd habit of swimming each night summer and winter, in a pool attached to our unit block which never felt the sun's warm rays. It was rarely frequented; one or two of the residents might use the facility during a half dozen of the hottest days of summer, but never in winter absolutely never, ever at night.

To all of life's statistical certainties there's always the exception as I discovered one evening. It was a night like any other. After the usual number of drinks too many, I hurry down to the pool wrapped in a dressing gown, preparing my mind for the freezing plunge.

But ...hang on...the lights are on! This is very strange ... the pool lights are NEVER on! Only I have ever turned the pool lights on at night and its July and bloody freezing! The water I happen to know is a head ache inducing 12 degrees.

My God... there's someone in the pool; a young blond woman doing pool laps at a relaxed leisurely pace, her golden locks streaming behind almost to her... like she's in some Gold Coast resort. And may a bolt from heaven strike me dead if I'm a liar...she's buck naked! On impulse I conclude; there's some mistake. Maybe she's OD'd or been drinking.

"Are you OK? Aren't you cold? "Cold... COLD... COLD?" she scoffed in a heavy accent. "Siberia....there iss cold!"

continued next page...



Stuarts stove

Winter, wimps and wood stoves

To my eternal regret the Russian exchange student from Kamchatka Peninsula thereafter chose to arrive swim-suited for her evening sojourns, but life was never quite the same again.

So fast forward a couple of decades and as relative as cold may be, if winter @ latitude 43 degrees south has impressed anything upon my frozen brain and chilblained fingers, it's the need for a decent heating system on the boat.

It's not just the cold but the damp! Climbing into a bunk under a doona that feels like it's been pulled out of a swamp isn't the nicest experience.

A marina berth is one solution, but you're going to be slugged hard for electricity usage. Power metreing, now common on marinas, has put paid to that free ride, if indeed there was ever such a thing.

I recall many years ago wintering at a Sydney marina where the Mephistophelian owner would prowl the finger wharves on winters nights, listening for the signature hum of an unauthorized fan heater.

Beyond the range of the 240v power plug there are a variety of solutions. There's the cost issue to consider but even before money constraints kick in, my contrarian mind wanders to the outer boundaries of practicality, which is how I come to be discussing wood stoves one evening, with my artist neighbour.

I remember once visiting a Kiwi yacht that had a domestic cast iron

wood stove installed. The size and weight of this thing spoke volumes about the seriousness of the problem in NZ waters: namely how to keep from freezing to death during the hard south island winter.

***"...if you want a real wood stove
I'll weld one up...no worries!"***

Pondering this one evening and noticing the white curl of wood smoke emanating from my neighbours cabin chimney, I enquire about its source.

"Jump aboard mate ... I'll show you".

Down below in the timber lined cabin with its golden hues emanating warmth along with a faint smell of wood turpentine and Hungarian goulash. Taking in that scene, I'm instantly hooked on the wood stove thing!

The unit central to this ambiance and doubling as a cook stove, is of cast iron construction fashioned in the North Sea fisherman tradition. It was he says, imported from Denmark many years ago but sadly no longer manufactured; a verifiable piece of maritime archeology.

"I'd like to install a unit like yours", I tell him, but nothing like it is produced in Australia.

"No problem mate!" he says: "if you want a real wood stove I'll weld one up...no worries!" What my artist neighbour can't produce from a few bits of steel plate and scrap metal it appears isn't worth talking about.

The next problem is: how to install the unit without burning the boat down.

continued next page...

Winter, wimps and wood stoves

Although most of the time a wood stove will be tamped down in slow combustion mode, high heat is necessary during the start phase to get the draft happening and a coal base established. Once this settles down, provided the wood is dry, it'll burn correctly and produce very little smoke. In fact with minimal attention in slow combustion mode, it'll burn for days.

I learned how to manage the process, via the usual medium of mistakes. Control is maintained via the air inlet. This means that the door needs to have an effective seal and a means of controlling the air intake.

For this I use a bronze marine ventilation vent, riveted onto the door. This allows fine adjustment of air intake all the way from a full throttle roaring Chernobyl blaze... down to zero. If a wood stove doesn't have a proper seal there's no means of controlling combustion and on a boat this is essential.

But ...back to the matter of heat insulation; it's an issue for two reasons.

Firstly, the only place the wood stove can be 'shoed in', is where the redundant ice box is located. All that's necessary is to rip out the old ice box, cut the hole and shorten a cupboard door, but this meant that the unit will be enclosed on three sides. How is it possible to fire-proof three sides?

Secondly, insulation has to shield the hull. With a furnace in the middle of the boat, you don't want direct heat transmission to hull planking.



Closeup of the bronze marine ventilation vent

continued next page...

Winter, wimps and wood stoves

To ensure that I neither burn the boat to the water-line nor induce some other form of collateral catastrophe, a 20mm air gap is created between the tiled Victor-board lining and the plywood fireplace structure.

In this way I figure air will circulate up from the cold bilge and around the tiling. The air gap will insulate the unit like double glazed windows.

For once, theory translates into practice. The vents work brilliantly. It's amazing to feel the strength of the natural draft. With no fan in place, hot air powers out of the vents when the stove is hot and pumping. The hull meanwhile is completely insulated as are bulkheads.

The second problem is the cabin roof. A great deal of heat inevitably exits through the roof and the area is apt to get quite hot. This problem is solved by reducing the 70mm outer flue with a 50mm internal flue for the section of pipe that passes through the cabin roof.

The section has a double set of air vents in addition to the small air gap between the external flue and the wooden cabin roof.

From ancient times men have known that there's nothing quite like a fire, particularly when it's cold enough outside to produce ice in the bottom of the dingy and snow on the surrounding hills. The human



The tiled Victor-board lining



The chimney outside

brain is wired to respond to heat and flame in a visceral way. Fire; even of itself induces a multitude of pleasant associations: warmth, security, good food and good company.

On a boat in winter it's a wonderful thing to come from the cold into the unique ambience of muted light and a wood stove. In coastal cruising mode, there's now an added reason to go ashore with axe and manual chain saw: fire-wood. In an hour there's enough cut drift wood in the dingy for two to three days. A few barbecue heat beads in the first instance work wonders to establish a coal base; a squirt of diesel and away she goes!

And as my ineffable friend says: "it don't cost nuthin neither."



A beautiful picture of the beautiful *Veella*

Why DIY is always the best way to sell your boat

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

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

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

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

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

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

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

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

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

A SPECIAL OFFER FROM STUART AND ITS FREE!

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

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

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

STUART MEARS

OVER-BOATED?



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

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Wattyl SeaPro Cu120 ROAD TEST!



By Bob Norson, *SC BareBones*

For you guys that want the short answer... yes, it is good...except on an aluminum boat... but weird. So read on and see if it is for you.

continued next page...

Wattyl CU 120 Antifoul Road Test!

The last antifoul was at Mackay Marina shipyard. We hung around after launching for a couple months and I was disappointed to see that first layer of 'fuzz' growing on the bits where sunlight could reach it. Hmmmm... It was the tropics mid-summer. I had picked up a discarded Scotch abrasive pad in the shipyard and decided to give it a clean. In years past with other antifouls, this was doom. As soon as those others were touched it was like there wasn't antifoul on it at all anymore. I figured I was going to be swimming a lot to keep it clean.

I even had a patch where bloody barnacles took hold. I have a drywall taping knife for that and found that they came off easy and didn't leave the white little circle that they usually do when wiped off. But I assumed I would have them worse every time I checked after that. I was wrong. I was wrong about everything.

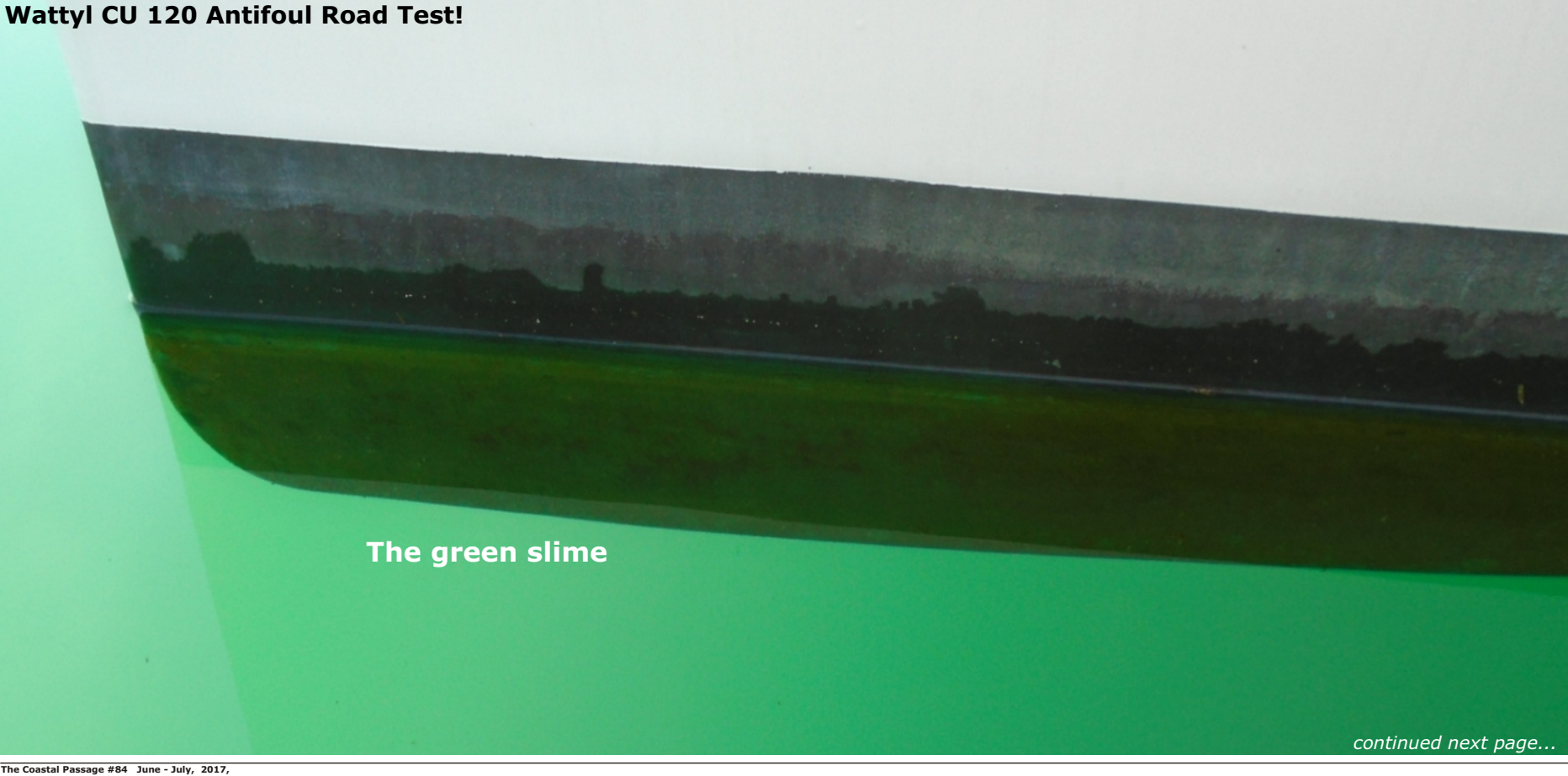
The more I clean it the better it gets.

This copper rich antifoul (pick up a bucket of the stuff and you will see what I mean by 'copper rich'!) loves being cleaned off. It is harder than Wattyl says, less abrasive. However I am getting terrific life out of it and that has been a real bonus considering haul-out costs and in Asia, availability.

continued next page...



The tools: The Scotch Pad fastened to the floor sweeper with convenient handle, the brush, and the dry wall knife. Combine one hot day with cool seawater and add one overheated sailor for best result.



The green slime

continued next page...

Wattyl CU 120 Antifoul Road Test!



After a quick brush

continued next page...

Wattyl CU 120 Antifoul Road Test!

When the day is really hot, I dive and have a nice time bonding with *BareBones*. I think this is the ideal paint for a cat. The more you work on it, the smoother it gets and I think it will work until it is worn through to your tie coat.

My experience indicates there is no reason to haul out for paint until that occurs. Even if you pay someone to dive, it will be a lot cheaper than hauling.

For cleaning I use a floor brush with long bristles, too soft for floor work really. And I still use the Scotch pad on occasion. If I am in a hurry the big knife works fast but I do prefer the soft, smoothing affect of the brush.

I started out doubting, but now I wouldn't have anything else. Over 6000 miles on it and I might have years left.

Even if you applied the CU120 and let the boat sit in a warm water marina like you find in north Queensland and ignored it for enough time to grow a reef on the bum, I think you could scrape it off and sand back the surface with some 100 grit paper and be good as new. After that, periodic servicing with softer systems as I described and the paint would be back to normal.

With the costs of haulout and paint and the restrictions on what you can use in the paint to prevent growth, the CU120 is perfect for me. I hate spending money and also the effort in cleaning is a fraction of the work of haulout and repainting. A lazy 2 or 3 hours and I'm done; not including beer breaks.

A tip on application; get a 4 liter jug of L703 thinners along with the 10 liter paint and use plenty of it as your finish will be much smoother right off the bat rather than having to run a bunch of miles and several cleanings to get it. I prefer more than the 0-3% that Wattyl recommends. If the paint isn't laying down, use more.

And keep your paint tray covered and away from wind and sun as the volatiles go fast.

And as always, Whitsunday Ocean Services at Airlie Beach is where I buy because their prices are the best and they are top people.

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Servicing your winches - don't let it scare you!

By Mike Lee,

The technical expert at **HARKEN'S** Newport Rhode Island office

Harken note: Mike works closely with naval architects, boat designers, and boat captains, designing custom winch and hardware packages, and figuring out the best deck layouts for the projects. A Milwaukee, Wisconsin native, Mike has been in the marine industry for over 17 years and at Harken for eight. For many years he sailed big boats in the Milwaukee area, but admits he's addicted to speed. "I sailed a Hobie 16 for a long time until one day a sailboard shot past me. I also satisfy my need for speed by sailing ice boats."

GREASY AND MESSY

If you're like most sailboat owners, you haven't serviced your winches since you owned the boat. Every year you say this is going to be the year you clean and grease them, but something more important always comes along.

Without sugarcoating the job, cleaning winches is a greasy, messy, pain in the @\$# that intimidates even some boat-savy persons. However, winches need to be greased because they are among the most expensive items on the boat!

ABSTRACT PUZZLE

Every brand of winch is different, so there's no perfect way to memorize how a winch goes back together. However, a winch can not be put together wrong because the parts only fit together the right way with the exception of maybe getting a washer in the wrong place. While I'm trying to piece my winch back together, I like to think of it as an abstract puzzle. If you do find yourself in trouble with a Harken, you can download a parts breakdown off the website:

www.harken.com/winches/winch.php



1

GETTING READY

It's a good idea to have everything handy before you start because you'll be too greasy to dig around your clean boat for needed items: lots of paper towels, mineral spirits (white spirits), large tin or plastic container, small paint brush, winch grease, tools including metric Allen wrenches, access to hot water, and cold beer.

The paper towels let you keep the mess under control. The cold beer... well hopefully you know what to do with that. Beer can also induce a friend to help you clean a winch or two.

DIS-ASSEMBLY

To disassemble, remove the drum from the base of the winch using the screw at the bottom of the winch handle socket. Simply unscrew it, pull the socket out, and the drum will lift off.

As you lift the drum, be aware the roller bearing cages may momentarily stick inside the drum and could unexpectedly drop out. Make sure they don't bounce off the deck into the water.

Now you can remove all the gears and bearings for cleaning. Even though the winch only goes back together one way, it won't hurt to take a good look at everything.

Most importantly, remember where the washers and other little items go. Don't waste time worrying about the larger gears and drive shaft. It's easy to find their homes.

Pulling the gears and bearings out is actually quite simple and doesn't require any tools or skill. They just slip over the gear shaft.



CLEANING

Take the gears and bearings and place them in the container. Cover the parts with mineral spirits and soak.

After soaking, take the small brush and work the old grease off the part. Don't forget to clean the gear ring on the inside of the drum.

Now that you've removed the grease and grime, rinse the parts in hot water to remove the mineral spirits. If the spirits are left on, it breaks down the grease.

RE-ASSEMBLY

As you put the gears back into place, take a close look at how the pawls are working. If they don't open and close smoothly, then the drum could spin backwards. If there's **any question** that the pawls are not working properly, it is much easier to replace them and the little springs.

It is very important *NOT* to grease the pawls because grease causes them to stick. And if they stick, the gears won't engage. To lubricate your pawls, use any light oil that might be on hand; something like a 3 & 1 oil.

The final step is to place all the winch parts back into the base where they belong. If you do end up with extra parts, you'll have to go back through each part and play detective until its home is discovered. Also, it's not a bad idea to periodically give the shaft and gears a spin to make sure you are on the right path. Remember, in most cases winches are used in pairs. Clean one winch at a time. If you become confused as to where a part goes, you can look at its mate for the answer.

FINAL TOUCHES

Once you are certain the winch is reassembled correctly, lightly brush on some clean winch grease. Some owners think that because they won't get around to servicing their winches for a long time, the smart strategy is to pack them with so much grease they will last for years.

This is a bad idea and only makes a big mess down the road. Now that the gears and bearings are all in place with new grease, all that needs to be done is to remount the drum.

Harken note: The example used is an Italian made Harken winch would be consistent up to 2009. Newer Harken winches and winches from other manufacturers may need slightly different techniques but the general advice contained is applicable to most winches.



Fillers: Strange Brew!

While hanging around a busy boatyard here in Samal, I saw a lot of work being done. One of the problems I observed was that the skippers who were supervising the work had little information on the types of fillers being used. I saw glue mix like Fumed Silica being used as a fairing filler. The stuff goes so hard you could drill a hole, cut threads with a tap and screw a bolt in but it is miserable to sand.

Another grave sin observed was epoxy filler mix being applied to boats in open air and left to set for months. Unprotected epoxy degrades with exposure to sunlight, even indirect exposure somewhat. The surface can become unstable so that when finally coated with a primer that is more resistant to sunlight, the adhesion to the degraded substrate may fail.

The golden rule for epoxy filler use in a warm climate is never wait past morning to sand the filler you applied yesterday afternoon. The effort will be reduced and quality of job improved by getting at it before it goes rock hard. Then that afternoon put on some more filler for the next morning's sanding. If you are cautious and working on material that might outgas, (poorly sealed balsa panels, plywood, etc.) don't start filling until the temperature is falling.

And one more tip for working epoxy fairing other than Phenolic Microballoons is to add just a little fumed silica (Cab -O-Sil) to glass microspheres (Q-Cell) for anti sag and when you work it, leave minor flaws and keep moving. The stuff doesn't like to be troweled a lot. Best to let the whole job go until semi firm and then mix up a thinner batch to make a 'scim coat'. That will fill minor flaws and pits and leave a very nice surface for tomorrow's sanding.

When sanding any filled epoxy, use good protection. A rag wrapped around your nose ain't good enough.

For more detail on any stage of building/repairing epoxy boats, see www.buildacat.com and click on the BareBones project.

Some of the things I've learned about the common fillers that I wished I had known earlier

By Bob Norson, SC BareBones

“Q-cell” filler is composed of hollow glass spheres, or microspheres. White in colour and looks liquid when jiggled around in a container. It vastly increases the bulk of any normal boat building resin and is commonly used for fairing.

Advantages: Relatively cheap and easy to sand. It trowels on smooth and wets to the surface well. I also like the semi transparent nature of the mix as it allows some judgement of coating thickness.

Disadvantages: It imparts little or no strength to the mix. It is slow to wet when mixing, using up open time of the resin. I find a steady “folding” action better than vigorous stirring of the mix as it is faster to wet and introduces less air bubbles. I know a builder that keeps plastic containers with lids and mixes the filler by simply inverting the container once or twice to achieve wetting.

continued next page...

Fillers: Strange Brew!

The mix is reputed to be somewhat permeable to water. This was quite a matter of discussion early on in the project. I had heard the charge and received advice that any Q'cell filler on a boat should be coated heavily in pure resin to "protect" it or shouldn't be used at all under water but had no solid explanation to base it on and in fact I spoke to boat builders that had used it under water and were disparaging of the charge.

What I did sort out over time is that those builders were working in laminates that were well sealed to begin with and/or a PVC foam core less susceptible to damage from moisture so a degree of permeability in the fairing compound was less relevant to them. However, I think working with balsa core with a questionable laminate could be a problem for this filler and should be avoided, especially under water.

"Cab-O-Sill" (picture # 5) is a brand name for fumed silica. This substance can be made from running quartz sand through a super hot electric arc that produces a fine, complex three dimensional shape with a high surface area and very little bulk.

This is interesting material. I doubt the above description would be very appetising but the fact is *you* have eaten a lot of fumed silica! HUH? Yup... it is commonly used as a "thickener" in food processing. Ever wonder how MacDonalds can make their shakes so thick when they weight so little? Perhaps fumed silica. The stuff is even Kosher! No kidding, I've got a copy of a letter from the good Rabi M. Seckbach granting the status to Cab-O-Sil after inspection of their German factory... yummm!

Advantages: It sets strong and hard. Because of it's high surface area and complexity it imparts good strength to the mix. In fact it is very good glue mix. Pure fumed silica wets easier than Q-Cells and can be mixed to various



consistencies for gluing and joining. It mixes well with Q-Cells or other fillers to add strength to the particular mix. I use about half and half when filleting in preparation for taping joints. It's not terribly expensive.

Disadvantages: It sets strong and hard. It's ease of sanding and shaping is on a par with concrete. It is a strength to workability trade off when mixing with Q-Cells or microballoons so the particular application will dictate the ratio of mix.

continued next page...

Fillers: Strange Brew!

Microballoons or Phenolic Microballoons: (picture #1) Derived from the earliest commercial application of plastics, phenolic resins were invented as a substitute for ivory in the manufacture of pool table balls. It doesn't look like the other common powders at all. Instead of puffy dry looking white powder, microballoons are a chocolate reddish brown and come out of the bag looking like they are wet and sticky!

Advantages: Smooth texture to apply and good sandability. I have found it especially easy to use when applying wet on wet over recent laminations. Believed to be less permeable to water than Q-Cells, it makes a safer choice when fairing underwater or other areas of the boat that might be at risk from moisture.

Disadvantages: Bloody expensive! But far less expense than replacing water soaked sections of non-waterproof balsa panels for example.

When mixed stiff or comparable to stiffness of a normal Q-Cell mix, I find it high effort to apply. It really takes some grunt to work. Also, it doesn't wet into a dry surface well and wants to "peel back" (picture #3) from the trowel requiring a lot of movement and reworking to get a good surface, but once you finally have it, it's good.

A thinner mix (picture #2) goes on with less effort and doesn't peel back off the trowel as much but if you don't have it smack on it can sag on a vertical surface. If you are vigilant, you will spot the sag when the resin is just firming a little and it will work back in beautifully and stay there, having wetted the surface from the original application.

I haven't tried pre-wetting a working surface with pure resin yet to see if that helps but it might work.



Overall, I find it's a thin line between perfection and useless and I seem to spend more time on fine tuning the mix with microballoons than other fillers. One more minor annoyance is that it is more opaque than Q-Cells. It's harder to judge the thickness of what you are applying or when sanding. But in spite of all that I feel the end result is superior so for areas where it counts, it's what I'm using.

continued next page...

Fillers: Strange Brew!



Mix's and "blends" and brand names: A product labelled "Microballoon filler" may actually be a filler with microballoons as one of several ingredients. Or "filler #123" with ingredients that are unspecified. In any case I prefer the pure fillers and to mix myself. I know what I'm getting and can tailor to the job.

Tip for using powered fillers:

Q-Cell and Cab-o-sil can both get lumpy with storage. If you try to use them that way you may get poor mix and failure of the compound due to absorption of moisture through the clumps that didn't wet with resin sufficiently. I use small garbage bins to store the fillers for eminent use and top up from larger containers as I use them up. Every time I top up I pour them through a piece of fly screen, rubbing to break up the clumps and shaking the dust through (picture # 4). Makes all the difference (picture # 5).





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more on next page...



Vision is for sale



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

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

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

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

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

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

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



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

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

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