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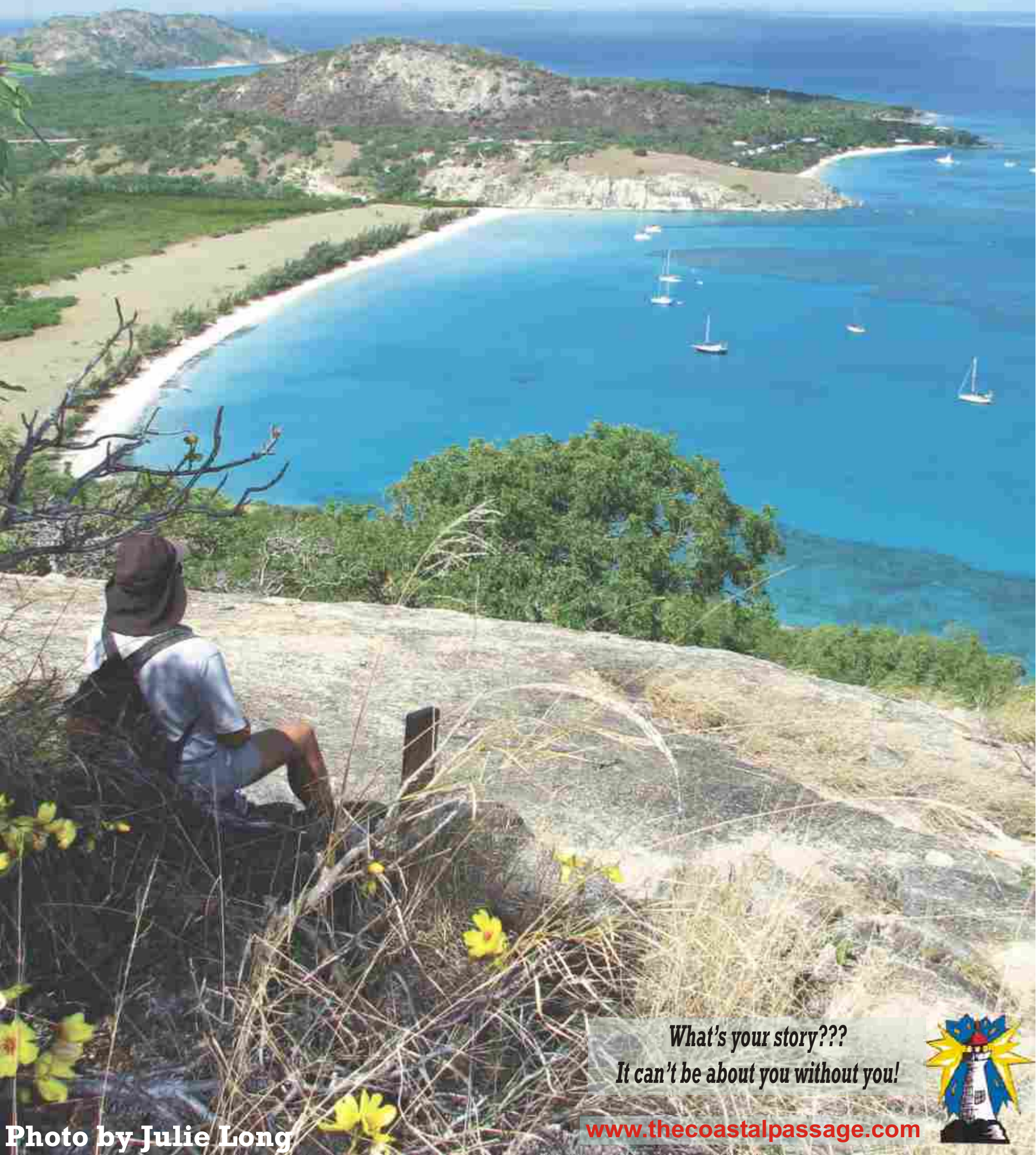
The Coastal Passage

**28th Edition
Dec 07- Jan 08**

The Heartbeat of the Boating Community!

INSIDE

*Multi Mustering, Dropping Picks, Rig Repairing, Back to Cruising and a Luddite's Lament
And even more... And all on 100% recycled paper!*



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

www.thecoastalpassage.com



Photo by Julie Long

Sounding Off!

To paraphrase writer Bill Bryson; I phoned my depth sounder help-line the other day because I felt like being humiliated by someone younger than myself. Like Bill, I needed to discuss a technical problem about which I knew very little despite it involving my main tool of trade, a depth sounder. Only eight years old, its head was dying for the third time. I first called the retailer.

Apparently I failed to convince the young counterjumper of my simple needs for repair because he brushed them aside in favour of expounding the virtues of buying the latest replacement model whose features include speed, temperature, fish reveal, shallow and deep alarms, wash, rinse, dry, anchor-watch, falling space debris alarm and terrorist alert. No, no, I said, I just want my old head repaired because it shows the depth in big, bold digital numbers and has no whistles and bells.

His scepticism about getting my 'old' model repaired tempted me to mention a mate whose prehistoric 'Seafarer' had never given any trouble in 27 years and a graph Furuno I used 35 years ago that couldn't be killed with an axe, but instead I kept the peace and asked if the new model's head was compatible with my existing transducer and cable. He pressed on by assuring me that, 'Fitting a new thru-hull transducer is no problem, all you do is - - -'. Perhaps rudely, I interjected here to point out that I had just off-slipped my boat and had no intention whatsoever of re-slipping her for at least a year. Meanwhile, I needed a functioning sounder.

He promised to check compatibility with the agent and get back to me.

As any transient customer in Australia knows, the dreaded 'I will get back to you' is a watertight guarantee that you will never hear from that company again, not even if you are anxious to spend a million dollars in cash, plus bonus. It therefore came as a shock when the fellow did, indeed, call me back to say that the new head *is* compatible with the old transducer. So, influenced more by his un-Australian response than any real desire to up-grade, I ordered the new model despite having to buy its transducer.

On receiving the new depth sounder in a port far away, it was impossible to ignore the conspicuous dissimilarity between the old and new heads. The new one was thinner, narrow and greyer with a sculptured shape, thereby not complimenting the old white, blocky neighbouring sum log head in any way. The instrument panel aesthetics took a dive.

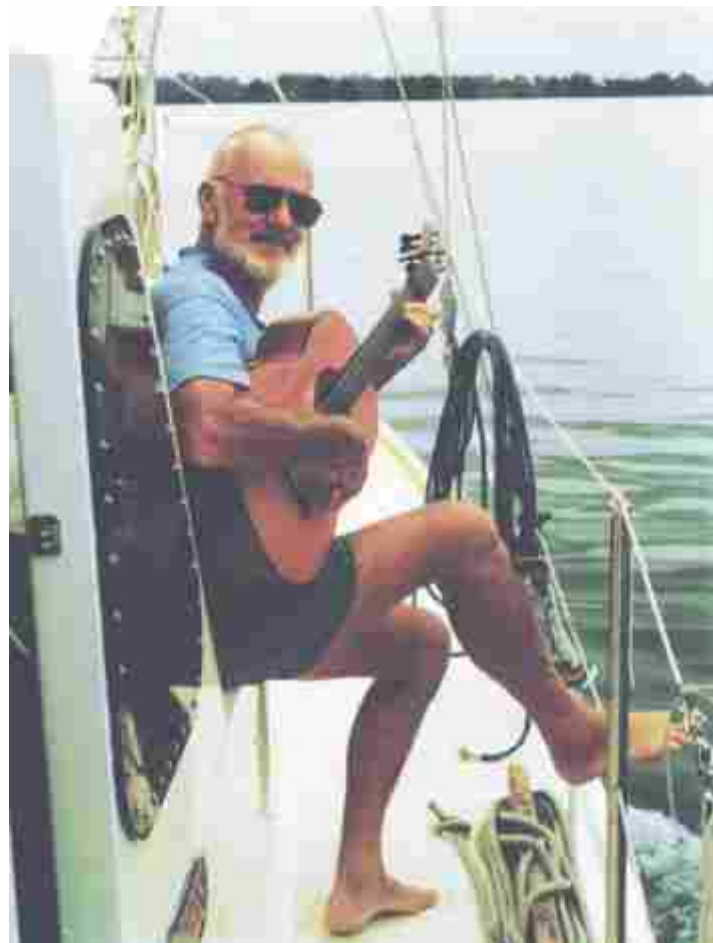
But at least the substructure of the new head fitted the old panel hole perfectly, as promised, although a new fangled under-dash bracket got in the way of the ferrites and had to be modified. Never mind, the old power feed and transducer plugs fitted like gloves and soon everything was ready to test, in preparation for which I did the unthinkable - *I sat down and read the manual first.*

As any Luddite knows, modern technology is primarily aimed at preventing the recruitment of new members. Its absence of basic on and off switches and simple analogue knobs is confusing enough, but learning a new language of acronyms and meaningless jargon without a glossary of terms before you even get started is insufferable. So I was rather pleased to find easy-to-follow flow charts in the manual until it became obvious that nothing I did according to their cartoons would produce more than a 'malfunctioning' graphic.

This time I rang the importing agent direct, only to find that it's two advertised technical inquiry numbers failed to excite any response whatsoever despite my numerous chats with its answering machines. Nothing surprising there, I didn't seriously expect a response, so I tried a third number provided by the retailer on a 'don't-tell-where-you-got-it-from' basis and at last touched base with a very friendly fellow who initially confirmed that the old and new heads were, indeed, compatible with the old transducer. Furthermore, he pledged to double-check and call me back ASAP (this is one acronym I do understand!).

I had scarcely finished composing a mental letter of outrage to his superiors when, true to his word, he really did call back. Stunned by his sincerity, I was beginning to enjoy being humiliated by persons younger than myself until he announced that the old transducers were *not* compatible after all. There is a third wire (he said and I had already suspected) in the new head that was not needed in the old, meaning that although the plugs fitted perfectly, they could not pass all the information needed for those invaluable extras that we all apparently need now days.

So there it is: a typical story of old-meets-new in a technological world that is mindlessly accelerating redundancy for no real gains. All I want is a sounder that sounds, nothing more. Furthermore, when an acknowledged troublesome unit like mine is replaced with (hopefully) an improved model, there should be an over-run of service for the old model, not a complete cessation



of spare part-availability. And surely, if a mono-function unit must be superseded with a multi-function unit, what is so wrong with making their transducers compatible?

My need for a depth sounder is more commercial than private, so I stayed in port during this episode where I sensed strong empathy amongst my fellow cruising sailors with similar stories to relate. Manufacturers don't seem to realise that there is a huge market in the real world of cruising for uncomplicated, long-lasting instruments. And as if to reinforce this truth, one of the yachties swapped me his ancient, battered Lowrance thru-hull sounder for my book, *Cruising the Coral Coast*, warning me that it may have died from disuse since he upgraded to a newer model.

The Lowrance looked like it had been salvaged from a World War Two submarine, but it was a promise of getting me back to work and, best of all, it's transducer fired *through* the hull, not via a thru-hull fitting, making it unnecessary to slip the boat. Better still, it worked! Okay, so my instrument panel looks like badly planned junkyard, but the fact is it was very old technology still functioning in a simple and dedicated way.

How can any bushy-tailed, much-younger-than-me technophile mount an intelligent argument against that?

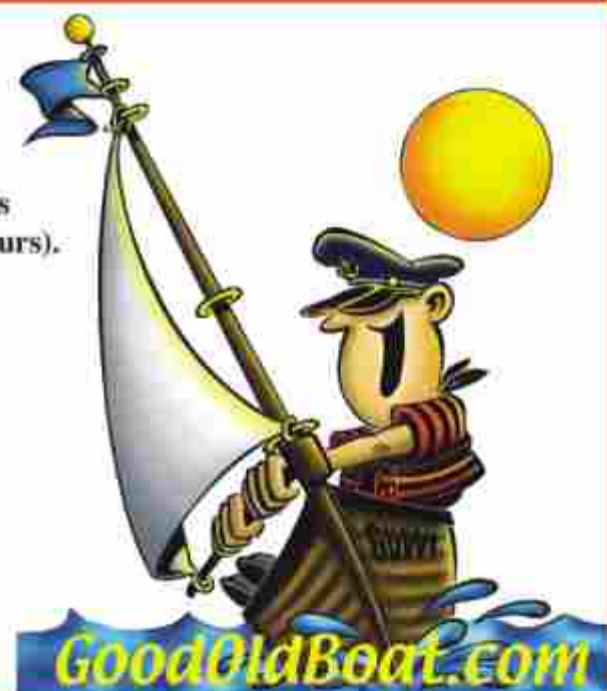
We've got a site to sea!

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

Online sailing resources and info:

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

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



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www.marinanet.com.au



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Trades available but not located on site include sail making, rigging, surveying, boat transport - additional trades can be sourced as required through Manager Todd Gavan.

Contributors!

"It can't be about you without you!"



Kerry Alexander, SY Aussie Oi
 Thomas Alexander SY Aussie Oi
 Chris Ayers, SY Lady Lonsdale
 Shannon Edwards, SY Tryphena
 Petrea Heathwood, SY Talisman
 Alan Lucas, SY Soleares
 Julie Long, SV Adagio
 Jerry Powlas, Good Old Boat Magazine
 Alan Southwood, MY Solaray
 Peter Utber, SY Leah
 Norm Walker, MY Peggy-Anne

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

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

.....NORTHERN TERRITORY.....

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

*G O V E
 Yacht Club

..... QUEENSLAND.....

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

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

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

*C A R D W E L L
 Hinchinbrook Marina

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

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

*A Y R
 Burdekin Browser Book Shop

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

*A I R L I E B E A C H and surrounds
 Whitsunday Sailing Club
 Abel Point Marina Office
 Whitsunday Ocean Services
 Marlin Marine

Emultihulls Brokerage
 Shute Harbour Chandlery & Slipway
 Quadrant Marine

*S E A F O R T H
 Seaforth Boating Club

*M A C K A Y
 Mackay Marina
 Mackay Yacht Club
 Mackay's Boat Yard
 The Lighthouse Restaurant

*R O S L Y N B A Y
 Capricornia Cruising Yacht Club

*R O C K H A M P T O N
 Fitzroy Motor Boat Club

*G L A D S T O N E
 Gladstone Marina Office
 Gladstone Yacht Club

*B U N D A B E R G
 Midtown Marina
 Bundaberg Port Marina Office

*H E R V E Y B A Y / U R A N G A N
 Great Sandy Straits Marina Office
 Fishermans Wharf Marina
 The Boat Club Marina

*M A R Y B O R O U G H
 Boaties Warehouse
 Muddy Waters Café

*T I N C A N B A Y
 Tin Can Bay Yacht Club
 Tin Can Bay Marina

M O O L O O L A B A
 Kawana Waters Marina
 The Wharf Marina

Mooloolaba Marina Office
 Whitworth's (Minyama)

*N O O S A
 Noosa Yacht & Rowing Club

*S C A R B O R O U G H
 Scarborough Marina
 Moreton Bay Boat Club

Australiawide Newport Marina

*S A N D G A T E
 Queensland Cruising Yacht Club

*B R I S B A N E
 Whitworths (Woolloongabba)
 Whitworths (Breakfast Creek)

Boat Books
 Glascraft (Fortitude Valley)

*M A N L Y
 Moreton Bay Trailer Boat Club
 Spinnakers Café at

East Coast Marina
 Royal QLD Yacht Squadron
 Wynnum Manly YC, Marina Office
 Moreton Bay Marine Supplies

*R A B Y B A Y
 Raby Bay Marina

*C O O M E R A
 COOMER Marine
 Gold Coast City Marina Office
 Marina Foods and Takeaway

*S O U T H P O R T
 Southport Yacht Club, Marina Office
 Whitworth's (Warehouse Rd.)

.... N E W S O U T H W A L E S.....

*Y A M B A
 Yamba Marina

*C O F F S H A R B O U R
 Coffs Harbour Marina
 Harbourside Chandlery

*P O R T S T E V E N S
 Schionning Marine
 (Lemon Tree Passage)

*C E N T R A L C O A S T
 Gosford Sailing Club

*N E W C A S T L E
 Newcastle Cruising Yacht Club

*S Y D N E Y & S U R R O U N D S
 Boat Books
 Middle Harbour Yacht Club
 Cruising Yacht Club Australia,
 Rushcutters Bay

.... C A N B E R R A.....
 Canberra Yacht Club

.... V I C T O R I A.....
 Royal Yacht Club (Williamstown)
 Royal Geelong Yacht Club
 Sandringham Yacht Club
 Royal Brighton Yacht Club

.... S O U T H A U S T R A L I A.....
 (Northhaven)
 Cruising Yacht Club of S.A.
 Royal S.A. Yacht Squadron

.... W E S T E R N A U S T R A L I A.....
 Boating Hardware-Prosail -
 O'Connor (near Fremantle)

New location!

The Muddy Waters Café in Maryborough



Darren and Melanie enjoy a break at one of the waterside tables with the latest TCP! Great food, Great paper and what a view! Try the sampler plate, my favourite.

Comment from the editor.....

I just thought of a good analogy to describe how TCP is produced. Most publications are constructed well in advance and built around the advertising. TCP is put together more like a train wreck filmed in reverse. Starting with absolute chaos and then forming at the very last second into ... well, whatever it is. Just thought I would share that.

My forecast for the recent election was perfect. In TCP # 26 I predicted that Johnny would lose his seat to "the newsreader". Since 1968 I have never been wrong in predicting an election outcome. I partly credit that insight to my distrust of MSM (main stream media). Whilst the News LTD papers seemed to be putting right wing, government favoured spin on their "Newspoll" results, the web was alive with a far different version of the story. The election results seem to vindicate the charge of the web community that the "Australian" newspaper is nothing more than "The Government Gazette" as it is called on the blogs. The time of the dictatorial media is passing. Their power to create public opinion is under attack. There is a new generation that has access to better information and a bunch of old dogs willing to learn new tricks. According to them Rudd is OK but mainly it was a backlash against Howard who was really hated and perceived as a mean spirited, dishonest polliw with a lack of integrity and with an anointed successor of similar calibre. Has Rudd learned from Howard's mistakes?

Where are the cruisers?? The goss on the Coral Coast this year is that the anchorages have been nearly empty. The first word came from regular troublemakers, Keith and Patti on "Speranza". They made it from Bundy to Airlie with few boats to share the usual spots like Pancake Creek. The advent of email from far-away Lizard Island revealed that the fleet there was, on average (there was at times, a large fleet present) less compared to previous years, especially 04 when TCP promoted the "Olympics" there. Besides the absence of the regulars, the international fleet was very thin. Wonder why? Many theories out there and perhaps all are right to some degree. Customs thuggery, the unending list of revenue raisers, high fuel costs, overall high cost of living, provisions etc, and then the military pounding the last nail in the coffin by tying up a critical part of the cruising coast for war games. Whatever the case, all eyes will be on the fleet next year to see if this has been a glitch in the works or the passing of a culture into oblivion. My money is on the middle ground but unless there is a change in government attitude, meaning a roll back in regulation, the best days could be behind us and a younger generation may never know what was lost. It's getting awfully hard.

Military Artillery takes Aim at TCP. TCP came under fire from the military regarding the wording of a report on the TCP web site "notices" page where notices to mariners of special interest, like Shoalwater Bay closures, are routinely posted along with a link to the MSQ web site for the complete list. Though TCP respects and supports our fine young people in the military, TCP rejects the complaints of the spokesperson, Paul Watson as at odds with statements given to TCP by MSQ. However, as TCP doesn't want the cruising public to be caught in the crossfire of this controversy, the web site has been amended to include threats from the military of action against cruisers that may seek shelter in dangerous conditions there. Then just as that was settled a new notice was posted by MSQ that indicates even greater latitude given to skippers than reported by TCP! TCP, in cooperation with Mackay based VMR members has again been in contact with the military to see if this misunderstanding can be resolved in a clear fashion. It is hoped that the area may in future be shared in a way that doesn't impede the mission of the military. See the web page for all details.

Not one negative word concerning our recent shift to recycled paper, but some very positive ones! Whilst TCP distribution is climbing all the time, the greatest increases are in the "E" version which brings the total to a bit over 20,000 per edition. Thus in spite of reader growth the carbon footprint is actually going down for the paper. TCP is proud to provide some leadership in this important issue.

The Mary River and Political Hypocrisy. The Traveston dam issue is worse than commonly known. The proposed project is wrapped in lies, the two biggest ones are; 1, That the dam would have little impact on the environment. What utter bullshit. They don't even know what's in there. Just last week a fish was captured in adjoining Susan River that is so rare it's been 100 years since another has been found in Australia. The "Black Spot Angler" has what appear to be, arms and hands and climbed out of the tank it was in at "Reef World" overnight and died on the floor. (Fraser Coast Chronicle, 23/11/07) The irrevocable changes that will occur as a result are too complex for anyone to properly assess except to say it will be profound. The second big lie; 2, That the water from the proposed dam is for the benefit of the people of the Southeast part of the state. What a cute little bit of cynical, divide and rule politics. Engender the belief that it's a matter of supply for the powerful southeast at the expense of the politically less powerful Wide Bay thus pitting one group against another when in fact;

The water is for the coal companies! There is no such thing as an isolated water supply in Queensland and the coal companies are expanding their water requirement exponentially even as residential use is declining due to conservation. Every time you hear of an expansion in the coal mines, remember, It takes 200 litres of fresh water to process every ton of coal. The mining areas are serviced by a network of pipe lines from various reservoirs and to bore fields over aquifers that may take generations to recover. When the mines are done with the water it doesn't go away but is changed into a toxic acid that further damages our environment. The relationship between our elected representatives and the coal companies is something right out of the third world. Someday when the coal runs out or the rest of the world has condemned Australia to the point it is impossible to sell it, where will we be? Just 10 years ago we had a thriving small industrial sector. That's mostly gone. Our big coal customer, China supplies all that now. And education? We can't even supply our own doctors. **In short we have managed a period of resource prosperity like a drunken hillbilly.** Besides the economic irresponsibility, the damage that is being done to the Reef and our rivers will be a horrible price to pay some day (actually already begun) and don't even think the coal companies or the sugar mills are going to take responsibility for it. The recent election provided firm evidence that global warming and other environmental issues are important to most Australians. People are becoming aware.



The Coastal Passage

The voice of boaties everywhere

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

The Coastal Passage
 P.O. Box 7326, Urangan, Qld. 4655
 Ph/Fax: (07) 4125 7328
 email: bob@thecoastalpassage.com

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LETTERS

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

TCP editor loses plot and resorts to "Corporate Weasel Speak". Angry mob of contributors threatens lynching!

To explain, In a panic to come to grips with paid contributions, the lame brain editor cruised the web for other publication's requirements and used their drivel as a guide to distribute to unsuspecting sailor/writers as new TCP policy. This has since been rescinded (just in time!) but for those that saw that rubbish and haven't yet received their personal apology, be aware that TCP has returned to being the bullshit free zone once more. Follows is one of the kinder letters received on the subject.. OK the ONLY kind letter!

G'day

Mate, you sent me a swag of stuff regarding payment for contributions to TCP. (Has the same ring as John Laws "cash for comment") Roberto your attachment reads "Any Input?" (I will retain the yellow slip as evidence!) When you get a Masters Degree from the Keith Owen Graduate School for dealing with the Bureaucracy you will learn two fundamental rules 1) Never pose a question that you don't already know the answer. 2) Never, ever ask for input unless you have already manipulated and sanitized the likely response. Well here comes the input, hold on now. Personally, I would be happy to pay a nominal fee for my articles to be published in TCP. I just get a real kick out of seeing my ramblings in print and getting the ego stroked by someone saying "I read your last article". I don't want a monetary reward I just want to be part of the TCP family. I suspect this stance is shared by other contributors. My question is why bugger up the present formula, everyone seems happy. Let the Corinthians prevail! Now if the success of TCP is putting you in the same profit league as Murdoch and Packer and you need to divest excess income, yes go for the monogrammed T-shirts, stubbie coolers, fridge magnets, tea spoons and tea towels with TCP logos. I, and I suspect fellow contributors would exhibit them with pride. They would quickly become collector's items. Another way of getting rid of that filthy monetary excess would be to have the contributor's stipend donated to **Sailability** or kids with cancer. So you silly bugger you asked for input and there you have it!

Cheers for now, Keith, SY Speranza

Greetings,

It's a good thing that I have people like YOU to take the piss outa me whenever I stuff up and head off the rails. Please consider me properly chastised, humiliated and lectured. I promise it won't happen again. I'm sorry I lost my head... what was I thinking! Corporate weasel speak from TCP... supposedly a bullshit free zone... OK, back on track now though, thanks to you. Your bill is in the mail for the last article. Prompt payment is appreciated and will preserve your credit rating, such as it is.

*OK, seriously, your idea of donation to a charity, say **Sailability**, is excellent. I like that. It's a funny thing, on the one hand I never want anyone to feel exploited by contribution so feel I should share revenue around, then on the other hand, many feel they don't want their efforts "tarnished by gross capitalism". So, give everyone the choice, cash (perfectly OK, some people do put real sweat into it and need the cruising bikkies) charity, or neither. So, the new policy is, for main feature articles, the contributor can select cash payment, **Sailability**, or the odd gift as I can organise. There are a few more details on the web site but you won't need a lawyer to work it out.*

With regards and embarrassment, Bob

Greetings Bob,
Thanks for your great work - you are really making a positive difference to the lives of people who are usually left to the whim of the high, the mighty and the incompetent. And you are keeping us informed and entertained at the same time! That takes talent and energy. May the force be with you. Speaking of talent, Alan Lucus gets a big "thank you" from me as well. In "The Cable Guy" of TCP 26, I smiled as I reflected on Shannon and my name for him back in 1976. We had built and launched a Hartley 38' ferro ketch in Port Moresby having hardly sailed before. We learned from a book how to use the sextant and loaded up with charts. The '76 paper back (first edition I think) of "Cruising the Coral Coast" by Alan Lucus was a much valued part of our kit. I soon learned how to sway in the rigging while peering through Polaroids at Torres Strait coral heads (all w h e r e A l a n ' s mud maps put them). Alan put our feet safely on the first step of the cruising ladder before GPS and LCD chart plotters. "Saint Lucas". Sounds corny now but when your first steps into the sailing world are in some of the most remote and tricky bits of Australia's coast line, the reverence did not seem misplaced. Now thirty years on, Alan still writes wonderful stories, strums a guitar and quotes Noam Chomsky to boot. In my books that adds up to a man who knows what's right for the time.

Pete Giller, SY Tryphena

Hi Bob,

Thought you might have a small place to publish this info for future Lizard cruisers.

We have collated a few notes for anyone going to Lizard Island so they can plan before they get there. We were unaware of a few things but certainly found these helpful tips worth knowing.

Things to have and know prior to going

Marine Parks Authority Zoning Brochure MPZ 5 & 6
Marine Parks Authority Public Mooring and Anchoring Brochure (From Townsville to Lizard)

Misc things to do

Day trips from Lizard..... Eagle Island, Nymph Island, Cod hole, Palfrey Island. Best things to have at Lizard. Strong pegs, a quiet wind generator and good solar. (We started the motor over a six week period for only 2 hours when the wind stopped and we had rain.)

Things to do.... Good walks and or snorkeling (by foot or dingy) to Blue lagoon, Cooks Look, Research station (Mondays at 11am for yachties). Coconut beach, Mermaid Cove, Marlin bar at the resort for sausage sizzle on a Friday night. Check out the treasure chest in the big barrel at the camp site.

When you arrive, anchor as close as you can to the beach we had 600mm under our keel at low.(we could of gone closer but our depth sounder alarm goes off at 500mm. others were going as close as 200mm under their keels.)

Communications

VHF weather broadcast schedule Channel 18 and or 19 at 06.33am and 16.33pm daily (clarity is good from Lizard)
HF weather is still clear for Mechanical Mikes daily forecasts on 8176 at 07.30, 11.30, 15.30, 19.30, and 23.30.

If you have a wireless internet connection you will get connectivity (we were getting 2 out of 5 bars on our Bigpond connection Also Mobiles work)

Provisioning

You can get supplies if you run out of things. Cooktown Ice Works channel 21_or (07) 40695220
email icework@bigpond.net.au
Just give your order of food/wine etc and the sea plane delivers it.

Ahoy seaplanes from Cooktown 0434848232
Portsmith Barges (every 2 weeks at the Island) (07) 40353333 for fuel and supplies.

Kind regards, David and Allison, SY Kalida

Bob's note: *Thanks for the heads up Kalida!*

Marine Safety Queensland, in a dash to double boating regulations once again through increased license requirements, boat seaworthy inspections and etc and etc.. put an innocuous sounding notice on their web site for "consultation". TCP regrets not finding out about this in time for publication in last edition and the due date for comment passed the 2nd of November. TCP did notify some via email and follows an excellent copy of comment from the vessel "Tryphena".

Dear Sir/Madam,
MSQ MARINE SAFETY SURVEYS 2007
Please accept this email as my response to the above surveys dealing with PFD, Advanced Licence and Vessel Seaworthiness. This correspondence addresses the above issues in two parts: Part A puts forward reasons for an extension of comment period of an additional 3 months. Part B addresses my views regarding the thrust of the surveys and requests that no new government regulation of maritime recreational boating should take place but rather education on "best practice" in the marine environment should be undertaken.
PART A

I have been unable to complete the MSQ published surveys for four reasons: 1 My wife and I are currently sailing our small yacht in the remote Torres Strait to Cooktown region and do not have access to adequate communication facilities.

2 The surveys are grammatically flawed. It is impossible to respond meaningfully to questions supported by a question mark, with an agree/disagree type answer. Eg Q1(a) of "Advanced Licence Survey": "Is the length of a large vessel the most important factor that influences the way that it handles?" Response "Agree/Disagree" etc. The survey itself is fundamentally invalid.

3 The inane nature of some "questions", coming from an organization charged with regulating the boating industry, beggars belief. That MSQ can publish a question such as Q1(a) above is very surprising. Clearly there are many mechanical and technical devices which may be fitted on larger boats which may or may not make them easier or harder to handle in one or other circumstance. The complexity of boating defies the simplistic analysis presented in the MSQ surveys. The surveys are flawed because of the poor quality of questions asked.

4 Inadequate time and exposure has been given to the surveys to allow research and consultation. I request a three month extension to the comment period and a reissue of a revised and more appropriate questionnaire. I also request a reply from MSQ to my email address, advising of intended action on this matter.

PART B

After perusal of some of the material available on the MSQ web site I believe that the big question MSQ is trying to address is: How can the community (MSQ in particular) ensure safety of (larger) recreational vessels at sea? My position (consistent with the consultation process) is that:

1 The government (MSQ) should not introduce more/new/different regulation over recreational vessels and their masters.

2 MSQ should educate and encourage "best practice" on boat maintenance, operation and marine safety. In support of the above, I note the relaxed use of acronyms such as "ARMDL" for "Advanced Recreational Marine Driver Licence" suggesting that the bureaucrats have already been hard at work in their air conditioned offices solving problems for those of us who sail in the fresh air. The thrust of the questions in the surveys

makes one think that at MSQ, boat perhaps equates to car so regulation of boating could follow the same pattern: PDF/seat belt, seaworthiness/vehicle safety inspection, car drivers licence/ARMDL. This approach is so patently erroneous that one can only hope that MSQ can see the light of reason. A boat is not a car. It is far more complex, diverse and varied in the way it is constructed and the way it behaves. The ocean is not a road. There is no parallel. Yet MSQ is pursuing its responsibilities as if the two are similar and can be regulated in the same way. If regulation of vessel seaworthiness ("control of defective vessels") at point of sale and additional driver licensing is introduced, it will put the brakes on the industry, send economic resources interstate, dramatically increase litigation and create huge expense for boat owners, and all without improving safety at sea one little bit. I request in the strongest terms, that MSQ abandon its bias toward licensing and enforcement in favour of education and information on best practice boating.

Yours faithfully, Peter Giller and Shannon Edwards SY Tryphena

Greetings Tryphena,

I am afraid it only gets worse. I just received the following press release (edited for space) from an insurance company;

"..Recreational and commercial vessel owners alike need to be aware of changes to Queensland legislation which stipulate mandatory insurance requirements for vessels over 15 metres.

Importantly, the new regulations apply to Queensland coastal waters and affect not only Queensland registered vessels, but also inter-state or international vessels located in or traversing through Queensland coastal waters.

The new regulations require that all vessels of 15 metres or greater must hold insurance cover for marine pollution clean up costs, salvage and wreck removal. The regulations prescribe the following minimum levels of cover:

Recreational ships:

Over 15m LOA and under 35m LOA:
A. Clean up costs of a pollutant - \$250,000
B. Salvage or wreck removal - \$10,000,000

Commercial Ships:

Over 35m LOA - \$10,000,000

Additionally, the regulations require that each vessel must carry on board a certificate or similar document evidencing that insurances are both compliant and current.

Failure to comply can result in prosecution and a maximum fine of \$63,750 for individuals or \$318,750 for a corporation. In addition there is a penalty of \$1,500 for failure to keep on board the required documentation. (Editors emphasis)

Although the regulations came into force on 17 May 2007, a 12 month transitional period has been introduced giving vessel owners until **18 May 2008** to organise appropriate insurance cover (this period of grace does not apply to owners of vessels greater than 35m).."

If the above is accurate it announces a new low in "Marine Safety Queensland". The whole lot at the top in this organisation should be sacked and the process of this new protocol should be investigated. Quite a gift to the insurance companies but another solid blow to marine tourism in Queensland.

Cheers, Bob

What really happened and why don't the authorities care?!

By Alan Southwood, mv Solaray

Ever since the disappearance of the 3 sailors from the KAZ 11 a 12-meter fibreglass aux. Catamaran, off the Bowen coast North of the Whitsunday's in Qld. The mystery and apparent lack of interest has had me thinking.

I have been charter boating in the area for many years, since 1960's and while there have always been rumours of drug smuggling, I only came close to finding out in the 70's when the phone rang at home, and a ladies Asian voice asked if I could meet a ship outside the reef in two days, as it needed some spare parts. I smelled a large rat and rang a government Dept. they said to go ahead and they would "Watch from afar". My answer was "You send a large deckhand with a machine gun and I'll go". They said they could not do that and that is the last I heard of it.

Some months later a white station wagon pulled into the front yard and two husky Aussie blokes climbed out and said they were from Navy Intelligence and would I become a "Coast Watcher" for them. I was most impressed by the armament they had in the rear of the wagon wrapped in blankets, so I said, "Yes". They issued me with a book marked "confidential" to be used for Ship and Aircraft recognition, I still have it, but I have heard noting more in the last 30 years.

I think the smuggling of drugs and people and the possible landing of terrorist's has become more sophisticated and woe betides any innocent yachties who stumble on these activities. I can only hope if that was the fate of our missing sailors, they may be in a foreign country and eventually be found. The reports I have read are a "bit strange" and contradictory although the police should have a full report, but I have not seen anything in the media.

If the "Aliens" kidnapped them at gunpoint it would explain their hasty departure on to a vessel alongside. I do not believe they fell overboard, as there was no apparent damage to railings and life lines, also the fenders were spaced along the port side, the forward slightly higher, suggesting a larger cruiser came alongside. As they say, the truth is stranger then fiction.

Editors note;

I am not the only one who is unsatisfied with the apparent lack of interest in this mystery. As a former resident of Bowen I had become suspicious of smuggling activity while there and in one case did report a concern to "Coast Watch" with no resulting action. There are few areas of the Australian coast as well suited to the activity. Light population, a commercial and recreational fleet within a few miles of foreign ships waiting to load coal that as far as I know are unsupervised for long periods of time. A recreational vessel that stumbled upon such an activity could be in grave danger and is a valid field of speculation, especially in absence of any progress from authorities. In any case a far more believable theory than three people falling overboard in moderate conditions. I find that one insulting to the sailors. Anyone with information along these lines, or indeed with any new information, is encouraged to contact TCP. Confidentiality would be assured.

The following was printed in the American magazine, "Good Old Boat" in response to a proposed licensing program there far less onerous than the Queensland variety. Though the venue is foreign the argument is well stated, makes a good point and is universal. Thanks to **Good Old Boat** for the use of their editorial.

They can't MAKE you safe

Compulsory testing and licensing send the wrong message

by Jerry Powlas

The US Coast Guard and the Coast Guard Auxiliary have recently thrown their weight behind the idea of mandatory testing and licensing for the operators of boats. This is not a new topic for me; I just have more to say.

Big Brother can't make you safe when you are sailing. In fact, Big Brother won't even come close. The people in the marine industry are screaming already. They want to see greater numbers of consumers buying and using boats and boating facilities. They don't want to see a licensing barrier that would reduce the number of people who would consider taking up boating. The net effect of this would be to devise Pablum-grade "Who is buried in Grant's Tomb?" type tests that require almost no training knowledge or experience to pass. This would embolden the novice. Having gained the license, he would think he surely knows what he is doing.

**Recreational sailing is a voluntary activity.
It is also not inherently safe and cannot be made to be so.**

You can't make yourself safe when sailing either. You can make yourself safer, but not completely safe. Make no mistake: I am in favour of trying to be safer. Some of our readers have noticed that in almost all of the above-deck pictures of your editors, Karen and I are wearing life jackets. You might think we rush to put on a life jacket whenever we have a photo opportunity, but that's not the case. We are not trying to promote your safety; we are trying to promote ours. We simply wear a life jacket whenever we are above deck and the boat is moving. That is our rule. We don't say it should be yours.

I do suggest that the captain and crew of any sailboat will be happier, more comfortable, and safer if they study and practice to refine their individual and team skills. This effort is, in fact, so rewarding that most sailors will embrace it without being bullied into doing so.

In my opinion, very few recreational activities are inherently safe. If you want to be a lot safer than you are when you are sailing, sell your boat and go home and lock the door and suck your thumb. Please sterilize your thumb first; there are bound to be germs.

The Coast Guard would almost certainly enforce any licensing scheme, so it seems odd to me that they are supporting this initiative. I would guess that the Coast Guard already has more missions than resources and does not need another job. I'm certain they are very busy; they never return my phone calls. We need to support our Coast Guard. We don't need to give them more work.

Those readers who have a bit of sailing experience will know that no matter how good they are as sailors, conditions and circumstances will occasionally conspire to put a vessel and her crew at risk. They will also know that, in those moments, good preparation, training, and seamanship will tell and in almost all of such situations the vessel and crew will return to harbor little the worse for wear and with another sea story to tell.

Sadly, now and then we lose one. It is rare, but occasionally conditions and circumstances will test a vessel and her crew, and they will not pass. In these situations, I don't think it will help to know who is buried in Grant's Tomb.



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On Trial... A sailors Comment on the system.... The Manzari appeal hearing

By Bob Norson

Australian Customs versus American Sailors

This is weird. Sitting in a court room in Bundaberg and I haven't even been arrested, (touch wood).

Had a couple words with the Manzari Team of Peter Russo and Steven Keim prior to getting started, all is casual and friendly and the court house staff are remarkably helpful. But once the players assume positions I can't help but think of Alice in Wonderland, "off with their heads!"

It's a hierarchy of wigs. Customs has two wigs, a barrister who never says a thing and a QC that takes the podium. There is also a solicitor (I assume) taking copious notes and diving through text to hand over to the QC by way of the barrister. The QC earlier approaches me to suss out who I am and what I'm doing here, politely of course. He has that kind of soft spoken private school persona that would be a type cast of a TV court drama. When he speaks to the court his bushy right eye brow does a dance on his angular face, up and down in a large and distracting twitch.

The Manzari team has Peter Russo doing the note taking and paper shuffling with barrister Steve Keim in the robe and wig. He speaks in a much more casual tone, "can I just say...". No mistaking the expertise behind the conversation, this man loves the law, but with less pretence. Peter can speak with care if need be (seen on TV) but in person is a jolly sort. Well fed, big smile and flash jewellery. He is a sapphire and diamond guy. The man likes and knows his "bling". That's OK, so do I.

The judge is another fugitive of the type cast TV court drama with a little comedy on the side. Maybe it's an "old school" thing but his rubber face contorts into bulging cheeks and pursed lips as he contemplates the material and comments on statements from the barristers. We all try to interpret the face play but I suspect it is meant to be inscrutable. His wig is different from the barristers. It looks like the surface of a brain instead of the curls.

With everyone in place I do some mental addition to tally what a proceeding like this can cost. Customs apparently has little regard for cost. It's not like it's their money. They will hire whoever in the country they think is best suited to the particular court. I am informed from Jim Manzari that he attempted to move the case from Bundaberg to Brisbane to save money for everyone, but Customs objected and blocked the effort. Why? Add transport time for the legal teams to the costs.

The Manzari's have now hired a very good team. These are the boys who defended the good Doctor Haneef who was erroneously charged with terrorism a few weeks ago. The fact that a person defending themselves in a criminal case can be made to pay for the prosecutions expenses if not successful seems bizarre to me. The risk is not distributed fairly. Cost means nothing to the government and everything to someone like a cruising sailor. This was an important factor that caused other sailors to cop the guilty plea from Customs charges. My guess is about \$30K for this day in court and maybe more.

Peter Russo had explained earlier that the appeal had been abandon in favour of an attempt to quash the conviction. The difference being about the money and the Manzari's concern for their good name. If successful on this tack, they would walk away bearing their expense with no hope of recovering costs from Customs. The problem as it was explained to me is that an appeal can't be heard on an issue of error in law, only on error of fact. Actions by previous council limit the options now available. Barrister Keim argues that the INS (infringement notice scheme that for the shipping industry replaced the criminal convictions and large fines that have been applied to yachties) should have been applied to the Manzari's and that customs have now relaxed their enforcement of the rules to the point that the Manzari's wouldn't have been charged in the current regime. These were all points made in past editions of The Coastal Passage and in fact TCP was referred to on several occasions from both parties. Keim points out that the previous court imposed sentence on the Manzari's based on the prosecutions assertions that this was a "very serious matter" but now this so-called serious matter is mitigated by Customs to the point that it allows a phone call from a friend as sufficient notice and don't worry about the 10 day issue at all. The ACS represented facts as a "very serious matter" that in fact could have been handled as a traffic ticket. All this indicating that the judge made an error because... "information was not reasonably available to the magistrate". He further states precedent "giving the court the maximum amount of discretion to insure justice is done" in the introduction of new information at this kind of hearing. The matter of intention is discussed in regards to the charge of failing to supply a "crew report". A log from the local VMR indicating the Manzari's had contacted them as soon as VMR were available in the morning they arrived was discussed. According to the recent changes to ACS policy and the document the Manzari's received from the Australian government office in Noumea prior to sailing, contacting the VMR was an acceptable kind of notice. This argument gets interesting enough the bailiff puts down his newspaper to have a listen. Also discussed was the damage caused to the

Manzaris by the record of conviction when entering other countries.

Michael White, the government QC replies that all of this is inadmissible and irrelevant. He brings up the Goedhart case and a letter Goedhart received from the minister saying that he didn't have a criminal conviction. [This letter surprised Bram Goedhart when he received it. He told me he was assured in court from his solicitor that as he plead guilty in a criminal court, he had a criminal conviction] Keim attempted to use the letter to demonstrate that the charges weren't as serious as ACS represented to the court and White uses it to demonstrate that the Manzari's haven't been damaged in their international reputation by the conviction. White states that as the Manzari's were represented at the trial the judge should have had all the information required to make the correct decision, it wasn't after all, the responsibility of ACS prosecution to be accurate.

White argues that the Manzari's set sail with no intent to provide notice of 48 hours or 96 hours. This is disputed by Keim and according to the Manzari's statement in TCP, Jim Manzari did attempt contact at 48 hours but was not within radio range. This comes down to the argument of conduct "knowing".

A surprising point is when White brought up the other sailors convictions, pointing out that they pleaded guilty ("more or less") thus inferring guilt on the Manzari's. I was surprised this kind of reference was allowed and would liked to have volunteered the information that the reason some had pleaded guilty was in fear of being sucked up into the maw of a system that has caused the Manzari's so much hardship. These were all foreign boats and crews with no knowledge of the court system and in the case of the Goedharts, limited use of English. This seemed to me to be the very best example of what should be "inadmissible and irrelevant", but I'm just a sailor

And this is where we end. The day was gone and the judge deferred to a later date to announce his decision. We give the Manzari team a ride to the airport; making jokes along the way about the great enjoyment the team had in exposing the Haneef affidavit to the press that so embarrassed the government and my enjoyment in the result. They fought hard and well today but I am worried. My sense of this is that this court may have favoured the government. I hope I'm wrong. Watch the web site for the decision.

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The Sirius J

I saw an old mate in his cockpit, today,
coiling his lines and squaring away.
He was up on the hardstand at Hawkes' slipway,
it was that time of the year once again.

He bid me ahoy and we started to yarn,
we remembered the cyclone we'd rode out in Bowen.
How the moorings had dragged, it had certainly blown,
and drenched us with plenty of rain.

Then he told me a tale, how just after the wars,
he'd decked out a lifeboat and sailed to far shores.
From Scotland to India, past the Arabs and Moors,
but he lost her, she'd caught fire and burnt.

That left him in limbo, so to Borneo went,
and tapped trees for rubber, and as though heaven sent,
he found an old lugger, shipwrecked and bent.
And he knew that his fortunes had turned.

Upside down on a beach, it was a huge daunting task,
but his workmates were skilled in the shipbuilding craft,
so they hammered and sawed, and launched, and he laughed,
With the joy of a sailor once more.

He sailed the great oceans, to the West Indies twice,
in the lugger he'd salvaged, the sea was his life.
To far off Australia from the land of the fife,
and fell in love with our down under shore.

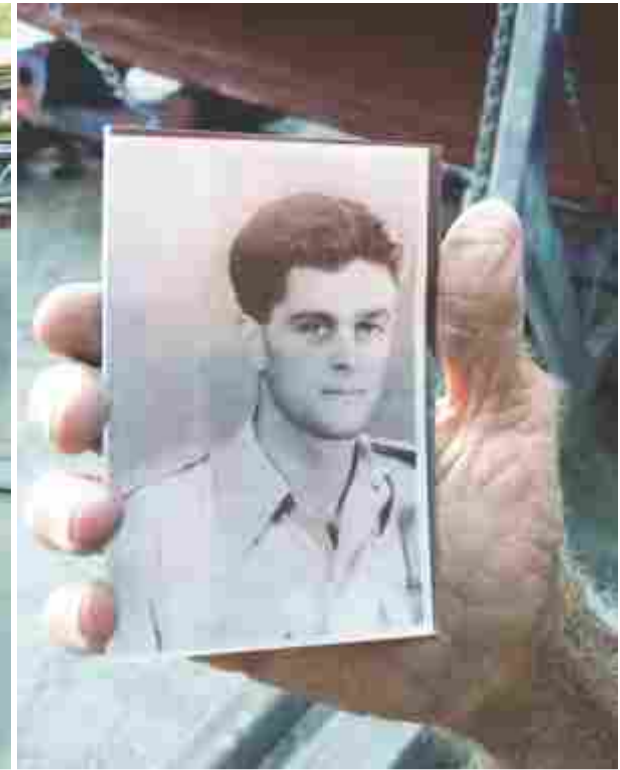
He never stopped sailing, but sold her one day,
And bought a beautiful gaffer, the Sirius J.
And now you will find him in a Whitsunday bay,
all shipshape with varnish a'gleam.

Though eighty six birthdays have all come and gone,
his blue eyes a'twinkle, he keeps sailing on.
Life is a gamble, and he knows he has won,
for together, they make a great team.

Peter Utber
'Leah'



Josh of *Sirius J*



Schooner 'SKYLGE'

Her brightwork gleaming in the Whitsunday morning sunshine, the schooner 'Skylge' was recently spotted laying alongside the Able Point wharf. Captain Robert Koper and a permanent crew of between six and eight sailors are enjoying a cruise around the world in this magnificent vessel and have just crossed the Pacific Ocean from the Carribbean to Australia. Captain Koper said that the 'Skylge' averaged about twelve knots on the trip, but was capable of doing sixteen to seventeen knots in fresh conditions. Built and launched in Holland in 2005, the schooner is the masterpiece of Dutch designer Andre Hoek. She is 141 feet in length, has a beam of 25 feet and draws 17 feet, or 11 feet with the centreboard retracted. Powered by a 400 horsepower engine, she also has a dedicated auxiliary to supply power for the electrics and hydraulics. Captain Koper and crew will sail to Hamilton Island where the owners are flying in to spend some time on board, enjoying the delights of the Whitsunday Islands, then it is off to Cairns, Bali, and all points west on their circumnavigation.

Ah, some people do it real tough!
Peter Utber.

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Freedom to Drop the Pick?

A comment on your rights and responsibilities at anchor.

By Chris Ayers, SY Lady Lonsdale

Why do we think we have a right to anchor where we please? Is it part of the sea gypsy in us? Is it as an American writer (Douglas G. Norvell) says, a "remnant of a pioneer mentality ... [where] a high spirited individual could set sail, find an isolated cove, and 'drop the hook'"? Or is there a common law right to anchor wherever and whenever we please? The analogy of a right to drive on a highway is useful. "Just as on a highway one may stop", writes Edmund Whelan "so the owner of a vessel may anchor, run aground and sail back and forth". However, just as there are areas on a highway where stopping is prohibited except in dire emergency, so the same applies on our increasingly crowded waterways.

So the assumption - it is not strictly a legal right - is that we can anchor where we choose. The assumption however, is regulated or at least controlled by the 'owner' of the water. In Australia as in the United Kingdom, all navigable waters i.e. up to high water mark, vest in the Crown. There are arrangements between the states and the Commonwealth as to who has jurisdiction over what and when, but accept it as a fact of Constitutional law that in almost all waters on which we can float or comfortably if not happily go aground, either the Commonwealth or the state government will have ultimate jurisdiction. So there is an assumption we may navigate and anchor where we choose, but this is not a right.

Interestingly, in Japan, boat owners anchor at will, and may even leave their boats unattended for periods of time. However, in Canada and the United States, increasing restrictions are reducing the areas where one might anchor and the length of time one might stay at anchor in any one place. Increasingly we are being herded into marinas.

There also is no common law right to permanently moor. This was established in the case of 'Fowley Marine (Emsworth) Ltd v Gafford' (1967) where the court said it would be "little less than fantastic that in the absence of Statute or proved local custom, the law should allow anyone navigating a ship ... including every amateur yachtsman, to place bulky objects on another person's land without permission and to retain them there, presumably for ever, as being an ordinary incident of navigation". Clearly his Lordship wasn't a yachtsperson. Few judges and fewer politicians are. But hang on to that phrase 'proved local custom'. It might just be useful one day!

Permanent moorings in Australian waters usually come under the ambit of Maritime, Harbours and Marine, Fisheries, Marine Parks and our usual ragbag mixture of differing laws that change from state to state and compete with each other only in Byzantine complexity and a determination that no two states should have the same rules. State authorities will often sub-lease mooring rights to marinas and private boatyards. The ultimate 'landlord' in

all such arrangements generally remains the Crown. No sub-lessee can grant any greater right than they have already received in the head-lease, under the quaint Latin phrase (a dead language once beloved of lawyers and doctors) 'nemo dat quod non habet', or more meaningfully, 'no-one can give a better title than he has'.

There are specific areas in which anchoring is prohibited or severely restricted. These include defence installations and areas under harbour management, such as container wharves, roadsteads for container ships, moorings and swing areas for commercial ships, dockyards and marine developments either Crown or private. Just drop your pick at Shoalwater Bay at the wrong time and you will find out. Often there are severe penalties for infringement.

Anchoring is also prohibited in the following areas:
(1) Within 200 metres of submarine cables and pipelines
(2) In unsafe and prohibited anchorages;
(3) In fairways and channels (except in emergencies)
(4) Near leading marks (see my old seamanship teacher's excellent book, Capt Dick Gandy's 'Australian Boating Manual', p. 167)

Then there are those somewhat disconcerting little notes we read on the charts, the nice ones which speak of 'foul ground', the alarming ones of 'unexploded ordinance'. I can't think of a better way of saying 'anchoring forbidden'!

Of particular importance are areas of ecological and environmental sensitivity. We cruise because we love the sea and all it represents. Two factors appear to be at work. First, there are an increasing number of cruising boats as we are all aware when we find our favourite and once lonely anchorage is now crowded. Secondly, new and accurate research has provided evidence of what impact if any we have on the environment we love. Anchor damage has an obvious impact on coral reefs. We can see with our own eyes broken coral and disturbed marine plant life. But it can also be devastating on sea grass areas. Seagrass provides not merely food for fish and animal species. In Queensland it is a highly important source of food for dugongs. It also helps stabilise the seabed. So, if asked politely to move from an area by a National Park Ranger or Fisheries inspector, politely ask the reason, politely request and record identification of the officer, her or his vessel, the time and of course your position and then if safe to do so move. Under the appropriate legislation, they do have the authority to request you move.

However, you are, depending on the circumstances, entitled to refuse, and the relevant authority the power to prosecute. Your reasons might include storm conditions, incapacity of the crew, possibly even engine failure. But simply because you enjoy the view from where you are anchored is unlikely to be accepted as a valid reason!



Chris and Rhonda of SV Lady Lonsdale

The final point is that safety of life at sea is paramount. No-one, not even the most gung ho Colonel Blimp can ask you to vacate a safe anchorage if a cyclone is in the offing no matter how important they may perceive themselves. If an area is closed for anchoring, then we as yachtspeople have a legitimate expectation that a similar and safe alternate anchorage should be readily and safely accessible.

No authority can order you to put your vessel or your life at risk.

On a brighter note, though, some authorities, most notably in NSW Maritime, actually provide free mooring for periods of 24 to 48 hours. These are of particular value to cruising yachtspeople looking for somewhere safe for the night. It is an initiative Queensland and other states should adopt. After all, if moorings are provided (and properly maintained of course) in areas of ecological sensitivity eg the Lady Musgrave and other parts of the Great Barrier Reef, at one stroke you solve the problem of damage caused to coral by anchors and also provide safe and secure mooring, provide a limit on the number of visiting yachts and encourage people to visit, enjoy and explore the wonders of nature.

Reading

Coastal Protection Act (NSW).1979
Marine Parks Act (NSW).1997
Douglass G. Norvell 'Anchoring Rights', published in the Illinois Real Estate Letter 1998
Edmund Whelan 'The Yachtsman's Lawyer' published by the RYA 1989

Bob's note; Once again our great thanks to Chris Ayers, retired attorney and cruiser for his insightful research. Everyone benefits from a better understanding of skippers responsibilities.



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Life at Sea...

Seen through the Lens of a Camera

Story & Photos by Julie Long of SV *Adagio*

As a young girl my Dad's camera held a great fascination for me. I truly believed there was a little birdie that lived inside. I remember posing with a big smile on my face looking intently into the lens. "Smile for the birdie dear".

The way we take photos has progressed radically during the past few years. Sitting in the cabin at Whitehaven Beach watching people record their magic moments led me to reflect on my past and the lessons my father taught me about creative photography. I watched children running with delight, captured by priority speed settings. They were dressed in their quick-dry cancer council sunsuits, hats on head and sunscreen smeared all over their bodies. After the shot was taken they looked into the back of the digital to see the result, and the photographer immediately knew whether or not to "have another go". No second chances with the old slide photography, which arrived weeks later in our letter box warts and all. With excited anticipation we'd set up the slide projector, popcorn in hand and watched as images magically appeared on the blank dining room wall. Today we gather around the computer after a hard day sailing and relive the journey. Seeing the children at Whitehaven reminded me of a shot Dad took of me at Avoca Beach in home made cotton swimmers. There were no hats or sunscreen in those days. I remember how my togs took forever to dry before the next swim and how they magnetically attracted bundles of sand in the crutch after I first dived into the sea. I wonder if today's youngsters have the same problem with Whitehaven's fine silica sand that squeaks and sticks to everything you touch. Whether you were born in the 50s or the 90s, kids are kids, and the joy and delight on their faces expressed on film remains the same.

My Dad was an amateur photographer who loved to share his photos with friends. Our slideshows were never boring, and people begged to come and join us in a slide night. Dad taught me to catch the moment, while trying to include other points of interest to the main subject of the shot. I loved the way he framed his photos with trees or through the opening of a cave. Photography is about story telling. He had a natural talent for using nature to tell the extended story.



I have used this technique of story telling on many occasions. While on a bush walk above Castle Rock at Blue Pearl Bay I took a photograph of a yacht under full sail, (see above) strategically placing it between branches of a gum which dominated the photograph. I wanted to record the colour contrasts of sapphire blue water, white sail and rich green foliage of a hoop pine and more delicate tones of the smooth white gum and reed grass below. In the distance was Gloucester Passage, and I included the yacht as a reminder of our sail the day beforehand under main and jib in lumpy conditions. The long reeds in the foreground were strategically placed, so later the voice in my head could recall our conversation with friends as we climbed the narrow pathway to the photo lookout. These sharp pointy reeds brushed along our calves and tickled our feet as we climbed, and we talked of a possible

chance encounter with a snake. With each step we took we listened intently and watched for a rustle in the grass. I am glad to say we never heard a "hiss" for the photographer to jump into action.

A more recent example of this technique is a photo I took while on a huff and puff walk up Cooks Look at Lizard Island recently, I took a photo of the breath taking view as we descended the steep climb. (Bob's note; see cover photo. WOW!) The yellow flowers of the kapok remind me of their beautiful blooms through the island in September.

Memories come flooding back of eating their marshmallow textured flowers, and watching a sunbird gathering nectar as we climbed up the hill.

Their colour contrasted with the azure and sapphire waters where we had our boat anchored in Mrs. Watson's Bay. When I look at the size of our small boat bobbing around like a bath toy next to the headland, I am reminded of how high we climbed. The dark blue patches behind *Adagio* show our close proximity to the coral, and white sandy beach at our bows. The dry grass, bare granite rock and the barren land behind the beach contrast with the lush vegetation of the forest and mangrove swamp growing in the distance where the natural water is found. I can see the beginning of the airstrip where the passenger planes arrive daily, and the resort where landlubbers live a very different existence to grotty yachties, but both united in their joy of the serenity and physical grandeur the island has to offer. Beyond I am reminded of Palfrey Island where we later anchored the boat and snorkelled over an exquisite wonderland of colourful fish and coral. I tried in this picture postcard shot to add little reminders of our time on Lizard Island, hiking, snorkelling, sunset drinks on the beach, collecting water from the bore, daily walks along the track past the mangroves and into the little forest where we heard the call of the imperial pigeons and yellow breasted sunbirds, and observed the subtle changes in the vegetation as we moved from winter into spring. Essentially it is a pretty well balanced shot, but the depth I gain as I gaze into it triggers numerous little anecdotes, sounds and smells. As I look at Peter sitting on the rock I am reminded of the taste of sweat pouring down my brow, aches in my calves, and the delight of seeing the treasures of Lizard unfolded beneath me. Overhead an eagle soared above as I clicked the shutter. Life doesn't get much better. .

Continued next page...

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I like to encourage people to explore my photos and look not only at colour, but textures, light patterns and little hints of living things, such as a bird flying past. Have you every looked at the shape of clouds or shadows on the hills and imagined clowns, sheep, or even an old man blowing out candles on a birthday cake? Photographs are not only a record of an event, perhaps an historical moment, a pretty scene or object, but often reflect emotion as well. The scene can remain the same, but minute by minute there are subtle changes. Recently I took a photo of Nara Inlet. It was one of those photos of a perfect place at a perfect time. We felt like we had arrived in heaven. Azure waters shone like sparkling diamonds rippling against rocks glowing with slate, rust and cream tones. The foliage moved gently in the light breeze and reflected all colours of green as the sun caressed the leaves. The following day we left in heavy fog and driving rain. Colours were dull and foreboding, peppered with big explosions of driving rain. Visibility was very limited, with no rocks to admire, just smudged brown and grey blobs adjoining the water's edge. Same place, different day, different mood, both photos a visual insight into the feelings of the captain and his first mate at the time.

Dad taught me to introduce humour into my photos. During my teenage years we visited New Zealand on a car trip. The final shot of the slideshow was my girlfriend and I bent over with our bottoms up in the air below a sign which said "The End". Photos downloaded onto a computer allow you to play and create an illusion. I have a photo I have taken of brain coral at Cataran Bay during a king low tide. It looks just like a wrinkly bum, and I have electronically added the words "the end". It completes my computer slideshow of the Whitsunday's. An old idea, with a new twist.

Dad's tool was an old Yashica camera. He held a little light metre in front of the

subject before setting the camera's aperture and speed. It was then time to take the shot. Film was expensive, so he rarely retook a photo, and usually got it right first go. To stop camera shake he sometimes used a tripod.

My camera is totally different. I have a Canon Powershot digital. Unlike the Yashica this one really does have a little birdie inside who chirps each time I take a photo. I have instant replay, and a choice of settings. Gone are the days of light metres. I can select portrait, landscape, nightlight, speed priority, small video and so much more. Like all digital cameras this has all the bells and whistles. The way I take photographs is far removed from Dad's quietly measured shots. I try to incorporate his emotional response, creativity and sense of humour but with my own individual style. Recently we purchased an underwater casing, so our photographic records can now include our visual encounters with fish and coral beneath the surface of the beautiful Barrier Reef.

The days of writing a description in minuscule letters on the cardboard frame of the slide are gone. I take a lot of shots in the hope of capturing just the right image and download them onto the boat's laptop. I meticulously type in information pertaining to each shot. With the new technology available I will soon be able to add appropriate music to my slideshows as well. At the touch of a button I can search the internet to find out more about a plant, fish or even a place we have visited and include it in my photo description. Personally this enhances my experience of our sailing adventures.

Dad never encountered turtles, whales or other exciting wildlife first hand. I wonder how he would have photographed fast moving unpredictable animals, especially our recent whale encounter. I had been a little fearful of having a whale too close to



Namche and a curious friend

the boat. While returning from the outer reef in August last year we saw three whales about half a mile away and slowed down to watch them from a distance. They were travelling parallel to us, then suddenly they turned and headed straight for *Adagio* and our two friends. There was a quick fumbling with the camera as I tried to detach the zoom extension, then more fumbling as I tried, unsuccessfully at first, to start the little video. My adrenaline was in overdrive, and I was so excited. I didn't have time to panic. I held onto the boat with one hand, watched the whales, and with the other tried to record the experience. The excitement of my voice was recorded on video as three gentle giants of the sea dived simultaneously underneath us. I ran through the cockpit, switching the setting to still shots as I photographed them coming up the other side. If I had remembered the continuous

option on the camera I would have recorded a lot more shots. Photos can compliment memories but they can't replace them, and this day is etched in my mind forever. We shared the experience with two other boats, *Namche* and *Ocean Story* that we travelled with extensively last year. We have been devastated by the news that Lee and Sharon Kochert from *Namche* were killed in a light plane accident in the United States in April. The photo I have of a whale approaching them on their boat is very special as it cements a moment in time that was euphoric for all of us. The whales saw us and sought us out. For all of us it was one of the most treasured moments in our lives.

Continued next page.....

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Life at Sea..

Seen through the Lens of a Camera concludes

It always pays to read the manual. I recently discovered that my camera has a separate image stabilising function when the zoom extension lens is attached. I wish I had known this when I took a blurry photo on 20 times zoom of a whale breaching off Shaw Island last year. Now I am in the know, this year's photographic challenge is to capture a crisp shot of a breaching whale. Now that is one I definitely want to take from quite a distance away!

My grandmother labouriously glued photographs, newspaper clippings and writings in a scrapbook over a hundred

years ago. This was her time capsule. Since letting go of our land ties last year and embracing a boating lifestyle, I want to leave a record of this amazing period of our lives for our children, grandchildren and generations to come. I trust my photography and accompanying notations will do just that.

While we are cruising up and down the coast my husband is now sharing with me the lessons his Dad taught him as a young lad learning to sail, and every now and again I dare to give him suggestions regarding his photography. As with everything in life, it's all in the timing!



TCP thanks Julie Long for the insight and advice, and our great cover photo this issue! WOW! Photos are becoming easier to get and sailors are getting better at using the tools. So maybe we will try to save space for those outstanding photos that come up from time to time in everyone's portfolio. At right top is a photo by the editor. There were some young blokes diving in a pool and the light and shadow was perfect. At right lower is a Petrea Heathwood photo of Beluga Too on an island beach off Mackay.



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The Muster... Or, The Schionning's invite all... To try a Multihull

By Bob Norson

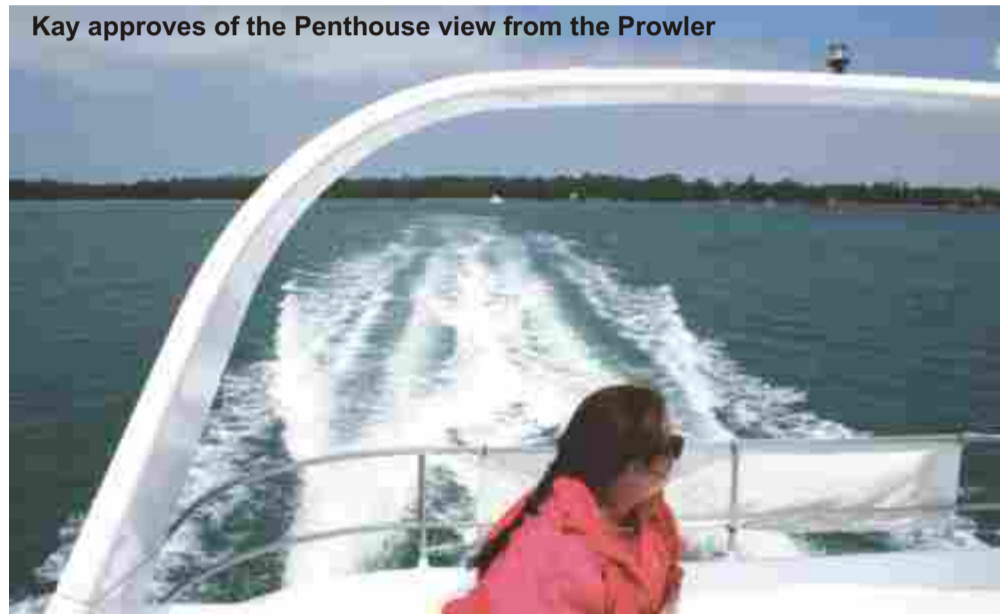
I think that almost every designer or builder of multihulls in Australia owes some sales to Schionning Designs...

The Schionning Muster is an event sponsored by and for the promotion of Schionning Designs and Schionning Marine but is more than that. The craft entered in the races are of any style, in fact the Schionning's themselves have run in the event in their Crowther designed trimaran, "Areo". This is an opportunity for someone considering a Schionning boat or any multihull craft at all, an opportunity to take a ride on someone's personal craft and then decide, is this type of craft right for me? If so what particular design, size, etc. In my experience in being a nosy journo, I think that many people that are curious or interested in sailing in general and multihulls in particular, may dither into inaction because of a lack of enough information to make them confident with making such an important, costly move. For the people clever enough to discover the Muster their questions can be answered and their decisions made with hands on confidence, generally in favour of getting a boat and go. Do these clever people commit to a Schionning boat? Many will, but there are no rules and other makes of boat are there to observe and sail on.

Continued next page...



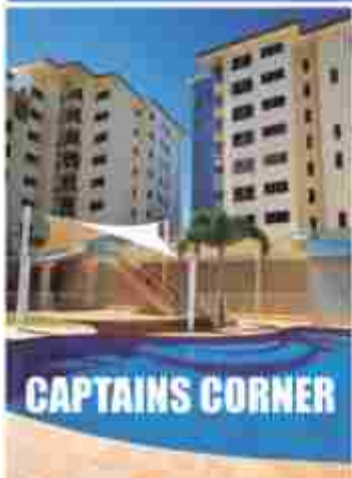
Christmas Beetle leads Mango around the bouys



Kay approves of the Penthouse view from the Prowler

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The Muster... continues

Only an industry leader could afford to sponsor an event this generous in scope. Schionning have every right to assume that if people are investing in multihulls they will sell theirs. Conversely, anyone considering getting into multihulls, that hasn't looked carefully at Schionning, just haven't done their homework.

Friday was show day. I started out late just to be rebellious, after all this was my holiday. First stop was at the Lemon Tree Passage Marina where several of the boats were on display and available for inspection. These are not 'show boats' but family cruisers and liveaboards. But all the better for it as you can see real life use. "La Tigre" was up front and impressive. She is a big boat at 15 metre, but very cruisy and comfortable looking. The rig however, gives a hint as to the performance potential. That double diamond tapered mast seems to reach to the stratosphere and the gear on the bow, including a very substantial prodder indicates plenty of horsepower in the rig. "Christmas Beetle" (what's this Grainger doing here?) showed the classic and often plagiarised Grainger lines of 20 years gone. Still very attractive but with her keels and heavier construction (I assumed strip plank cedar and epoxy), surely no match for more modern materials and boards. I was proved to be wrong in that assessment.

"Wasabi" was also parked for perving and though she is a smaller vessel then much of the fleet I knew from recollection of last years event that she was capable of (to use the cliché) punching above her weight. It was fun looking through the craft and sizing up the odds as I figured them and since I consider myself a real smart arse I am proud to report I was only wrong most of the time! It could have been all the time!

The offices/chandellery of Schionning Marine was turned into an impromptu trade show with a sampling of the better names of gear on display and reps handy to tell all and write orders. Winches, navigation, paints, rafts, ets and etc.... but what I showed up for was Brett's boat building demo. Under a canopy out back, Brett had a composite crossbeam under construction to explain the techniques involved. Brett is no professional lecturer (sorry dude!) but it didn't matter because it was just as obvious he knew how to work the materials and in the first few minutes I learned tips in fairing and general construction that I won't forget. I wasn't the only one. This was no bored gathering of time killers. I think even those who had no intention of hands on building wanted to know how the process went and how these craft were put together.

Saturday morning came in grey and cool. Today there are two races scheduled. The party barge is on duty to ferry all the crews and tag-a-longs. People have been assigned to the various craft. Some to participate in string pulling and some just to experience what a cat like these can do. My main mission is to shoot photos so I pick a ride on one of the Prowlers. These fantastic motor cats are the perfect platform for the job, fast and stable. The skipper was Andrew, I asked, your boat? Nah, he answered, I'm just the peasant who builds them! Well I guess that qualifies him to drive her. The fleet was gathering up by the start line in light conditions and at the signal the best positioned boats are off with a line of traffic following. "Mango", the Oram 38, gets caught in the wrong place and wrong time, behind the fleet and in a hole to sit and wait for wind.

Due to insurance companies tightened requirements, there is not to be any spinnakers today, screechers only but when it comes to the downhill leg the little Crowther Shockwave "Gotcha Again" unfurls a big colourful thing that seems to get the prize for the most voluminous headsail in the fleet. More like a furling MPS. Despite the apparently serious racing going on the passengers are worked around patiently. Besides the usual chaos of tacking and feeding sheets and sails through inner forestays and the like, it all goes pretty smooth until.... the last tack. "Power Zone" got caught in irons and had to regroup... Once, twice and then finally through the eye. There went that lead.

Lunch at the sailing club! And what a funky friendly place the sailing club is. Hot dogs, pies or whatever, and beers... of course.

Next race "Mango" has her act together and makes a better start. "Christmas Beetle" is running faster than I thought and the usual offenders of "La Tigre" and "Ocean Blue", "Wasabi" and "Power Zone" are all mixing it up. The little Simpson, "Osy-Rivm" is not embarrassing herself and the Crowther Spindrift "Blondie IX" is looking very sharp, perhaps the nicest looking craft of her style I've ever seen. Conditions are light and a premium is placed on crew agility as sheets are sometimes hand held outboard to try for anything at all for breeze. That and luck seem to determine placings until someone makes a mistake anyway... And this time it was "La Tigre's" turn. Light air and a little too close to the bouy leaves her in need of a 360 around the bouy again to compensate for running the poor little orange ball over!



Close action all day as everyone copes with varying conditions



Momentary chaos rules as La Tigre Gibes in light air



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The Muster Wrap Up..



Ah but that's racing! Or just cruising..racing can imply effort at the expense of fun but none of that in evidence today. I've always said that **cruising sailors never race... unless there is another boat in sight!** In that sense there was serious action out there but in a stricter sense, it was just a bunch of cruising sailors having a great time. ... as quickly as possible!

That evening it was tea, beers and cheers at the sailing club!! The marquee was full and spirits high.. (Emphasis on spirits and high!) Contributions from various sponsors were handed out (lots of em too!) TCP added our own contro, a disc of the entire photo shoot for every boat, as has come to be customary for TCP covered events, and a copy of the new Alan Lucas book "Off Watch".

The next day we had to shot through before the final race, the leash was getting short. Duty called and the drive was ahead of us but first this one stop at the town of Nabiac NSW, location of the National Motorcycle Museum, WOW!

Results.....

Saturday AM race:
Line Honours - *Christmas Beetle*
Handicap - *Wasabi*

Saturday PM race:
Line - *Ocean Blue*
Handicap - *Ozy Rivm*

Sunday Passage race:
Line - *La Tigre*
Handicap - *Powerzone*

Selecting photos for this article was hell.
See the TCP web site for a greater selection.



Goodbye... Till next year

The Prowlers in full flight were a screamers delight!



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Text and photos by Petrea Heathwood

A strong, seaworthy rig is an integral part of any cruising boat, but maintenance of the rig is often overlooked. This is more likely due to lack of knowledge than intentional neglect.

Like anything to do with boats, it's worth learning to do some things yourself. Maybe you might save some money; maybe you might save your rig. At the least you'll be in a better position to evaluate advice given by your rigger.

This is a practical routine you can implement as part of your annual maintenance. It's meant as a guide only. The aim is for a pretty comprehensive owner inspection to establish whether the rig is in good general shape. If in any doubt, please seek a professional opinion.

Of course, the easiest way to have a look at your rig is when the mast is down, but I've written this for the majority who'll be doing it with the mast standing.

Most boats have aluminium spars and stainless steel rigging, so that's what I'll concentrate on. For the purpose of this article we'll assume the rig is correctly specified and constructed with appropriate materials.

Apart from neglect the main threats to rig integrity are wear and tear, fatigue, corrosion and U.V. degradation. In the tropics the last two, corrosion and sun damage figure more prominently than for boats in cooler latitudes. It's important to keep the effects of hot weather in mind if you intend basing your boat in the north for any length of time.

Equipment

You don't need specialized tools, gauges or equipment, but the following items will make the job easier-

1. Venetian blind cord long enough to reach to the top of the mast and back again.
2. A plastic fishing spool to wind the cord on to. (fasten the end of the cord to it)
3. A craft-worker's rug hook (get one from a craft or sewing shop. See above at left)
4. A small hollow splicing fid
5. Paper masking tape (or PVC electrical tape)

You should already have on board

1. spanners to fit the rigging screws
2. pliers or multi-grips
3. waterproof grease
4. WD40 or other spray lubricant with a small delivery tube fitted to the nozzle
5. light household machine oil such as Singer oil or 2in1 oil
6. rags
7. bosun's chair

Let's take a look at the running rigging first. Running rigging is all the parts that move, as opposed to standing rigging which is not supposed to.

All running rigging is prone to wear and chafe. It should be inspected regularly and the reasons for chafe eliminated. Chafe is caused by movement and will occur wherever a line rubs against something. Lines should lead fair and run over adequate sized, free-running sheaves. It helps if you get into the habit of checking all visible components whenever you're sailing. Train yourself to notice if anything is amiss a line leading badly, twisted block, sheet caught up and so on.

End for end your lines

To maximize the life of running rigging it's worth end-for-ending each line at least once to even out the wear. This is easy with sheets and furling lines but it's also fairly simple to end for end both internal and external halyards and reefing lines.

Use the rug hook to thread the end of the v.b. cord through the end of the line you're working with. Tie it with a secure knot like a bowline, and then tape the join so it won't catch on anything. (see photos)

Hint: If you tape towards the direction of the pull, the overlaps on the tape will cover each other, rather like the way you install roofing material from the bottom up to allow the overlaps to shed water. This helps to prevent the tape catching as it's pulled through.

Carefully pull the line out, leaving the v.b. cord in its place. Swap the v.b. cord to the other end of the line and reverse the process. If you have a spliced eye on your halyard it will have to be re-done at the other end so you'll need some extra length available.

Caution Always keep tension on both line and v.b. cord to prevent snagging. This is especially important with halyards as the weight of the heavier line will drag the v.b. cord away from you too fast and this could cause it to catch somewhere.

All-wire and rope-to-wire spliced halyards. Check carefully for "meat hooks", or broken strands in the wire. Run a rag along the wire rather than risk injury to your bare hand. It's worth flexing the wire sharply in the wear areas. This will pop any hidden breaks out into view. These hooks are an indication that the wire needs replacement. The areas most prone to fatigue are

1. Where the wire sits over the masthead sheave in the hoisted position.
2. Right above the swage sleeve.
3. At the apex of the thimble.

If the wire is still supple it will return to shape when you straighten the bend. If it remains kinked it has reached the end of its useful life and should be replaced. You can actually feel the difference between "dead" and supple wire.

Rope-to-wire spliced halyards obviously can't be turned end for end but if the rope is still good it's possible to splice new wire to its tail.

Providing they have enough extra length you can end for end all-wire halyards. The end on the winch will have permanent kinks and flat spots from being wound round the winch drum. These kinks won't run past the masthead sheave so you'll need to cut back to good wire.

To cut wire, use proper cable cutters if you can. Alternatively, tape the wire tightly at the point of the cut, hold it in a vice or vice-grips and cut with a hacksaw using a fine-tooth blade. (About 24 teeth to the inch) Do this clear of your deck as fine steel particles from the saw blade will turn to rust spots wherever they fall. (Steer clear of the domestic bolt cutters you can buy at the hardware store, they'll mangle the wire.) If the wire strands spring apart when the tape is removed and resist being re-formed to shape, the wire is fatigued and should be replaced.

Thread the v.b. cord into the wire using the hollow splicing fid. Tape it securely into a neat parcel that won't snag on its journey through the mast. Pull the wire through as described above. The swaged eye will have to be cut off and re-made on the other end of the wire.

To replace the swaged eye, be sure to use the correct type and size of swage sleeve. Sleeves for stainless steel wire should be copper or plated copper. (If your halyard is galvanized wire use an aluminium sleeve) Sleeves for use with a hydraulic swage press are oval. With a hand swager, the sleeves should be a figure-eight shape. I'd recommend having swages done with a hydraulic machine to ensure their strength.

Halyard end fittings vary from the bare end of a rope to spliced or swaged-on shackles or snapshackles. Now is a good time to check whatever fitting you have. Ensure it is undamaged and working smoothly. Snapshackles may benefit from a drop of light machine oil applied to the spring mechanism. Be frugal here, you don't want your snapshackle flying open because it's over lubricated.

At left: Correctly opened split pins. The left one should be inserted further and opened a bit more.

Below left: Single example of a correctly opened split pin.

Below right: Split rings can work loose and shouldn't be trusted in a rigging application. The clevis pin attaching the rigging screw to the chainplate is way too long.



Another split ring working loose on the same boat, this time on the forestay. Will the owner notice before the split ring and clevis pin fall out?



Standing Rigging

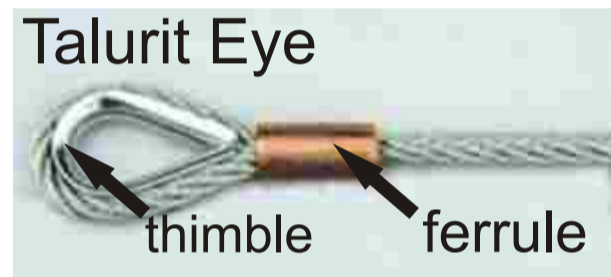
This is all the fixed components, usually 1-19 wire (means 1 strand of 19 individual wires), which hold the mast(s) in place. Standing rigging generally fails first at the lower ends so this is the logical place to begin your inspection. If the lower ends are in good shape it is normally safe to assume the rest is OK also. This doesn't let you off from inspecting aloft, but unless you are about to set off on an extended voyage you don't need to remove each piece of rigging for inspection if the bottom ends are satisfactory.

Working on one piece of rigging at a time, release the lock nuts or pins on the rigging screws. Mark the rigging screw thread with tape or cable ties so you can replicate this setting after checking the wire. Turning the barrel or adjusting nut clockwise will loosen the tension. Unscrew them until you can release the wire from the rigging screw. Rigging screws tend to seize if not lubricated regularly so if there is resistance, apply penetrating oil or WD40 to the threads and allow time for it to work.

Caution Do not loosen any piece of rigging off completely unless you are certain there is something else holding the mast in its place.

Having visually checked the wire for rusty or broken strands, make a sharp bend at the lower end just above the terminal fitting. This may reveal broken strands hiding just within the end fitting. Straighten the wire again. Supple wire in good condition will return to its former shape while fatigued wire which needs replacement will retain the kink.

Next, inspect the terminal fitting on the wire. It may be a roll swaged end, Norseman or Sta-Lok fitting, spliced or a talurit eye made around a thimble. Check for cracks in the fitting, rusting, uneven wire strands or, in the case of an eye around a thimble, broken strands of wire at the bottom of the eye.



Any rigging wire with broken strands should be replaced, and so should its opposite number. The rigging on yachts is usually a uniform age, so if one bit is suspect, it's probably time to ditch the lot.

The rigging screw assembly should turn freely and the threaded part should be perfectly straight. This is a problem area on trailer boats where rigging screws get caught and bent while raising the mast. Check all clevis pins and replace any that show signs of wear or corrosion.

While the rigging is disconnected, have a look at the chain plate it was attached to. Signs of trouble here include cracking, rust stains, and elongated clevis pin holes. Any of these warrant further inspection of the chain plate, both above deck and internally, especially if there have been leaks in this area.

When re-assembling the rigging screw, lubricate the threads with marine grease. A little goes a long way and is only useful where the threaded part contacts the rigging screw barrel. Split pins which have been correctly installed can be re-used but since their cost is infinitesimal in the scheme of things you could replace them with new ones.

Black or red stains

These tell-tale signs are hard to miss. Black stains emanating from any part of your rig indicate metal grinding away, usually a working part like the gooseneck or sheave boxes. Rust stains show stainless steel breaking down in some way. Check for cracks in the fitting. Even international brands sometimes use inappropriate grades of stainless in parts of their fittings. Rigging screw clevis pins are a common culprit. Be wary also of inferior brand name copies. I've seen Asian sourced copies of a major U.S. brand rigging screw which failed in less than a year.

Mast and boom

Once you've worked your way round all the rigging, have a close look at the spars. Check the drain holes at the mast base are not blocked with debris and the mast base itself is clear of accumulated detritus. (Does it even have a drain hole? It should!) If the mast is keel-stepped remove the mast boot and check the spar for signs of cracking and corrosion.

Aluminium mast and boom sections should be free of corrosion. Corrosion is mostly found where there are dissimilar metals, in this case stainless steel fittings on aluminium. Once pitting has occurred it's difficult to repair, and beyond the scope of this article.

Remedial treatment to prevent worsening of the problem is within the ability of most owners but major corrosion significantly weakens the spar and should be attended to professionally.

To prevent further corrosion

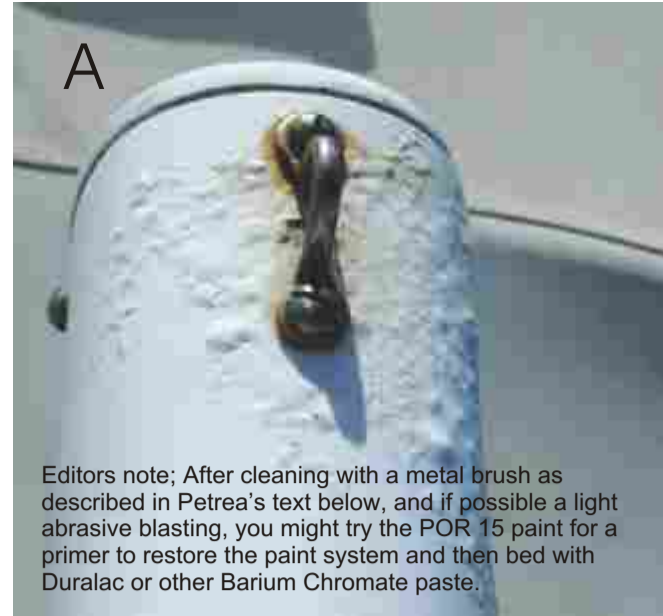
1. Remove the offending fitting and brush off the corrosion using a stainless steel or brass wire brush. Never use an ordinary steel wire brush as it will shed small particles which will rust and stain your deck.
2. You may need to use a revolving s.s. or brass wire brush attached to an electric drill to remove corrosion in areas of pitting. The idea is to get as close to shiny metal as you can.
3. If the fastening holes in the aluminium are enlarged from corrosion you'll need professional help to rebuild the area.
4. As long as the pitting is minor, go ahead and re-bed the fitting using either a physical barrier like thin rubber sheeting, or Duralac anti-corrosion compound, or a combination of the two. Use Duralac or an equivalent barium chromate paste on the thread of all stainless steel fastenings.

Hint To remove frozen machine screws. If the fitting has caused corrosion you will usually find the fastening screws are seized in place. Instead of forcing them free, which results in damaging the head or breaking the thread, try a generous application of WD40. Allow time for it to soak in maybe overnight. If this doesn't work then judiciously applied heat should do the trick. (ed's note; transmission fluid also works well as a penetrating lubricant)

Depending on the size and position of the fastening this can be done with the tip of a soldering iron or small butane burner. You need the concentrated heat of these tools as the idea is to heat the fastening and break it free from the surrounding corrosion. A combination of heat and WD40 can be very effective. Be careful not to melt internal halyards or concealed electrical wiring. Another tool worth trying is an impact screwdriver. With any of these methods, the first step is to soak with WD40.

Paint and corrosion

On painted spars it's common to see corrosion under the paint. It manifests as chalky bubbles in the paint which will continue to promote corrosion until removed. This type of



Editors note; After cleaning with a metal brush as described in Petrea's text below, and if possible a light abrasive blasting, you might try the POR 15 paint for a primer to restore the paint system and then bed with Duralac or other Barium Chromate paste.

corrosion is usually found in conjunction with fittings of dissimilar metal to the spar, or where the aluminium has been inadequately prepared for painting. See photo "A" above.

The short term remedy is to scrape the paint away from affected areas. It looks unsightly but cosmetics are less important than preventing further corrosion. Eventually the corrosion must be cleaned up, its cause removed and the spar repainted.

The Verdict

Once you've gone over your rig the way I've suggested you will have a good idea of its condition. At this point you may decide to enlist professional help but what you've learnt from this guide will help to evaluate the advice of your rigger.

To complete a thorough check of your rig you'll need to go aloft. **The next issue of TCP covers working above deck. The thrills, the spills, the FEAR! Don't miss it.**

Who is this Sheila? a.k.a. CONTRIBUTOR PROFILE
Petrea Heathwood is a yacht rigger and long term live-aboard cruising skipper. She has been involved with both cruising and racing since 1967, participating successfully in all major Australian ocean races. Petrea operated her own yacht rigging business in Brisbane before retiring to cruise full time. She has cruised the south west Pacific and circumnavigated Australia but prefers exploring the Queensland coast in her Norwalk Island Sharpie 31, *Talisman*. Petrea currently works as a freelance journalist and lives aboard at Mackay in central Queensland. In her spare time she explores the nearby Whitsunday Islands.



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Oi! Oi! Oi!

Were Cruisin'!



Story & Photos by Kerry Alexander, SY Aussie Oi

She took seven and a half years to build. She took our money, our house, our car, everything we owned. She took our weekends, our holidays, our energy and almost our sanity. Who is she? The good ship 'Aussie Oi' of course. Our Schionning Waterline 1320 Catamaran.

Chasing a dream can be a big deal I can tell you. Building your own boat in the backyard is not all fun and games, especially when you have 2 small kids and need to keep working to fund the little project.

So was it all worth it I hear you ask? That's affirmative. It's definitely a Roger! The 'Oi' left Mackay in May '06 with Jim, myself, Molly, 11 and Tom, 7 on board. We were all set for action and adventures. Jim and I had sailed before, but it was all new territory for the kids. There were tears and screams as we went past the harbour wall. " Maaaaaum! I'm scared!" The waves were less than a metre at the time. I think Molly thought her Dad's project could fall apart at any moment. Boy, did we have some work to do!

We are now 18 months down the track. Jim must have used good glue, because things have held together. On board we have 2 confident little boat people, tying bowlines left right and centre, navigating, steering and reading instruments. Molly and Tom have now sailed over 7000 miles. They have explored the east coast of OZ between Sydney and Torres Strait, soaking in Australian history as they explored ancient Aboriginal paintings in the Flinders Islands, appreciating the Barrier Reef as they snorkelled over pristine coral and vibrant fish. In New Zealand they discovered Maori culture, spouting geysers, bubbling mud and stunning scenery. In Tonga they witnessed the simple lifestyle of the Tongans and swam with whales. In Fiji they visited remote villages and experienced the warm hospitality of the Fijians. Now we are off to Tanna, Vanuatu, to see a volcano in action.

Then there are the people we have all met. People of all ages, from all over the world and from all walks of life, many of whom will be friends for life.

The trouble with all this is, that you can't live on fish and rice forever. So, we are heading west, to work and boost the cruising kitty. But you can bet your bottom dollar that we'll be back. The sooner the better I say.

The launch of the fabulous Schionning Cat "Aussie Oi" was covered in TCP #18 and has since been put to good use. The Alexanders are from left: Thomas, Kerry, Molly and Jim.

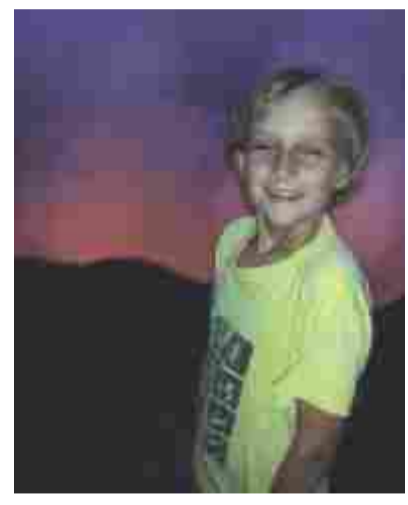


Volcanic Birthday



by Thomas Alexander of 'Aussie Oi'

Yesterday I had a very unusual birthday. We arrived in Vanuatu. That same day I got to go in the back of a ute, to the top of Yasur, an active VOLCANO. When we got there was a huge rumble and the volcano shock and lava spurted out the top of the volcano it was amazing and then it went again and again doing little blows and then before we went back a enormous blow went of it sounded like fireworks and thunder together it was fantastic.



Volcanos can be frightening things but they can be "fantastic" as well

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Coffs Harbour... It's nice!



By Bob Norson

According to Alan Lucas, 35 miles north of Trial Bay and 54 miles south of Yamba, Coffs Harbour has an old world feel especially for someone from Queensland. This is not Barrier Reef coast. There is genuine ocean swell blasting against the rocky shoreline often sending spray to mast heights.

The craft in the marina are noticeably different from the fleet further north. All the same type vessels are here but the mix is not the same. There seem to be more large monohulls, some very interesting and notable boats with a variety of flags, real Bluewater passage makers. Even customs has a reasonable reputation here and Coffs is a popular point of entry.

We were on our way by road to do a little personal research. I wanted to have a look at places like Nambucca that are seldom visited by yacht but we were dragging our tender for exploration. On the way we had the opportunity to stop in and see the mayor of Coffs Marina, our old mate Keith Sutherland. Now Keith isn't doing the seasonal migration that he used to due to a health problem but that doesn't mean he doesn't stay busy. As we walked briskly toward the shops he cautioned a fellow boater that one of his lines looked less than seaworthy, "maybe tomorrow", came the smiling reply to his criticism. Keith monitors the waters for floating rubbish and helps a café set up in

The morning and other tasks that keep him busy and in supply of complimentary wine.

The harbour is small by Queensland standards but it is also old, reflecting a market long gone further north. The Marina berths are at the east side of the basin with the fishing fleet predominating to the west. The facilities are good and the community seems friendly, I can see why Keith stays here. Rob manages the marina with Matt and Elise helping in the small office where you can find your latest TCP.

Had a good burger at Julies Galley and the fish at the coop is sometimes great. I had a grilled whole Snapper that was the best, then another day...

The Harbourside Chandlery is very good. Don't know how they fit it all in! I looked for a while before asking for the rather odd parts I needed for my boat trailer. I was surprised they had it but needed a guide to find it. The TCP's were far easier to find. Harbourside has been a good distributor for the paper. It was good to meet the voices on the phone.

It's all very Sea Change-ish. The fishing boats unloading catch by the fuel jetty and the gulls sweeping and squawking their complaints.

The centre of town is just a stroll away and on Sunday there are two markets to provision from. It's nice!

Keith, Rob (mgr) and Matt



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Raising True North

OK... So I'll go into book review mode, lets see, how would a professional say this... Try this on;

This book is a blood bath from the vicious slaughter of sacred cows! Absolutely incorrect in every way. Wowsers beware, this book can kill! Purported to be fiction or at least most of the names have been changed to protect the guilty as hell. Hang on for the ride as two cruisers, oophs, make that three cruisers, take on the bureaucrats, pencil pushers and pirates to seek hidden treasure and get away with it.

OK, the book is not for everyone but if the rave above has got you curious you should give it a read. This is obviously written by a cruiser so no having to put up with those inaccurate references and implausible story lines. I would quote from the book for a sample but I let someone else have my copy to get their opinion and they won't give it back! Maybe after next year when it has been the rounds of Airlie Beach .. This is another one that is self published by a boaty, thus the genuine feel to it and it is good to support our mates but don't buy it for that, buy it because it's wild and exciting. Do you have someone with a streak of rogue on your Christmas list? Well then, too easy!

Going Troppo

From Bowen to Lizard, this is the new specialty guide that is the perfect compliment to your Lucas Guide. After the fashion, but not a copy, of 100 Magic Miles. The book is glorious in illustration and areal shots of all the good spots and the fascinating history or the coast covered. I couldn't be more impressed with the quality of production. This is published by cruisers and as such is supported by TCP. I can't wait to give the book a water test but I expect it to be as accurate as it is beautiful. Coffee table stuff. Recommended!

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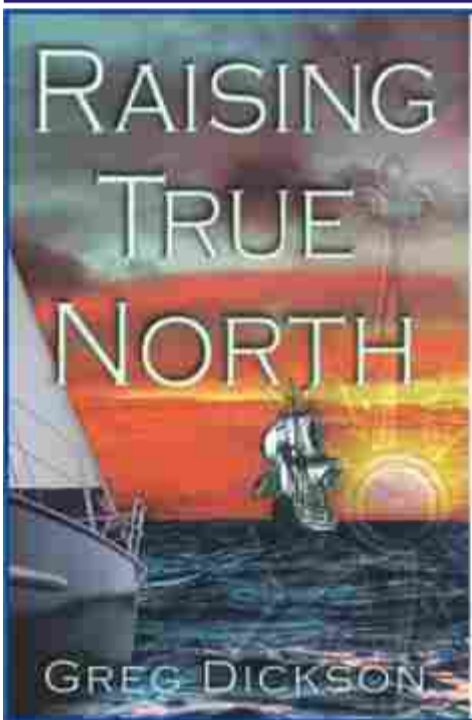
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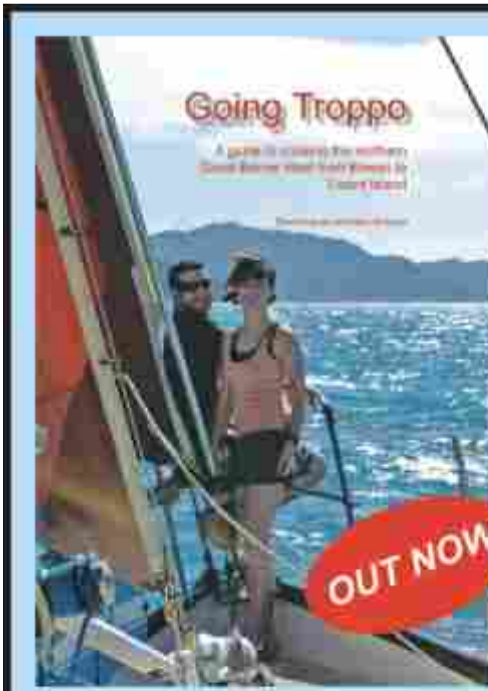
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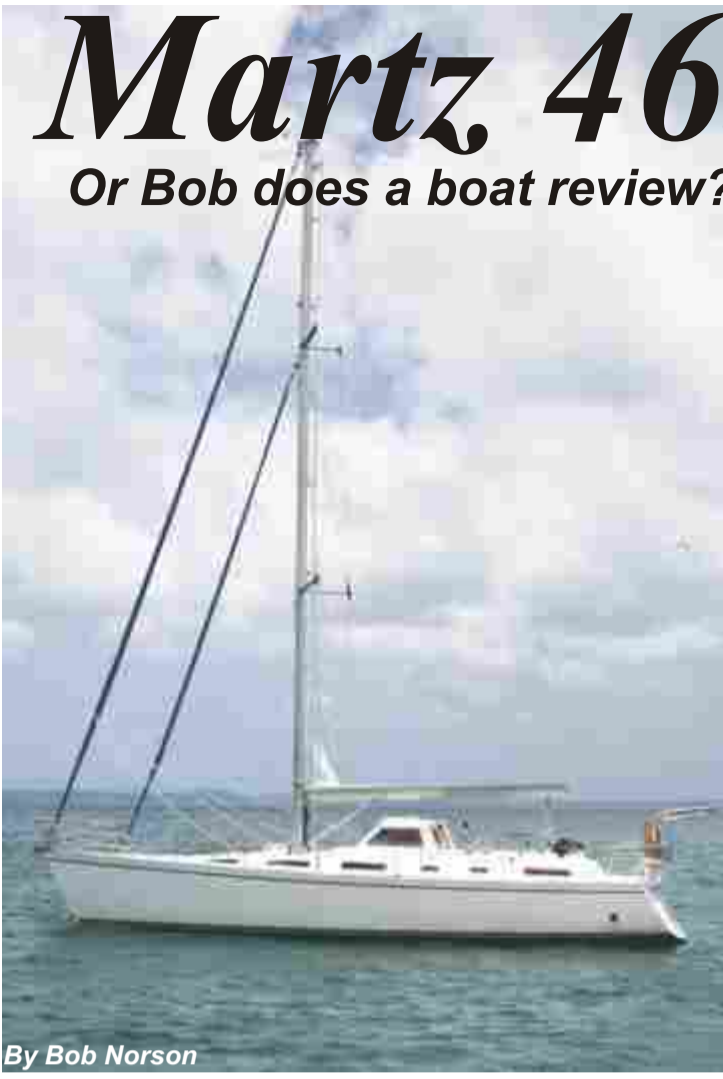
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Or Bob does a boat review?



By Bob Norson



Dave and Jan of Moonglade

With the breeze filling in she heels a bit but not what I would call a tender boat at all. Eight knots SOG shows on the GPS with surprisingly little wind (12-13 kts) and I think it's honest, little if any tide to tweak the numbers. She went through tacks without fuss or stress.

We anchored up next to "Moonglade" and Dave came over in their dinghy to pick us and the diving gear up. Brent found the problem and came up with the frayed end of a double braid rope. It took some fart-arsing around to insert the new line through the inspection plate on the mast. There seemed to be an obstruction of some kind in the tube that feeds it to the board. My speculation was a bit of sea life that had worked it's way up the tube but it'll wait till their next scheduled slipping to find out.

All in all, I was impressed by the fact I was invited to the scene of the crime. A lot of people in this business would have taken pains to keep me away from a situation like this but as it worked out I got lucky! Besides being a witness to how problems are addressed by the designer/builder, I now had the answer to the question of how to judge the boat! Ask the people that own one. Dave and Jan were pleased to answer any question I had and here is their story;

First the name, "MoonGlade refers to moonlight that follows you wherever you go. (Tell me cruisers aren't romantics!) She was launched exactly 5 1/2 years from the day and they moved aboard at launch. They do the seasonal migration every year sometimes as far as Lizard Island and this year hanging about the Whitsunday's duo to the light season and clear anchorages.

They did the deal with Brent where they participated in the build. Dave was the "go-fetch-it" from day one. Brent explained later that much of the work is routine and that he likes to leave that to the owners, he steps in where the special skills he has are at most value and benefit to the owners. Brent feels strongly that the owner builder is a high quality craftsman. Some low wage labourer might hide a mistake or suspect item where the owners will be concerned for the quality of every bit. Their build took 21 months.

"What are the things that you like best about your boat?" Dave explained, "she is easy to sail and comfortable". Other mentions include the power winches and **shoal draft**, Jan and Dave were both very pleased to be able to sneak into very skinny water. They mentioned the cutter rig as well, that it is good to always have the right head sail ready to go. She is powered by a Yanmar 56hp and they get 9 knots out of the motor. On sailing performance they were delighted. They claimed that "Moonglade" handles so sweet they had once sailed to windward for over an hour without touching the wheel, no pilot, just balance.

When they cruise they load her down. 1000 litres water and half that in fuel. Jan laughs, "we come home when we run out of the 7 cases of wine"! That's a lot of wine by now as they have 22,000 miles on the log and just getting going.

I had to ask.. "Come on, there must be something to complain about?" Nope, Jan assured me, "Bob, it's a great boat."

Dave and Jan had previously owned a Nantucket 33 and Roberts 28 among other small power boats.

With duty now well and truly out of the way, we pulled the pick and went sailing. Because of a shortage of room, I have little to add to "Moonglade's" report except to say that the finish of the boats are top gear. All the pieces are from moulds. Clean gelcoat finish is interspersed with teak. Fitout is generous in space, no cramped corners, and to a quality I've seen in boats like Nordhaven. Panels and doors are made of foam core with veneer. Strong and light. Except for ballast, weight is no virtue. You want it to weight more? Load more wine!

She is a world class boat and she is an Australian!

Driving through heavy rains at 0630 on the way to Moreton Bay to do a boat review and wondering if this is a good idea. For one, the aforementioned weather is bound to "cloud" judgement (sorry) as it's hard to enjoy the sail sitting in a whiteout in Moreton Bay with shoals all around and the possibility of a cyclonic blast of wind from any direction that has become a near normal part of life in the Great Southeast. Moreton Bay's waters stand right up when this happens and can turn a Sunday sail into a survival contest. All part of cruising but not what you would want to be the focus of the review.

But then that begs the question, what is the correct focus for the review of a cruising boat? It's not about one single act or activity. A good cruising boat must be judged on an assortment of criteria that is beyond the scope of a day sail in the bay. With some cruising experience a boat can anticipate from a limited exposure to a particular boat, the likelihood of its performance or the absence of traits that are particularly annoying but there are answers that will remain in the field of speculation.

A cruising boat is more than a tool you use, it is a relationship you develop.

A racing boat has a limited mission, to go like hell and then fall to pieces 50 feet past the finish boat. If it does that it is successful. It can be a miserable wet hateful thing to endure but if it's really fast.... much is forgiven. Perhaps why most advise against converting a race boat to cruising. But with a race boat you can go for a day sail and derive a useful swag of information relative to the boats suitability, if you have conditions that allow.

So driving through the rain I am thinking of all this and how to do it and make sense. It's come to my attention that thousands of people read my drivel and may actually act on the information I provide (I know, scary thought!). So how to do this without compromising the integrity of the rag? Fuck it, take a punt, wish for luck and trust your instincts Bob.

I met Brent in the car park at Raby Bay. Quick smart, we load my gear on the waiting boat and Brent apologises as we go that he has a brief mission to interrupt our sail as one of his boats has a problem and he wants to anchor up next to them at Peel Island to dive on their swing keel to investigate a failed hoisting line. Hmmm, this could be good!

The 46 footer backs out of the berth easily and we glide quietly out the channel. Clear of obstructions the sails come up. The main is an in-boom furler with full battens. This allows for a good shape in the sail. The old in-mast furlers really sacrificed in that department but this one looks good. She is a cutter rig with both headies on furlers. Main halyard and furling lines come back to the cockpit through jammers and then to a powerful electric winch with a phallic looking hand control located under the port side of the hard dodger. The genny sheets come back to massive Arco's... and it needs them, and the inner to a smaller set. The main sheet is worked to a winch on the port side combing.

The boat takes off in the light (10knot?) breeze without delay. Nine tons of boat doesn't take long to accelerate to speed.



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Cruising Again and Loving It

pics and story by Norm of MV Peggy-Anne



Home!



The new commuting vehicle...



The view from the berth

It's Sunday arvo. We are sheltering behind Lamb Island. How the hell did we get here and why do I feel so good? Started cruising, about this time five years ago. Have written some accounts, some of which were published of voyages to Tasmania and up the East Coast. Thing is, got to Bundaberg and decided that as the Marina College was just across the road from the Marina, it would be a spiffing idea to upgrade one of my maritime qualifications which should have made me more employable, around the Whitsundays. Yes unfortunately the bank balance was dwindling and being self funded, it looked as though a bit of part time toil was going to be needed.

Whilst at the College sweating over maritime maths and other engineering concepts, I was fortunate enough to be offered a job teaching the subjects (Not the maths), and landed a full time contracted position. Oh yes, dragged back into the main stream. As we had a long term future in Bundaberg, the Marina became our home. It was only a one hundred meter walk to work, but had to buy a car to make it easier to get into town to do the shopping and to get about a bit.

Set the alarm for 05:30 every morning got up and walked with the dog around the sugar sheds, back for a shower, get dressed (pressed pants and shirt (no tie thank God). Dawn would pack my "little lunch and big lunch", kiss me on the cheek and off I'd go down the road. Unlock the buildings, turn on the lights, turn on the air conditioning, turn on the computer, check my e-mails, then have a look at the program for the day. Now I am not saying that I was totally regimented, but I reckon it was pretty damn close. I'm also not saying that the job was boring or that I disliked the work. My workmates were great as on the whole most of the students were. The pay and conditions were good, (better than Driving in the Whitsundays by far) there

wasn't any heavy lifting required, there were plenty of holidays and the best thing was I was teaching about something that I truly loved, (Messing About in Boats). And so it went for nearly four years. We met many new friends at the Marina, most of whom left again on their own cruising adventures. We made some long time friends in the form of my work colleagues and had some good acquaintances with students from all over the state. Some said I had the perfect life style. No traffic jams, good pay, plenty of holidays, no lawns to mow, no gutters to clean, no gardens to weed, just a bit of boat maintenance and beer and skittles.

So what happened to this "perfect lifestyle". I could see smoke on the water early in the year when I had completed the sale of a residence in Victoria and what with the property boom,..... a nest egg. Not a huge nest egg but a nest egg all the same. At the same time a lot of friends were starting to head north on the yearly pilgrimage. Whitsundays this yearor maybe the Kimberly Coast.

I started to experience a noted twitch in my loins which had not been there for some time.

My employer was looking at renewing my contract for another twelve months, there was even talk of giving me a permanent position. Even though evil thoughts had pervaded for quite a long time a decision had to be made. Was this "perfect lifestyle" going to be traded for a simpler one?

You betcha!!!!!!!

The decision was made easier with the full support of Dawn my partner, who I think experienced the same twitching and definitely embraces the cruising life with both hands. We need a new dinghy the old one is small and the two horse outboard makes it slow. We're still

consumers. New dingy, new outboard, a davit to hang it all off the transom.....a little smaller nest egg.

My boss wants me to stay. Why don't you take six months leave?Thanks but no thanks.

We sell the car and a try to get rid of a few other bits and pieces that we have accumulated over the last few years. We have to organise for a prepaid mobile phone and tie up a lot of other loose ends, but in the end it's done and we're off.

So that finds me eight weeks after pulling the pin, sitting here behind Lamb Island waiting for a northerly to change to a southerly and wondering what we are going to find at Canaipa.

Yesterday arvo whilst sitting on our vast foredeck area, some chaps who had rafted up behind us, came to our boat and invited us ashore for a little get together that was being held by members of the Small Ships Club in Moreton Bay. We accepted and were treated to a fantastic chucked together evening which included a flag lowering ceremony and live music provided by the host.

This morning we indulged in coffee with the same very friendly crew. How welcome they made us and mainly because one of the gentlemen had read an article that I had penned about four years ago and recognised the boat. This is definitely "the perfect lifestyle".I don't have to go to work tomorrow!

So here's another one for TCP Bob, I figure it pays dividends. Keep up the good work.

Hey Norm... It wouldn't be so hard on me if you sounded a little less contented.. How about some help here! Storm, engine failure? I'll take anything at all. Snivel! I gotta sit at this computer and read this.....

*Cheers Mate
Bob*

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1986 GOZZARD BAYFIELD 46'
Bayfield Cutter Ketch, GRP well maintained. Her lines are classic and her teak scrolling on the pulpit gives her that trademark Ted Gozzard appearance. Bright and roomy, plenty of natural light and ventilation. The layout makes the vessel an excellent cruising sailboat for a family. Full keel, set up very nicely for short-handed, safe passage making. HUGE INVENTORY ready to circumnavigate NOW! \$219,000



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Passage People

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"Absolutely"

Wendy and Eddy came all the way out from WA to find their perfect boat to sail back.. but seem to have gotten stuck in the reef.. as you do. So now they work a bit here and there in between cruising around and depleting the Mackerel population. In Cairns lately but maybe drifting south some time. Not the shy type so if you see em around give a hoy!



I came upon this big comfortable looking motorboat in the harbour with all the normal liveaboard stuff around and asked Audrey how long they had lived on the boat. Turns out they had just bought her. Young Philip, John and Audrey are just beginning their adventure and here is hoping it goes great for them.

"Obsession"



It was Mike and Lyndel of *Montage* that alerted us to this newer part of the **Hervey Bay Boat Club. A Cruising Yacht Squadron** for the boaties that like the social aspects of a regatta without too much round the buoys work. Hervey Bay is the perfect venue for such a thing as overnight anchoring with a group on Fraser Island or up the Mary or a run to Tin Can and more are right out of the harbour. It's about keeping good company and having a beaut sail. And speaking of good company, even with clouds covering the sky and wind to blow dogs off chains, a meeting at the car park with beers and snags was well attended. I talked to people at this meeting that came from as far as Wisconsin US to down the street.

So congrats to the club and the key individuals for putting such a cruiser friendly group together. In the Wide Bay area and want to join? Drop an email to club secretary, Keith Hinks at <hbhc_yacht.sqn@bigpond.com>



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TCP's thanks to Vessel *Tryphena* for the letter below which captures the essence of "Passage People". And thanks to the all in the photo for LIVING IT! From left to right on Melbourne Cup day, Fern of *Kenchega*, Barbara and Paul of *Duality*, Jan and Eric of *SeaDuction*, Peter of *Tryphena*. Alan of *Paul Mitchell*, Stuart and Nannette of *Truest Passion*, Dot of *Paul Mitchell*, Pete of *Kenchega* and biggest thanks to Shannon of *Tryphena* who is not in the photo as she was busy taking it and who organised getting it to us.

HOW FARDJAGET? OR REFLECTIONS FROM LIZARD

We arrived at Lizard Island in time for the October full moon. This naturally meant some howling on the beach with other cruisers. As you would expect, howling always leads somewhere... and this occasion was no exception... Everything is perfect. You're on a lovely, rather remote, tropical island, the 2m resident croc hasn't been seen for a while (and you're hopeful it will stay that way), the breeze is gentle, the sky is clear, the company is outstanding. You forget all those stormy days and rolling anchorages (well, those of us in monos forget ...) and sailing seems like the freestanding liberating existence you could hope for. You're ready to snorkel, swim, walk and laze the days away in the company of friends in paradise. Oops. Reality check! Enter an email from TCP alerting us to the proposed MSQ regulations that would add layers of regulation, examinations and fees to boating in Queensland. Time to change into our

political lobbyist hats. Oh gawd, we all moan to the shining moon, a little voice saying, "Ignore it". But you know you can't. You know you mustn't. OK, you sigh, changing into Action Mode. Snorkeling, diving, swimming, picnics, walking...all the things you've been dreaming about for months as you journeyed north to Lizard, have to wait a few more days. Glue yourself to the MSQ website (on one of the few boats that actually had Internet), get some details and send in our responses before 2 Nov. Just what you'd expect to be doing at Lizard Island. NOT!! But that's what the cruisers did.

Finally, the reason you've come can be realized. The talk over sundowners often settles on "how far did ya'get?" People tell their stories to an appreciative audience. We ooh and ah in all the right places without any prompting. The only thing that's missing is the campfire...but hey, it's pretty hot up there anyway! We managed to get together a sweep for Melbourne Cup Day...cleverly downloading the horses from 2003 and trying to listen in real time with a radio with flat batteries! (I guess we used up all our organizational reserves dealing with MSQ!) Not to be

dissuaded by these small details, we decided on a "lucky dip" to decide the winners. Needless to say, there was much merriment throughout as we pondered the comedy of errors! Being on the water brings an opportunity to meet people you probably wouldn't get a chance to if you stayed in the suburbs. People with all kinds of boats, all kinds of incomes, the full range of political views, neighbour or overseas visitor (if they're not in jail for breaking the 96 hour Customs rule...) are the "multicultural" fabric of the high seas. Although few admit it, yachties tend to measure their worth by how far they've travelled, the way landlubbers measure their worth by their income and the merc in the garage. Yet the common thread in every story is always the people met, not the places seen or the distance travelled. The good times remembered and cherished are when you're with good company, wherever you are on the coast or in the world. **I guess you'd have to say it's not about distance travelled (or Mercs for that matter), it's about people. Not much else really matters at the end of the day.**