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44th Edition  
Sept. - Oct. 2010

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*SY Crazy Horse at the Tahiti Pearl Regatta*  
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# Reflections

By Alan Lucas, SY Soleares

## A LOAD OF GARBAGE

Steaming up Queensland's Fitzroy River a few years ago I snapped a pic or two of a SNAG (sensitive new age guy) busily emptying his boot full of rubbish into the river where others had obviously done so before. He probably objected to paying council dumping fees that have become something of a barrier to responsible disposal throughout Australia. And while troglodytes like him have never had an environmental thought in their lives, he highlights the fact that well over eighty per cent of waterway pollution comes off the land via roads, industry and agriculture, plus tons of domestic and recreational garbage.

And cruising sailors often get the blame despite their lifestyle being one of conspicuous conservationism and relentless resistance to institutionalised materialism. Our trash is minimal yet, ironically, it's responsible dumping is often blocked by heavy fines for placing domestic rather than recreational - litter into public bins. Look at an example or two:

We typically stow our rubbish in plastic bags ready for the next port where they are taken ashore and dropped into street bins. This logical act should, one might be forgiven for thinking, be simple. But it isn't. With public waterfronts

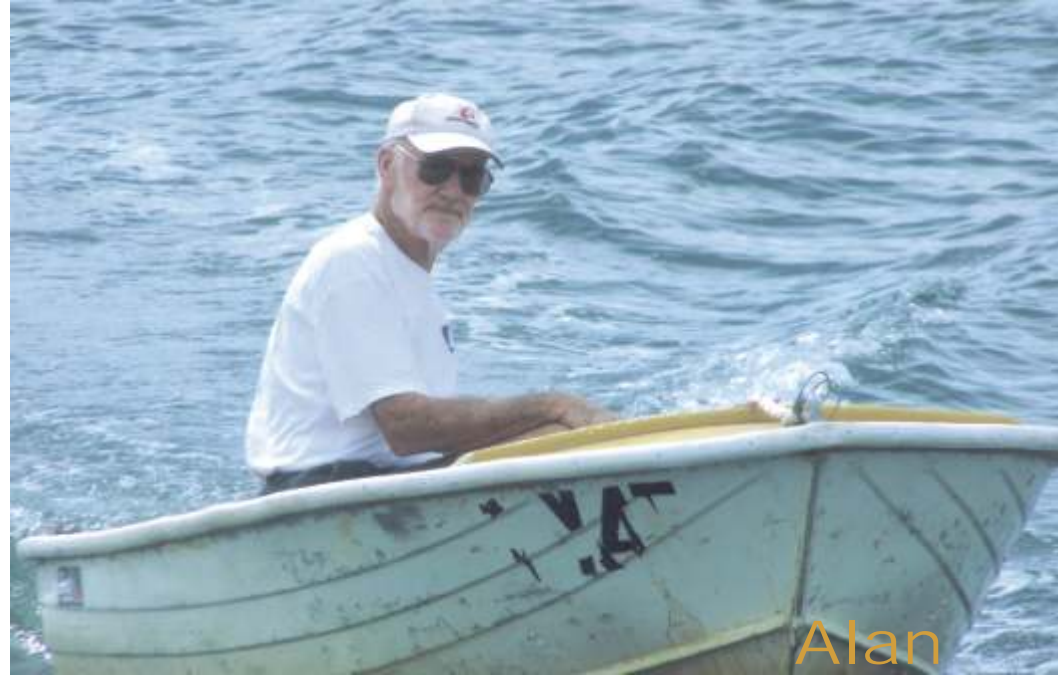
becoming more and more structured to tourism, there has actually been a decrease in legal dumping opportunities because the placing of domestic litter into many public bins now attracts fines ranging as high as \$550 per offence.

And if heavy fines fail to deter us, the minuscule apertures in many council bins often succeed until one learns to underfill the bags then ram them into the bin (whilst keeping a sharp lookout for council inspectors).

As a result, it is often only by determined subterfuge that sailors manage to unload rubbish responsibly, and remembering that Ian Kiernan came from a background of cruising and racing, this is definitely not in the spirit of his inspirational Clean-up Australia message.

Ian's idea of focusing public attention on the problem of litter has, in some ways, backfired. While there are significant decreases in heavy waste, such as car bodies and white goods, smaller everyday items seem to be on the increase or at best, there is no noticeable decrease, probably because irresponsible people reckon volunteers will clean up their mess next March so why bother in the meantime.

The above is based on our observations under way within ports and



bays, or at anchor. Fishermen dropping bait bags and beer cans over the side are common sights and, on dawn walks around the many places we visit, we are constantly appalled by the litter amongst fringe mangroves where tossers possibly think their guilt will be flushed away on the next tide.

At sea, Patricia and I rarely sight garbage because it either sinks or is blown away, but in port we sometimes put our dawn walks to civic use by filling a plastic bag or two with public litter. And when anchored off coral cays on the Great Barrier Reef, we enjoy the exercise of circumnavigating them on foot to collect as much garbage in a large bin-bag as possible within a given time. Sadly, we have yet to collect more than a fraction of the total junk in just one circumnavigation.

Which brings us back to the problem of disposal. When we reach port with our bin-bags bulging, there is nowhere to dump them without risking a heavy fine, so we surreptitiously drop them into that rarest phenomenon - unlocked industrial bins - in the dead of night.

Once we despaired of finding an unlocked bin so we left them beside a council bin signed 'Recreational Litter Only' and melted into the night like a couple of criminals.

And that's a reality of litter-enlightenment: transients trying to do a little civic duty are thwarted by absurd rules, undersized council bins and locked dumpers. And when Patricia and I started organising a group of yachties to do a Barrier Reef clean-up five years ago, we had to scrap the idea because the relevant authority placed too many unworkable conditions on us, wanting us to conform to a certain time of year, carry specific logo-stamped bags and report on type and quantity of litter collected.

In other words, we had to collect according to a structured, bureaucratic rule rather than at our own laid-back pace. This being akin to organising Italians into a queue, we quit.

Getting rid of rubbish should be easy, not darned near impossible, so if transiting yachties are to do a little civic duty, we need to collect it casually and be able to unload it without fear of a heavy fine.

If only we could do what a mate did forty-odd years ago: after collecting piles of rubbish left on an island by a certain charter boat, he gathered it all up, sailed back to the owner's home port and dumped it on his front lawn.

Now that's what I call affirmative action.

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# Contributors

What's your story?

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



Sue Bett, *MY Scallywag*  
 Stuart Buchanan, *SY Pluto*  
 Dianne Challis, *Boatie fulfilling a dream*  
 Greg Dickson, *SY Bifrost*  
 Jan Forsyth, *SY Sea Wanderer*  
 Jan and Norma, *SY Fearless Hunter*  
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 Bob Norson, *issues, technical, ect....*  
 Stef Railey, *RnR Charters Ltd*  
 Carmen Walker, *SY DreamWeaver*  
 Phil and Patricia Watson, *SY Aquavista*

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.

## CUSTOMS AND SY BIFROST

All the boat builders out there can understand the feeling of standing on "the deck" of your boat for the first time. A true milestone. The picture doesn't show Bob's face very well, but believe me that is a smile of contentment and accomplishment on his face. That was over a month ago and decks are now in place, and more (see inside for update). Bob spent a few rainy days updating the projects website - you can view this on: [www.buildacatamaran.com](http://www.buildacatamaran.com) As this site develops there will be other boat building projects featured as well.

Speaking of milestones, there is a real sense of "protest" in the boating community lately. There are groups forming to try to stop government from making laws that will effect **all boaties** with no real facts or public consultation, with important issues such as Marine Parks & Middle Percy Island. A turning point? TCP hopes so, as strength in numbers can really make changes happen. Many have written in (we could have filled every page with "issues") and some just call or stop in to share their feelings. Lets **all** work together to keep this wonderful lifestyle as it should be - **FREE!**

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Kay

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Let me preface this editorial by stating that I am NOT a fan of the officers and crews who man the ships and aircraft that patrol our northern borders under the combined banners of Australian Customs and Coastwatch.

Nope, not since 2006 when the Customs helicopter surprised my wife and children showering on the foredeck in an otherwise deserted anchorage in the Torres Strait. There (in the interests of national security?) its crew decided to hover for a full 3 minutes at most height, binoculars and photographic equipment clearly glued to their eye-balls, chasing frightened children from one side of the boat to the other with their prop-wash and engine roar, likewise distressing an adult crew, equally stunned by the aggressive and unrelenting nature of their 'attentions'.

(TCP NOTE: Greg did elaborate on other instances of claimed abuse of Customs and Coastwatch over many years. The above example makes the point.)

Yep, that incident combined with other abuses of power have resulted in my current lack of support for such an authority full stop!

Since then my cruising routes have been chosen to keep pretty much under the government radar, but this year we decided to go back 'across the top' and what a saga it has been, for I can report that Australian Customs vessels (without noted exception) are conned by the same breed of autocrat today as they were all those years ago.

Don't shake your head in disbelief here. Not unless **you** have dared to tell them "No", for the sweetness and light that accompanies conversations is **immediately** replaced by the 'big stick and boarding party' mentality for those who prefer to go their own way.

You are the one who (as one Coastwatch pilot dutifully regurgitated it) "refuses to cooperate". With that person I'd like to have discussed many issues, not the least of which is the notion that I (just like him) have a right to go lawfully about my own business, enjoying my private life with my family. Whether on Sydney Harbour or in Torres Strait I can sail my boat without having to report to the government as if I am a prisoner on parole - without having to broadcast to all and sundry that my (often requested and otherwise easily researched) home address is vacant should they be looking for a free furniture upgrade or flat-screen T.V. No. I expect it to be in **his** job description to understand the bigger pictures, to respect citizens' rights and be to more reasonable in assessing just who should be cooperating with whom.

"All interesting stories," you might say, "but at the end of the day, besides pissing off a government department that will no doubt pass word 'down the line' for other officials to ruin your life, what have you achieved?"

I hope a lot. Not in the least of which is clarifying the fact that, under section 130C of the Customs Act 1901, **Australian yachtsmen sailing domestic routes are NOT subject to any form of Customs interference in their private life and travels.**

(see inside pages 7&8 for Greg's story and research on the law)

Hopefully too, Australian yachties will see that together we can do more than merely pen or voice our disapproval when Australian Customs officers disrespect the rights of foreign cruising boats over which they really do hold sway. Informed and organized through media (just like this) many might choose to withdraw the cooperation they give Australian Customs when yachts are bullied and mistreated by their agents.

So what can be done about some of the more serious maritime issues brought to our attention through these pages? Actions speak louder than words and yes, I **am** trying to put ideas into your head: ideas perhaps of a month-long, national moratorium on communications with Customs etc. at the height of the next cruising season (**who said that?**). But of course such seditious notions of protest are up to you and unlike Australian Customs, I'm not asking you to do as you're told, just to think about it...

Greg Dickson, *SY Bifrost*

**Post Script:** I sit in Darwin Harbour this morning (Sept 3) watching Australian Customs move from boat to boat throughout the anchorage. To every cruising boat except us that is. "Typical," I think aloud, "when someone stands up to a bully how quickly they find somewhere else to go." Funny how the information that was so pressingly imperative as to warrant threats of boarding a vessel under force of arms is suddenly "no longer an issue".

I believe omestic yachts are FREE to travel domestic routes within Australian waters. So too are foreign yachts that have cleared properly into the country (up until that point where they clear once again for foreign destinations). **FREEDOM'S WORTH IT.**



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Kay Norson: senior volunteer, & expert postie.  
 Bob Norson: sometime publisher, editor, journalist, advertiser, photographer, computer & marine heads technician, boat builder, etc., etc..

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## TCP READERS RESPOND TO THE FUTURE OF MIDDLE PERCY ISLAND

*In the last TCP (#43, page 8) readers were asked to send letters to EPA and the Minister for Climate Change in reference to the future of Middle Percy Island. Below are a few of the letters that were sent:*

**The Coastal Passage urges readers to insure government adheres to the act regarding public consultation and acts according to the public's wishes on this important matter.**

*Please write your letter or email to both Damien Head of the EPA and the minister, Kate Jones.*

*Damien Head, Regional Manager, DERM: PO Box, 5332, Airlie Beach, QLD, 4802*

*[damien.head@derm.qld.gov.au](mailto:damien.head@derm.qld.gov.au)  
Kate Jones, Minister for Climate Change and Sustainability  
GPO Box 2454, Brisbane, QLD, 4001*

*[ccs@ministerial.qld.gov.au](mailto:ccs@ministerial.qld.gov.au)*

*Please send a copy of your correspondence to TCP ([mail@thecoastalpassage.com](mailto:mail@thecoastalpassage.com)) as well so we can track the collective response.*

### Mr. Head and Ms. Jones,

As a boat owner and somebody who has enjoyed boating in the Mackay region for almost 40 years, and whose association with Middle Percy Island almost certainly predates your own association with this place, I do not want you establish the highly restrictive and prohibitive regime that attends National Park status, with the aforementioned island.

The current caretakers, and the vast majority of the past caretakers, have shown vigilance and competence when protecting the environment at Middle Percy Island and fortunately have not been persuaded by selfish and academic doctrines which result in the eradication of animals and plants which have co-existed harmlessly with the environment for more than a century.

Middle Percy Island should continue to be enjoyed by the hundreds of visitors who have historically enjoyed this place each year. The people who really appreciate this environment should not be prohibited or unfairly restricted by some environmental fantasy, enshrined in ill considered legislation.

The final status of Middle Percy Island should be decided bilaterally by the people who reside there and visit there.

**Yours Sincerely,**

**John Frater**

Hi,

Our names are Phil and Pat WATSON, we are a couple who regularly sail the Queensland coast and as such we have an interest in what the state government has in mind for the future of Middle Percy Island.

We have had a conversation with the current lessee of the Island and

were taken aback with what we were told were the relevant government departmental proposals were for the island.

With this in mind could you please forward a brief outline of what the state government has in mind for the island's future.

**Regards,  
Phil and Patricia Watson,  
SY Aquavista**

**Dear People,**

We are concerned that decisions may be made about the future status of Middle Percy Island without the promised involvement of the community that uses and lives on the island. As cruising yachtmen, we have visited Middle Percy on our trips north, and know it has been through a checkered history with the lease. The present lease holders, related to the original tenant, are making every effort to rehabilitate the facilities and continue welcoming the cruising community on their passages up and down the coast. The plantation house and gardens and outbuildings have supported families and been occupied for years while the Aframe, tree-house and other facilities on the beach have been used by the cruising community continuously.

We would not want these areas turned into National Park, and there are several other classifications that would provide protection, but allow traditional activities in these areas. Kindly make sure that the procedures involve real public consultation, and that options to the National Park classification are truly considered, and, hopefully, selected as a response to the overwhelming support for the traditional activities on a restricted area on the island.

Many thanks for seriously considering this issue, and acting to keep alive a wonderful experience for future sailors.

**Respectfully,  
Jonathan W. Peter**

**Dear Kate Jones,**

Having just visited Middle Percy Island and heard some of the proposals I feel distressed that this most interesting Island will go the sad way of many other islands, stripped of a great deal of history in the so called conversion back to there "natural state".

Surely there is something wrong with a policy that removes coconut trees; that most useful and glorious tree which without doubt lays claim to having arrived naturally. When I observed this evil work in the Whitsunday's and other areas I was totally shocked and my heart pained that my culture and so called scientific work could do such a destructive thing in the name of righteousness. Now I feel it is time to stand up against such ideas before all the special areas are destroyed and our beautiful islands

become sterile National parks, all with neat little treated pine tables and expensive signs about how the area is being protected.

Why then is Percy now such a fantastic and diverse island? Come and see it and compare it with the other National park islands, now overgrown and dull. Percy Island is a natural wonderland as it is; please leave it as it is and do not give it the one shoe fits all treatment. Please, Middle Percy is one of the last surviving bastions of an island, as it evolved NATURALLY. The goats are not destroying the island, they keep the grass down and stop the whole place being overgrown with weeds, not to mention the fact that they are an important part of our heritage and give great pleasure to visitors who can see these amiable creatures in the wild. Please do not condemn my grandchildren to seeing these important animals only in sterile petting zoos!

The natural island caretakers are culling the goats sensibly, and I do not like my taxes to be spent on a barbaric gunning down of our heritage. Please let our children experience what has grown more beautiful with use rather than cutting off everyone from nature unless it's packaged in a national parks plastic form.

Please excuse me getting a little heated but I just beg you to think carefully about what is happening. Just because a few uncaring souls mistreated some areas, why should everyone be punished? It is so sad a person can no longer enjoy a natural fire on the beach and cook a meal without having to bring along a resource consuming, polluting gas cooker; I mean where is all this going? Please, can't common sense begin to prevail in Australian society once again?

Having travelled the world and seen a vast selection of islands I genuinely know this Middle Percy Island issue is perhaps our last chance to preserve a real slice of Australia. I am very interested in what your opinion is in these matters.

**Yours Sincerely,  
Andrew Stransky, SY Fantasia**

**Dear Minister,**

I am writing as an interested person to enquire what forum is available to me to become involved in the public consultation regarding the decision making process with respect to Percy Island issues. A Brisbane newspaper article dated 30<sup>th</sup> Jan 2010 stated that the community would be involved in the decision making process, prior to any gazettal of the island as a National Park. I and my family have had a long standing interest in Percy Island as a yachtsman having made many calls into the island over the past 32 years and as such, would welcome the opportunity to be part of the consultation process.

In anticipation of your earliest reply,

**Sincerely,  
Brian Winterburn**



### West Bay, Middle Percy Island

*Photo courtesy of Cate & John Morris*

## Middle Percy - Spirit of Hospitality

The Percy Islands, one of our many ports of call as we casually cruise the Queensland east coast, has been our most memorable stopover thus far, and it was here that the Middle Percy Island spirit of hospitality embraced us, courtesy John, Cath and Ernst, the current caretakers.

Once we'd safely anchored, we ventured up to the old homestead - a 3 mile trek up a fairly distinct track marked with little philosophical gems about nature's beauty and life in general - all neatly penned and posted on bits of timber attached to trees along the way. En route, we passed through swarms of blue tiger butterflies - literally thousands of them - Amazing!! And occasionally, wild goats would scamper off into the undergrowth.

At the homestead, we were warmly greeted by John, repairing the solar system, Ernst, skinning a goat, and a cheery "Come on up" from Cath on the verandah. We were soon joined by more boaties who'd made the trek, and Cath provided us all with fresh lime juice and honey to restore our depleted fluid levels. And so an afternoon and evening of true Percy Island camaraderie was initiated.....

After returning to our respective boats to freshen up, we then gathered on the beach at the 'A' frame for sundowners. For those who have missed this idyllic stopover, the 'A' frame is just that - a huge roof with no side walls, and the names of thousands of boats who'd visited the island over the past 50 years hanging from the rafters or nailed to the uprights.

The 'A' frame houses some mattresses on the mezzanine floor (for boaties seeking respite from the continual roll of the sea), a small kitchenette at ground level, with a book exchange, and produce for sale from the homestead - lime juice, marmalade, honey and go at meat, by order. There's a shower and toilet, with rainwater tanks from the run-off of the 'A' frame roof, and even an old black telephone which is connected to the homestead. The island caretakers are almost entirely self-sufficient even though the homestead is quite primitive in many respects.

On our arrival at the 'A' frame, we were greeted by a veritable banquet. Tea candles graced the tables whilst solar-powered fairy lights created a magical atmosphere. Ernst was bent over the fire pit slowly stirring a huge pot of feral goat stew, the object of his entire day's efforts - lean diced goat meat, with lots of fresh, home-grown vegetables, crushed coconut flesh, and the aromatic flavours of chilli, garlic and soy tantalising the taste buds!! Wow!!! It took us all of 10 minutes to consume the entire contents of the pot, followed just as enthusiastically by Carolyn's sweet, creamed rice pudding. How good is that? A meal fit for a king, or at the very least, we Trail Trekkers and associated boaties!!

As we sat around the campfire, Dave, an archaeologist and University lecturer from Canberra who has been staying on the island for a while, regaled us with tales of his childhood on nearby Pine Islet as the son of the lighthouse keeper. The crew from "Margaret Rintoul V" - Scott, Greg, Graham, Harry & "Sparkles" put in some serious training in preparation for Hamilton Island race week which begins on Saturday. Not being a sailor (our boat, "Fernanda" is a 'stinky'!!!), by training, I'm presuming that there must be a lot of arm-bending whilst hoisting all those sails!!!

The international reputation of Middle Percy as a "must see" boating stopover was endorsed by Mike (Kiwi) and Truus (Belgium) on board their trimaran, "Teous Fugit". Also Andy, on board "Fantasia" with his wife, Carolyn and daughter, Mara, originally hailed from Pommie land.

Reluctantly, we departed the Percy Islands next morning, having made some delightful new friends and established a huge respect for John, Cath and Ernst as they continue to battle bureaucracy in their efforts to prove the sustainability of Middle Percy and its role as part of our maritime culture.

Thank you, John, Cath and Ernst. You're doing a great job and we truly appreciated the spirit of hospitality extended so willingly to us all.

**Kevin & Enid,  
(aka The Trail Trekkers aboard  
MV Fernanda**

**SEE PAGES 12 & 13 FOR MORE  
ON MIDDLE PERCY ISLAND...**

**SUBSCRIBE TO TCP?**

[www.thecoastalpassage.com/subscribe.html](http://www.thecoastalpassage.com/subscribe.html)



# CUSTOMS IS BACK



Wellington to Brisbane in fourteen days, Brisbane to Hell'n back in one!

*After a period of relative peace with customs making every effort to alter their image, a new case demonstrates the risks in complacency. The following is a report from a family member of the crew that was involved in the communications on behalf of the vessel on its voyage from Wellington New Zealand to Brisbane Australia.*



Bill in Brisbane River awaiting the "trial"

By Stef Railey of RnR Charters Ltd, Mangawhai Heads, New Zealand  
[www.rnrcharters.co.nz](http://www.rnrcharters.co.nz)

**On 22nd June, 2010, two Kiwi guys (Wayne and Bill) set off on a 40' Jenneau yacht out of Wellington, a day later than intended but once NZ Customs has cleared the vessel, there's no turning back. Cook Strait is not a place to hang about, so despite the delay getting away, they headed out into the Strait and across Tasman Bay and battled their way out into the Tasman through heavy seas and a bitter Sou'Easter, lightning flashing around them as the storm moved north.**

The seas got bigger and bigger and all they could see were dirty great rollers behind them with winds at 50knots, gusting 80knots, in Waynes words, "not nice".

With just two crew on board the watches were three hourly and it was a pretty wet and cold three hour watch, as this yacht is helmed from an open cockpit and no dog house to shelter from the weather.

At times, when there was nil visibility, the auto pilot was used and eyes were on the radar screen. For the first four days and nights this was the routine. Radio scheds were daily at 07.30hrs to NZ Maritime Radio and Waynes partner Stef was calling Maritime Radio, getting the scheds and plotting the course and watching the weather using the [www.metvuw.com](http://www.metvuw.com) website to keep tabs on their position from the comfort of home.

The weather only eased on the fifth day and that night, the famine began, with no wind at all, so they fired up the motor and spent the night motoring. Next day, day seven, the wind came back in, but a comfortable 15knots, and built to 35knots during the day. The next four days were more of the same, wind up and down, rain, a bit of motor sailing and a lot of sail adjustments to do. As they got further away from NZ, the radio signal faded and the last radio sched they were able to send out was on the 29th, day eight. Stef had learned that their radio was not getting a signal out back to NZ Maritime Radio and called Lord Howe Island to let them know the yacht might call them up and as they had made slow progress with no wind in the area, they might be needing diesel too, so may call in.

On day nine as they neared Lord Howe Island, they spotted a ship on their port side on the horizon on a converging heading. Being on the port side, the ship should alter course, so keeping a watchful eye on it they continued on. They could see the vessel was going to cross their path at some stage and as visibility was good, expected the Captain was aware of their presence and so knew their position and heading as well. The ship was quite close now and still no sign of a change in it's heading, so the guys altered course and a 'friendly' sailor aboard the ship threw a wave at them as the ship spun it's stern causing the ship to pass uncomfortably close.

More motoring, so the guys called Lord Howe Island Customs and were given permission to come in for fuel. It is only possible to enter the lagoon during daylight hours, so they have to slow to arrive there in the morning to pass through the reef. The people on Lord Howe were very friendly and the Island is a tiny tropical paradise. No diesel pumps on the Island for

visiting boats, so the radio operator there, Clive Wilson, offered them a ride to a local farmlet, where an old single banger powered an antique diesel pump, complete with old spinning wheels in the glass case; a real old gem. There they filled their jerry cans at A\$3.00 per litre, then back to the boat after paying all the visiting fees and an A\$70.00 mooring fee. Not a cheap stopover, but then, the Islanders have to make a living somehow.

Next day, on to Brisbane. No wind again and spend all day motoring, in the calmer waters, they trolled a 400lb 100m hand line hoping to catch an Albacore Tuna for dinner. They got more than they bargained for when a Blue Marlin took the lure and the line got caught around a fender, so the skipper and Wayne hung on to the line for about 10 minutes as the Marlin jumped and dived and eventually straightened the hook out, a bit of excitement, but no fresh Albie for dinner.

They continued motoring through the night and could hear the throb of more ships engines, but no lights to be seen. It was a clear night and they could just make out the outline of two big black ships, which circled and tailed them for a considerable time. Feeling somewhat uncomfortable not knowing what was going on, Bill the skipper called the ships, identified himself with boat name and callsign, asking them to identify themselves too, but the ships just disappeared into the night, not to be seen or heard again. They must have been either pirate fishing boats or the Australian Navy on exercises - anybodies guess!

The wind kicked back in just on daylight on the twelfth day. 30 to 45 knots on the beam with wind against the 2 knot tide running and the seas got nasty. They stayed on the helm all night, no auto pilot now, the salt water had delt to that and the wind increased to 40 knots, gusting 60knots, but the boat handled it really well.

Next morning the wind was still blowing quite strong 30-40knots, but from behind now and they made good progress, making Stradbroke Island just after dark. Luckily, as Wayne had spent time there on the prawn trawlers years ago; he was familiar with the region and was able to carefully navigate around the rocks off the end of the Island. At dawn, they crossed the bar to go through the entrance and on through the network of sandy channels between North Stradbroke Island and Moreton Island and across to Brisbane River.

## Clearing Customs from a yacht in Queensland

The Queensland Customs team was less than friendly and took Bill the skipper aside and accused him of not notifying them of his arrival within the 96 hours they demand. Customs disregarded Stefs call to Lord Howe Island, which was made more than 96 hours before the guys arrived there and did not accept that they had asked permission to call into Lord Howe Island and did not accept that permission had been given by the Customs agent there.

The skipper had his boat impounded and had to appear in Brisbane court the next day with a resulting fine of A\$1,800 plus A\$950.00 court costs. The prosecutor told him he got the lowest possible fine. He also has a conviction now. Welcome to Australia !!!!

The delivery done, Wayne spent a day with his cousin and found out that this is a common occurrence. The view locally is, "that the State of Queensland is broke and they are finding new ways to pay the bills". Well, it did seem just a bit unfair and not a pleasant way to be welcomed to the sunshine capital.

Wayne flew back to NZ, but not before suffering one last shot from the Ozzies; Security took him aside and frisked him for explosives before boarding the plane.

**Me, I'm glad to see him home and when we go offshore again, the Queensland Coast will be last on our list.**

## A CLOSE PASS FOR SY SUNSTAR & CREW



# & ON THE ATTACK!

Customs admits they do not have the authority to interrogate vessels in domestic waters but use the threat of boarding to coerce cooperation. **CAN THEY DO THAT?**

**NO!** Says Greg Dickson of SY *Bifrost*

The following contains information and statements that to the best of the authors and publishers knowledge are accurate. This is not legal advise. Skippers are urged to examine the material and form your own judgements.

## The Request For Information

subject: customs information that I seek.  
Australian yacht visiting Torres Strait Please reply to this email address.

To: information@customs.gov.au

Sincerely,  
Greg Dickson

Hello,

In a few weeks I plan to take my Australian registered yacht for a trip from mainland Australia into the Torres Strait Region. The vessel is not leaving Australian waters and is carrying only Australian-born residents holidaying privately.

I don't communicate with the patrol aircraft when travelling and so request that you inform me in writing of any customs requirements (not guidelines) to which we must adhere, particularly with regard to returning from islands in the Torres Strait to mainland Australia.

I am already aware of quarantine requirements in this regard, so it's only

Dear Greg

As the vessel is not leaving Australian waters, Customs and Border Protection has no jurisdiction over domestic travellers.

Sincerely  
Les C.  
Senior Customs and Border Protection Officer | Customs Information and Support centre | CE&CS  
Australian Customs and Border Protection Service



## The Official Complaint and Response (Next page)

**TO THE DIRECTOR:  
AUSTRALIAN CUSTOMS SERVICE.  
9/8/10  
OFFICIAL COMPLAINT FROM  
SY BIFROST  
MASTER: G.DICKSON  
AUSTRALIAN REGISTRATION NUMBER: 853444  
QLD REGISTRATION NUMBER:  
PA 118Q**

**NATURE OF COMPLAINT:  
(alleged) Unlawful campaign of intimidation and harassment by Australian Customs vessels operating in northern waters against private domestic craft.**

**SPECIFICS OF INCIDENTS:  
(most-to-least serious).**

1) Date: 4/8/2010.

**Location:** Jensen Bay, Wessel Islands. Northern Territory.

**DETAILS:** At 10 a.m. (approx.) a large, aluminium-hulled Australian Customs vessel weighed anchor from this bay to approach my yacht. Customs vessel communicates intention to interrogate yacht by V.H.F. radio. Yacht immediately informs Customs vessel that it is a private, Australian yacht operating in domestic waters and chooses to exercise its lawful right to privacy in wishing to "mind its own business". Yacht's name, port of registration (Sydney) and Qld registration number are clearly visible on the yacht's transom. Yacht's name is also given to radio operator on Customs vessel. Customs vessel asked to similarly identify itself on radio. **Customs vessel refuses to identify either itself or its captain.**

**Customs vessel orders yacht to comply with demands for further information and immediately threatens to dispatch a boarding party to commandeer private vessel.**

**Yacht clearly informs captain that his intended course of action is illegal.**

(These actions are tantamount to home invasion and piracy).

**Armed Customs vessel continues to terrorize family aboard yacht with multiple (approximately six) threats of illegal boarding action by its crew whilst manoeuvring astern. Threats and intimidation continue for over twenty minutes despite repeated advice from yacht that the declared course of action is illegal.**

In a last-ditch effort to avoid imminent home invasion my yacht persuades Customs vessel captain that it is carrying written confirmation from Customs in Canberra of its legitimate right to privacy.

Yacht is ordered to 'stand by'.

**Customs vessel never returns contact to yacht it has placed on 'Stand By'.**

We stand by throughout that day and a nervous night, anticipating an armed boarding attempt under cover of darkness. **Despite a dwindling fresh water supply we stand by (as ordered) a further 24 hours before departing.**

Such **improper and illegal** conduct by an Australian Customs vessel could easily have resulted in either personal injury or the loss of life but it was by no means an isolated incident.

2) July 30, 2010. 0200 hours.

Customs vessel 'Botany Bay' makes radio contact with yacht. Outlines intention to interrogate. We clearly identify ourselves as a private Australian vessel operating in domestic waters and (beyond relaying our vessel's name) decline further interrogation. Again we are similarly intimidated and harassed by the radio operator/bridge officer who states his right to board us (in rough conditions and at night) if we do not "comply".

Despite continued harassment we maintain our legal right to enjoy our private lives privately like any other Australian. Customs vessel breaks contact.

3) 5:00p.m. July 2010. (Date not recorded). Anchored Wednesday Island. Torres Strait. Yacht hailed by two patrolling officers in a R.I.B. These officers identify themselves as being

"off the navy vessel out there" despite wearing uniforms with the lettering 'S.Bay' (Assumed to refer to Customs vessel 'Storm Bay') and immediately commence questioning. Again, despite an initially polite response of "thanks guys but we're an Australian yacht in domestic waters and we prefer to mind our own business" we are advised that they have the right to board us if we do not comply. A stand-off ensues (presumably as they await boarding instructions that never come).

**I believe your Canberra operations are well aware of all of these incidents and that they too must shoulder some of the responsibility for failing to recognize the shortcomings in both the knowledge and temperament of its enforcement agents earlier.** It is abundantly clear that the officers and crew that you so readily arm and send out to patrol our coastline have **not** been given the training required to serve in the best interests of Australia's citizens and, as such you jeopardize the rights and safety of all those who put to sea.

Is it so difficult to understand that maritime Australians also have the same rights that you take for granted? That we do not expect to be treated as criminals because we simply wish to enjoy our family life without reporting once, twice, sometimes three times daily to the authorities? We are not criminals on parole or under court order to do so. We are law-abiding citizens, just like you and it's about time that YOUR OFFICERS were educated to understand and respect that simple truth.

I therefore bring these serious matters not only to your immediate attention but, upon my arrival in Darwin (should we survive your 'curiosity') intend also to bring it to a more public forum. I therefore request a written and timely response with regard to this complaint.

I further request under 'The Freedom of Information Act' the name of the Customs vessel that threatened to attack us in the Wessel Islands, and its captain (as that too should be a matter of public record).

Sincerely,  
G. Dickson, (Yacht 'Bifrost')

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# Customs Authority Responds...

REPLY FROM:  
Border Protection Command  
AUG 25, 2010

Dear Mr. Dickson

Thank you for your email dated 9 August, 2020 regarding your contact with officers of the Australian Customs and Border Protection Service. These officers operate under the command of Border Protection Command, so your complaint has been forwarded to me as Commander Border Protection Command for consideration.

I regret that your dealings with these officers have caused you distress, and apologise for the inconvenience that you and your family have may (sic) experienced in assisting our officers perform their duties. I sought a review of the circumstances you raised.

Whilst these approaches by our officers may appear to interfere with your day-to-day activities, Border Protection Command has been given the task of managing the security and integrity of Australia's offshore maritime areas. To assist in this task, it is a normal practice for Customs and Border Protection and Defence Officers onboard patrol vessels and aircraft to make routine enquiries of vessels encountered in Australian waters. In the instance you mention, the officers were contacting you to verify the name of your vessel's master, the number of people onboard, the vessels call sign, last port of call and next port of call. We use this type of information to help in risk assessing vessels and to determine if any further action by our officers may be necessary or not.

**I acknowledge that you do have the right to not answer such questions, as long as your vessel is not arriving in Australia from a place outside Australia, and if you are conducting a domestic voyage. However sub-section 184A (3) of the Customs Act 1901 gives Customs and Border Protection and Defence Officers the power to board an Australian Ship, as long as it is outside the territorial sea of another country. With this in mind, it appears that in the absence of complete verification information, the officers have correctly outlined their legal right to board your vessel.** (TCP emphasis)

I know that in the instances you mention in your email your vessel was not boarded, however, if an officer does board your vessel, you would be bound by sub-section 185(4) of the *Customs Act 1901* which states that a person shall not refuse or fail to comply with a requirement made by an officer.

If you would like to pursue a Freedom of Information request, you may do so by following the instructions outlined at: <http://www.dpmc.gov.au/foi/requests.efm> and by emailing your request to [foicoordinator@customs.gov.au](mailto:foicoordinator@customs.gov.au)

Thank you for bringing this matter to my attention. Again I apologise for any inconvenience that you and your family have experienced. I trust that the information in this letter clarifies the reasons why officers seek this type of information and the legal basis for their actions.

Yours Sincerely  
Commander  
Border Protection Command

**GREGS REPLY:**

In reference to your department's response

**PLEASE NOTE:-**

**Under Section 130C of the Customs Act 1901 (interpretation) it clearly states that a "ship" does not include:- (a) a ship that is not currently engaged in making international voyages;**

**This negates the application of both sections 184A (3) and sections 185 (4) as outlined in your letter.**

Therefore I must maintain that **CUSTOMS OFFICERS DO NOT HAVE THE RIGHT TO BOARD AN AUSTRALIAN YACHT OPERATING ENTIRELY WITHIN DOMESTIC WATERS.**

The act of boarding a domestic yacht travelling in domestic waters therefore remains a possible act of illegal trespass, home invasion and even piracy and as your ships are armed. I allege that the captain of a yacht has every right to consider such a boarding attempt by customs officers to constitute an illegal and life-threatening situation.

I therefore request that:-

**1) BORDER PROTECTION COMMAND NOTIFY THEIR VESSELS AND OFFICERS OF THIS RESTRICTION TO THEIR OPERATING PROCEDURES UNDER SECTION 130C OF THE ACT.**

**2) ACKNOWLEDGEMENT AND RESPONSE TO THIS ADVISEMENT IS FORTHCOMING IN A TIMELY MANNER FROM BORDER PROTECTION COMMAND.**

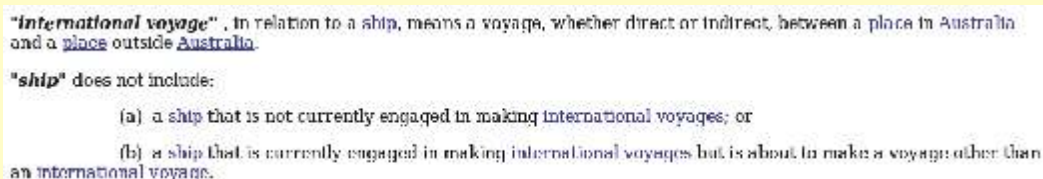
**3) NOTE THAT UNDER THE LEGAL INFORMATION (OUTLINED ABOVE) I WILL CONTINUE TO DENY ACCESS TO MY PRIVATE YACHT OPERATING IN DOMESTIC WATERS TO ALL CUSTOMS OFFICERS, AS REMAINS MY LEGAL RIGHT.**

Sincerely,  
G. Dickson  
Yacht 'Bifrost'

# Big Questions Remain!

*Is there some other passage to the law that contradicts this?*

Below is an image from a web search of the Customs act of 1901, section 130C, interpretations, that does seem to verify Greg Dickson's claim.



**"international voyage"** . In relation to a ship, means a voyage, whether direct or indirect, between a place in Australia and a place outside Australia.

**"ship"** does not include:

- (a) a ship that is not currently engaged in making international voyages; or
- (b) a ship that is currently engaged in making international voyages but is about to make a voyage other than an international voyage.

## What does the law say??

Comment/Questions, by Bob Norson

I have read the relevant sections of the act and believe by my admittedly non-professional view that Greg is correct. In each section that is quoted in the letter at left, the matter reverts eventually back to the definition of "ship" which is as above, section 130C. This includes the reference to a "person" in the passage in the letter in blue. In the same section; 185(6)(a) the act defines "person" as a person or entity on a "ship". So once again section 130C seems to apply. A very selective quoting of the law can give a different opinion.

If the law is somewhat convoluted, the actual web documents are well referenced with hotlinks on all terms to take you back to those definitions. I recommend all skippers read them, study them and gain confidence in your actions by your own investigation but from my examination I will forbid boarding of my vessel by customs if I am not on an international voyage. See what you think. If you are viewing the web edition of the paper, the links below should direct you. If not, copy / paste onto your browser.

Section 130C:

[http://www.austlii.edu.au/au/legis/cth/consol\\_act/ca1901124/s130c.html#ship?stem=0&synonyms=0&query=customs%20act%201901%20sect%20184A](http://www.austlii.edu.au/au/legis/cth/consol_act/ca1901124/s130c.html#ship?stem=0&synonyms=0&query=customs%20act%201901%20sect%20184A)

Section 184A:

[http://www.austlii.edu.au/cgi-bin/sinodisp/au/legis/cth/consol\\_act/ca1901124/s184a.html?stem=0&synonyms=0&query=customs%20act%201901%20sect%20184A](http://www.austlii.edu.au/cgi-bin/sinodisp/au/legis/cth/consol_act/ca1901124/s184a.html?stem=0&synonyms=0&query=customs%20act%201901%20sect%20184A)

Section 185: [http://www.austlii.edu.au/cgi-bin/sinodisp/au/legis/cth/consol\\_act/ca1901124/s185.html?stem=0&synonyms=0&query=customs%20act%201901%20sect%20185](http://www.austlii.edu.au/cgi-bin/sinodisp/au/legis/cth/consol_act/ca1901124/s185.html?stem=0&synonyms=0&query=customs%20act%201901%20sect%20185)

If you are reading the paper and don't want to mess with the huge URL's listed above, go to [www.austlii.edu.au](http://www.austlii.edu.au) and use their search bar. Insert "Customs act 1901 sect130C" or 185 or 184A respectively.

## If Greg is Wrong, a Bigger Question Remains

Please read the emphasised paragraph in red at left from Customs, Border Protection Command carefully. It acknowledges that a domestic yacht in Australian waters has the right to refuse interrogation but states that their **armed officers** then have the right to board with the intent to coerce the information out of the crew by intimidation?? Or by the seizure of records or logs???

**Even if some other element of law does provide for Customs right to board**, does the use of that law in the context of coercing information Customs are not entitled to have constitute an abuse of authority?

And why this extraordinary interest in a community of probably the most law abiding people in the country anyway?? Is our border so secure this fantastic misdirection of resource can be justified?? Is that what this is about, the need to justify the budget on the softest target possible???

We need answers and so do the Customs officers because according to court case Plenty V Dillon 1991, the individual officer may be subject to civil damages in these kinds of cases. TCP would recommend any boat approached for boarding by any authority to photograph and record (you DO have that right!) and insist on knowing the identity of the individuals in case civil claims are made for damages.

## INFORMATION FOR YACHTS VISITING AUSTRALIA

**It is imperative that yacht skippers study the information on the Customs website:**

[www.customs.gov.au](http://www.customs.gov.au)

Do not assume lenience in enforcement. Their email address is: [yachtreport@customs.gov.au](mailto:yachtreport@customs.gov.au) and fax is: 61 2 6275 5078.

When you contact Customs insure you have a receipt to prove you have made notice. Ask for a reply to your email or fax and save it. We do not recommend notification by phone. We have numerous examples of the port of entry not having been forwarded the notice from the headquarters in Canberra. The entry port may assume your guilt unless you can prove your innocence.

**With your notification you are required to provide this information:**

- The name of your craft
- Craft's Country and Port of Registration
- Your intended first port of arrival
- Your estimated arrival time
- Your last four ports
- The details of people on board including name, date of birth, nationality and passport number
- Details of any illness or disease recently encountered
- If you have any animals on board
- If you have any firearms on board

TCP would add that recently Customs have been asking if you have any pornography with you. If you deny having any and some is found, you may be charged. If you declare it, Customs may examine your publications or computer files to determine if they believe it is illegal content. Upon arrival you may be asked to provide a saliva sample. Your vessel may be searched with dogs. In exceptional cases, you may be asked to leave your vessel whilst it is thoroughly and possibly, destructively searched. See this report: <http://thecoastalpassage.com/ACS-friction.html>

One more note: Quarantine has raised their fees considerably. A weekend arrival will cost you over \$800.00AUD over and above all other fees. Try to time your arrival for a weekday in normal business hours if possible.

**Things you can do to minimise risk:**

1. Avoid clearing in via Brisbane or Bundaberg. They have the worst record. Customs is a federal agency but has regional enforcement control. **If in doubt about your clearance, seek legal advise! This is information only.**

2. **Do not relate any information not required of you.** If you feel Customs may be interested in your arrival, be assured that any conversation is probably contrived to provide them information useful for prosecution and is being recorded. If customs officials state you may be in violation, ask for legal assistance and stop talking except to provide information about the contents of your vessel or other information normally involved in clearance. Customs officers may ask you questions that are designed to assess your legal vulnerability, for example, are you likely to plea guilty to avoid delays or inconvenience? Are you likely to have the money for the fines? This kind of assessment has been typical from the first prosecution and appears to be part of the training of officers. For the stories of the first three cases as written by the sailors, see this link: [http://thecoastalpassage.com/brutal\\_customs.html](http://thecoastalpassage.com/brutal_customs.html)

3. If approached at sea by Customs or any other Australian authority you may wish to photograph and/or record by video, the encounter to protect your version of the event and provide identity for civil action or criminal charges if that need arises. They have no right to forbid this except Customs in an area marked by signage to forbid recordings made by you, such as a clearance area at a wharf or airport terminal.

**TCP truly regrets these actions as the presence of foreign vessels in Australia is a benefit to the local marine industry and a pleasure and interest to local yachts. Queensland is arguably, the finest cruising destination in the world and with the finest facilities. We hope you still come, but be prepared and depend on The Coastal Passage to do everything possible to insure your bureaucratic safety!**



## Where the bloody hell are ya?

(Sung to the tune of "Waltzing Matilda")

Where the bloody hell are ya! where the bloody hell are ya?  
Why don't ya come and visit anymore??  
We've got sights to entice and customs regs that bite ya,  
Why don't you yachties visit Queensland anymore??

Queensland is a tad broke, Queensland is Stradbroke,  
Queensland is Barrier and we have a few of those,  
Cos our rulez and regulations are designed to confuse ya,  
but why don't ya visit...Queensland any more?  
Where the bloody hell are ya! where the bloody hell are ya?  
Why don't ya come and visit anymore??  
We've got sights to entice and customs regs that bite ya,  
Why don't you yachties visit Queensland anymore??

So the Queensland Customs guys will seize ya boat..and pro-se-cute ya,  
Even turn you in-to a crim overnight,  
Cos you arrived on a boat and as customs will dic-tate to you,  
You must be a crim - so well fine you comin in.  
Where the bloody hell are ya! where the bloody hell are ya?  
Why don't ya come and visit anymore??  
We've got sights to entice and customs regs that bite ya,  
Why don't you yachties visit Queensland anymore??

We know how to railroad ya, so you pay us a great big fine  
and making you a crim for the rest of your time (here).  
But all will be well when you leave and go to hell  
As long as we got your munny and Queensland stays sunny!  
Where the bloody hell are ya! where the bloody hell are ya?  
Why don't ya come and visit anymore??  
We've got sights to entice and customs regs that bite ya,  
Why don't you yachties visit Queensland anymore??

So pay up and shut up pay up and shut up,  
Pay up and buggar off and when you come back again.  
We'll have changed all the rulez, so we'll catch you like we did last time,  
Why don't any yachties come visit Queensland anymore?

© Stef Railey of RnR Charters Ltd

## News... and views



by Bob Norson

### BOATIES BEWARE OF THE SW CHANGE

### What Happened the Night The Bell Cay hit the bricks



Date: Wed Aug 11, 2010.

Twenty-one people thrown overboard when their fishing charter boat capsized off central Queensland are all safe. The Bell Cay overturned at Swain Reefs. The four crew members and 17 passengers got into a life raft and were picked up by another fishing boat. All 21 passengers and crew survived with a few minor injuries.

11/01:39am	16.6	SSW	30	40	1014.8	-	37.4
11/01:32am	16.8	SSW	33	38	1014.0	-	30.0
11/01:30am	16.8	SSW	22	33	1014.7	-	28.0
11/01:29am	16.8	SSW	21	32	1015.3	-	26.8
11/01:15am	16.9	S	23	31	1015.1	-	22.2
11/01:00am	17.0	SW	21	36	1016.1	-	15.4
11/12:42am	17.8	SW	22	36	1016.3	-	0.2
11/12:41am	18.3	W	12	30	1016.9	-	0.0
11/12:30am	22.1	N	13	19	1014.9	-	0.0
11/12:00am	22.2	N	13	18	1014.6	-	0.0

Date/Time EST	Temp °C	Wind Dir	Speed knots	Gust knots	Pressure hPa	Trend	Rain since 9am mm
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### Speaking of these freakish storms:

An October cruise in the Whitsunday's via Mackay caught Kay & I out on our Good Old Boat, *White Bird*.

Here is what happened.....With a light (8-12kt) northerly in, we decided to give the anchorage in the bay on Goldsmith Island's southeast side a go. Anchorage is well off the beach as is common on these islands, fringing reefs being the rule. With enough fetch even a light breeze can make a little chop so I brought us right in to minimum depth for the coming low tide. This was late in the day with a weather forecast that bore no warning of the violence to come. Very soon after anchoring we noticed a drop in temperature and the breeze swung around to the south west.

While I was pondering this change and having a look at the clouds building in that direction, it came! We were on a lee shore in shallow water and with a mongrel of a storm on us. Within minutes our sheltered anchorage became a surf beach with a brutal reef barrier. Raising the anchor and bugging off was out of the question. Green water was breaking over the bow and the ship was pitching wildly. Our sounder indicated we were slowly dragging. We hung in there and won. Just....

We were the lucky ones. Once back in Mackay a few weeks later, the damage was apparent in the boat yard.

The lesson learned?? On the north Queensland coast, a SW change can come in fast and hard.

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# News...

and views

by Bob Norson

## Is taking photos becoming illegal?

Police have illegally prohibited and even demanded camera devices be handed over for inspection and removal of images they didn't want publicised (as reported in TCP #34), and TCP has reports of Customs agents prohibiting photos to be taken in circumstances where they had no legal right to make the demand but now even local councils are attempting to regulate what you can take a snap of.

On August 29 a large group of photographers gathered in Sydney to protest government regulations requiring permits to take photos.

Well known professional photographer, Ken Duncan was quoted in the ABC as saying, "Australians are G'day mate, how ya going?" not "What are you doing with that camera?" He called the regulations un-Australian. Another photographer claimed that if you set up any professional looking photography equipment on Bondi Beach you would likely be confronted.

For more on this see: [www.artsfreedomaustralia.com](http://www.artsfreedomaustralia.com)

## NSW and Queensland Marine agencies in disarray

After the shock of the top watercop in Queensland, Inspector Allen Maggarry, Water Police State Coordinator and former member of the state police Ethical Standards Command, facing charges of attempting to import illegal automatic weapons parts which is pending trial (See TCP # 39 for the story), it has been reported that the NSW minister for ports and waterways, Paul Mcleay has resigned over controversy concerning his admitted use of government computers for gambling and the downloading of pornography.

This was followed shortly by the announcement of the NSW Independent Commission Against Corruption that it was recommending the Department of Public Prosecutions investigate findings that Ms Tonette Kelly, acting general council for NSW Maritime, misused her staff, phones, office and other facilities to run a private conveyancing business earning her a reported \$120,000 a year.

The commission also made corruption findings against two other NSW Maritime solicitors, Bonnie Dacombe and Nicolai Dacombe, siblings.

## more LETTERS

Hi Kay and Bob,

Congratulations what a great little mag you run. I can assure you it is very well received down here in South Australia. Firstly let me say that any thing I say is no way connected with my employers, a well known yacht club in S.A., however I know some of the members will agree with some of my thoughts.

Congratulations for attacking the bureaucrats who make dopy decisions supposedly for our benefit. Having worked on industry/govt. working parties to formulate codes of practice, I know how frustrating it can be dealing with some of these Muppets (sorry Kermit) who try to tell you what to do when they know nothing about what they are dealing with; or they are book jockeys who have never had a job in the real world.

For example, it was at one stage proposed that all boats before being slipped should have all fuel, oil and chemicals removed. "Brilliant", we now created 3 more risks of environmental damage:

1. Chance of a spill when pumping fuel out.
2. Chance of a spill when refilling.
3. Empty fuel tanks are bombs waiting to go off. I kid you not about this sort of sh....

However being a cunning and grumpy old git I put to you a devious plot to try and make at least some of these tossers accountable for their action and maybe even change a few things.

1. We have wip round amongst our boating friends to create a nest egg to fund the operation.
2. We recruit some one with the tenacity of a beagle after a fox and preferable with a dislike, no, hate for all things regulatory and those who make the regs.
3. We then select 1 or more proposed or existing "things" for him to investigate.
4. He then works backwards up the ladder collecting information along the way about which muppet came up with which idea until he reaches the head muppet who finally signed off on the thing.
5. We then have a big exposé and reveal their stupidity and incompetence.

I am sure the boating fraternity would help along the way by providing the occasional bed, sustenance, transport ,and psychological help in his darkest moment for our beagle.

Keep up the good work and if you are ever heading this way please call in.

Best wishes,  
Tim Went,  
Grumpy old Slipmaster

## BOAT CLUB BOAT HOW DO YOU DO IT?

Hi TCP,

I am a member of a boating club at Victor creek at Seaforth in Queensland, for quite sometime our members have been thinking and talking about the need for a club boat. Nothing huge; maybe a tinnie about 4 metres. Proposed use would be to assist if a club boat has dragged anchor in the creek, someone has run out of fuel, or needs assistance in navigating the entrance to the creek.

Also, as has happened, a log or rubbish has washed down in flood times to hit a boat on the moorings or overnight a boat has dragged anchor, drifted a mile or so out to the river mouth and the owner is miles away. In cases like this our caretaker or a club member could go and assist.

We hope some of your readers could help us with some ideas on how to do this. We know a lot of sailing clubs have small boats to lay race buoys and keep an eye on the racers. How do you go about setting up a boat to do that? Most of the problems we have come up with are to do with the registration of such a craft, does it have to be in survey? Does the operator need a coxswains ticket or just a standard speed boat license? What insurances would we need to put in place?

And so the questions go. We hope some of your readers maybe able to help.

Thank you,  
Kevin Davies  
[kdonsite@hotmail.com](mailto:kdonsite@hotmail.com)

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# The "Mis" Adventures of SY Fearless Hunter

Jan and Norma tell their story of being "punished" for doing the right thing...

By Jan and Norma, SY Fearless Hunter

**Where to begin. My wife and I have become live aboards since the end of June 2010. We are reasonably new to the cruising lifestyle but ready and game. We have owned our 46ft Hunter yacht for 17 months. I have completed up to RYA Coastal Yachtmasters, first aide etc to prepare. We have just had an incident which I feel needs airing as it has to do with the policies of some establishments. And now that I look back at it I know I will act differently next time.**

Tuesday the 10<sup>th</sup> August. We tied up to a public mooring in Stonehaven Anchorage at Hook Island the Whitsundays about 3pm. Trying to do the right thing and use a public mooring.

The weather was magic, no ripples and no wind. Fantastic sunset. The tide had turn about 4:30 and started to rise. We were fringed by exposed reef which goes most of the way into the narrow beach line and cliff face. We had a nice meal and settled in to a good book. At 10pm I decided I would for no real reason to air myself from reading and check the mooring line. Not that we had felt any movement of the boat at all, not even swinging on the mooring.

When I got up from below it was pitch black as it was overcast and moon less. Boy did I get a shock! I was facing the cliff face and our tender had just started to become the fender. I got my wife to bring the torch up ASAP. We started the motor and everything else. I idled gently in a straight westerly direction and slowly bumped our way over the reef about 300 meters back to where we had started from. Ironically the mooring line (about 10-12 meters) of it was still attached to our vessel, which my wife released straight away to avoid fouling. We do have a rope shredder on but it won't do the 75mm rope used on the moorings. The incident has been report to MSA and National Parks for investigation.

As we are slowly bumping our way across the reef in total blackness, we receive a call on the radio from a charter bareboat having a medical emergency on the other side of the Island at Butterfly Bay. I respond to their call as no one else was answering and they probably didn't have radio range from the other side of the mountains. I tried a "Pan Pan" to see if I could get coast guard or VMR. But no one answered. I did however get hold of a Charter boat with 18 very merry guests on board and he was 2 hrs away from where I was and I was only 1 hr. away from the patient with a suspected heart attack.

We inspected quickly our own boat and headed out through the blackness at full steam to get this patient. The other charter vessel assisted us by calling Hayman Island resort for me. They had a emergency medical team and I was told to bring the patient there, as it was the closest point of call. They did not have anyone they could send out to help. We managed through the



darkness to avoid any more encounters with Terraferma or other anchored boats as I navigated through the night in unfamiliar waters with various reefs and bommies lurking. We managed to find this charter vessel and picked up our patient and his sister.

We then proceeded back to Hayman Island as fast as we could as poor Stan was not feeling that great. It turned out to be Pancreatis we found out later. Anyway, we get to Hayman Island at about 1am and the winds are picking up and a large electrical storm is moving in from the west headed our way as we get in to Hayman. We request if we can ride out the weather and leave at first light. I was strongly told that that is not possible, as Company policy does not allow nor NO ONE is permitted in the harbor over night, so we were to leave. I tried to argue the fact but was told we had to leave. I was a bit tired and not fully ready for a show down after our little adrenalin rush earlier.

We then left Hayman resort a bit disgruntled and headed back over to Stone haven Anchorage about 4 miles away, hoping we could get anchor down before the front hit us. The winds were picking up to 25-30knots and it was pitch black, still about 1:45am. We managed to get over to the anchorage area even though it is exposed to the oncoming front. We dropped about 200+ft of chain in 45ft of water and got ready for the front. 2-3 mins later it hit as a torrential downpour with winds gusting up to 45-50knts, solid 35-40. It howled for 1 hr before starting to abate; by 4:30am it was calm enough to think of sleep and a strong rum. Anyway, the bright side was the boat got a good solid high pressure clean in fresh water. Our tender caught 250mm of water. Fortunately it's an inflatable or it would have been a submersible.

In Hindsight I should have defied Haymans policy and stayed. I feel looking back that what I did was not a safe thing and I put our lives and our home at jeopardy

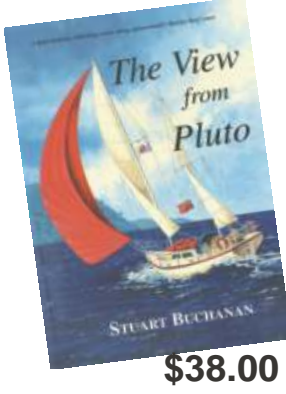
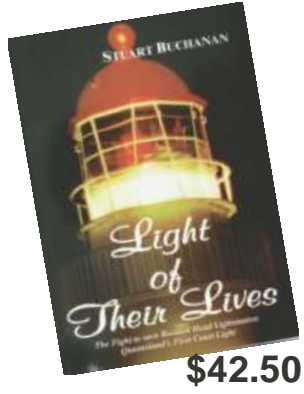
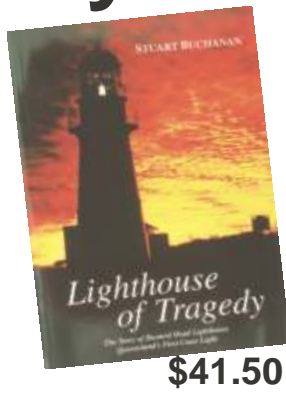
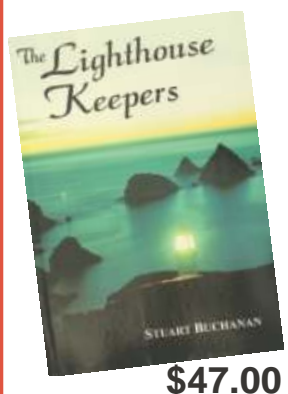
by following Haymans Policies and departing a safe harbour into a storm, still not knowing if I sustained any damage on the reef from earlier in the evening. Next time if that sort of situation arises I will be staying and recommend to anyone else that they do the same. They can try and arrest me for trespassing, I won't care.

**Anyway after a few good hours sleep and daylight I looked at our home and she hasn't suffered much from her ordeals and encounter with the reef. She was very clean. On another note, to top it off, it was also the day I had run out of cigarettes on purpose as I was quitting. Not a good start I must admit as I bummed cigarettes off the first person I saw. But have recommenced quitting now that things have settled. And its not fun.**

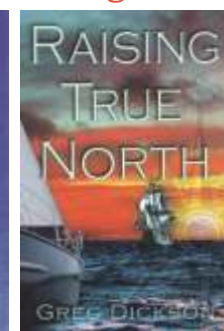


Norma & Jan

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# The Perennial Percy's

Story & Photos (unless otherwise noted) by Chris Dicker, SY *Westwind*

It's early May; Gilli (first mate) and I had done some big hops from Sydney to Bundaberg then out to Lady Musgrave Island. We were amazed at the vitality of the south-easter and often had a tuck or even two in the main and a scrap of headsail. This marvellous wind blew us along night and day, eventually dying out at 7.00 in the morning just off South Percy Island. The dawn revealed pillars of rain rising from the sea all around us to dark voluptuous reservoirs in the sky but we motored on under our umbrella of good fortune, our wet weathers going back into the locker bone dry.

Two years before we had visited the Percy's and were very excited to be back again. *Westwind* rounded Smith Bluff and found she had West Bay, on Middle Percy, all to herself. The anchor chain rattled out for six metres then rattled some more and all was quiet on board while the Mate and Captain caught up on some missed sleep.

When we were out and about again, we were fortunate to catch the little inter island boat, which was loaded with Percy island men out a fishin' and explorin'. If they caught some, there would be a BBQ that night.

Two years ago the new lessees, John & Cate Morris had just arrived. They found burnt earth and scuttled water tanks; the

old homestead up on the hill neglected and almost uninhabitable. The famous 'A' frame was on its last legs. The Percy's are a long way out, 60 miles from Mackay. Apart from just surviving, John and Cate had a mammoth job on their hands.

When we rowed ashore, the first thing that caught our eye was the new roof on the 'A' frame. The foreshore of West Bay was immaculate and any ground under and around the 'A' frame was even raked. For 40 or 50 years passing yachts and motor boats have been adorning the small hut near the 'A' frame and the 'A' frame itself with the names of their boats. Where were you 50 years ago?

The work and care involved in rebuilding the roof of this considerable structure without destroying 50 years of history must have been very well orchestrated. The materials were scrounged and paid for in kind and the labour came from the hearts of people.

There are two ways to visit the old homestead up on the hill and both allow you to stretch your legs. An extract from our log two years ago:

*"We had a stroke of luck the next morning as we prepared to walk the four kilometres up to the old homestead. The new lessee of only two months asked if she could tag along! During the next five hours we pretty much got the rundown on Middle Percy. It was such a leisurely Sunday stroll up along that sandy track, the diverse beauty of the island slowly became evident, not least the isolation. On reaching the homestead, which was built in the 1920s, we were greeted by a large flock of peacocks, a small pony and three very smart roosters, all leftovers from a bygone era and all but ferrel. Mother nature is busy reclaiming her own and the nut and fruit orchards are overgrown, the machinery shed, the once Eden like gardens, the wide open verandas with goatskin seats, all stand mute but the ghosts of struggles and joys still linger. We were very lucky to have captured even this moment on a dreamy, sun-drenched Sunday afternoon."*

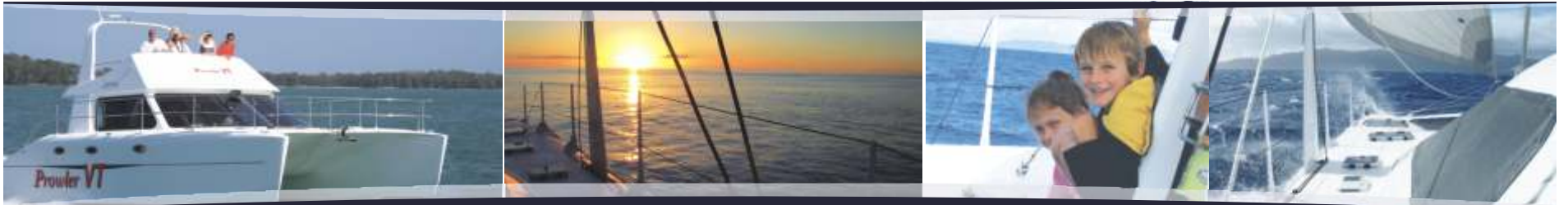
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Photos: West Bay, Middle Percy island, Chris at the A Frame, 2008, and the newly painted "Welcome" sign



photo courtesy of Cate & John Morris



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photos: Gilli & Cate carrying bamboo, peacocks, pony, chooks & Cate, and Chris & Cate at "The Homestead"

This time we walked up to the homestead alone, but found Cate with furrowed brow trying to pen a letter to the powers that be, who seem intent on returning The Percy's to their prehistoric state. We had to remind Cate that we were the people that helped her cut and carry some large bamboo poles the two miles from the homestead down to West Bay a couple of years ago. These were to be used to move a ten thousand litre water tank (that had miraculously been washed up on the beach), to higher ground.

There are goats on the island and magnificent specimens they are too; their numbers are kept down by those a little higher on the food chain. There are also many wallabies. Both animals are grazers and seem to live in harmony. I believe neither is native to the Percy's. White people are not native there either; there is nowhere they are native in Australia. But we are here and we are conscious of who we have displaced. Rather than try to return Australia to its prehistoric state we endeavour to understand the original caretakers but we also celebrate our short history.

The Percy's and surrounding islands were farms; the developing nation hungry for their produce. There would have been draughts, monsoonal rains and horrific cyclones, not to mention the isolation. Despite the apparent paradise it must have been a struggle at times to survive, let alone run a farm.

In those days there would not have been the volume of boats sailing up and down the coast as there is now. The farmer must have welcomed the passing yachts for a break to the monotony and news of the outside world.

This welcome became a tradition, which was almost tragically lost until Cate and John Morris came along. Their own struggles over the lease beginning in the court room, at considerable expense before they even got to the island. They are not wealthy developers; they have a belief in preserving and continuing to maintain the island to what it has become; a safe haven and a meeting place for sailors, a beautiful island sanctuary with diverse fauna and flora and a window into the history of the island farmer.

This has puzzled some of the people that hold the power. They can't seem to understand why anyone would work so hard for so little return, but there are some things that are still above monetary gains. Cate's immediate ancestry is entwined with Middle Percy Island; she is part of the history and therefore so is John, her husband. We are lucky that they are.

Their momentous efforts to stabilise and improve the infrastructure, to get the bees producing honey again and to plant some vegies have been met with disheartening red tape.

If anything I believe they deserve full encouragement and a generous grant.

*Westwind* could easily have lingered or even stayed with a will, much, much longer, but the wanderer is a slave to the horizon. We sailed off sadly, looking backwards more than forwards until the high slopes of Percy dipped below the rim. Cate had baked us a loaf of bread in the ancient wood stove. We ate it still warm spread with Percy Island honey. Our souvenirs were no stuffed Gold Coast dolphin or plastic Mission Bay crocodile, but a reassurance that magic is still alive and well and that ghosts who smile are far more powerful than those who do not....

### Gilli, Chris & Westwind



Just another classic day at West Bay, Middle Percy Island

photo courtesy of Cate & John Morris

**Westwind** is an 11 metre huon pine cutter built in Hobart 75 years ago by Jock Muir. In 2009 we took her home, the first time she had sailed in Tassie waters for nearly 70 years. She is now exploring the coast and islands of far north Queensland. Gilli is a mathematics and sports teacher and I am an ex long distance truck driver.

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# The Fitzroy River to Rockhampton

a challenge and well worth the visit

Story & photos by Phil and Patricia Watson, SY Aquavista

It's early May and a true Autumn this year, with cool nights and crisp clear days. We left Gladstone Marina where we had provisioned and sailed through the Narrows. As we draw less than one metre and I can now read a tide book, we sailed the whole way through the Narrows with tide assistance in and out. It gave a pair of novice sailors a sense of accomplishment. I only hope the spectre of the proposed bridge from the main land to Curtis Island for the Liquefied Natural Gas project planned never occurs.

After a day's stay in Deception Creek until the wind died down a bit, we opted to turn right on exiting the Narrows and made our way to Yellow Patch, a definite jewel in the crown of the Queensland coast cruising grounds. This proved to be a very social atmosphere with sundowners a regular occurrence and even a "Sandbar Sundowners" get together with several boat crews. With the freezer stocked with a few meals of fish and a couple of fresh mud crabs in keeping, we made our way to the

entrance to the Fitzroy River.

Having an interest in seeing crocs in the wild, I was non-stop scouring the banks of the Fitzroy for a sight of one of the big reptiles sun-baking or at least a slide of evidence of their existence, but no such luck!

The Fitzroy River, Australia's second largest river system, has many twists and turns and numerous sandbanks to negotiate. These sandbanks are prone to moving after the big water movements of floods, so with that in mind and being novice sailors we dropped the sails and motored the 30 odd nautical miles to the Rockhampton town reach. Initially we negotiated our way at low tide or very close to it and found both Patrick's Curtis Coast and Lucas' Cruising the Coral Coast invaluable and used the chart plotter (upgraded this year) as a guide only. However, with all these aids we managed to touch bottom twice, thankfully sand both times, once at Rocky Point and the next adjacent to Thompson's Point, abeam of the satellite mark. In both instances it was "driver error" as I was unable to read the signs of the shoaling banks, but in my defence the water was 50% sediment, or so it seemed.

As daylight was running out we opted to anchor for the night at a lovely little sand fly infested creek (or by-water) between Satellite and Dunlop Islands in good holding about four metres at low water. We had relaxing calm night (if you like mozzie coils and Aero guard). If you use this anchorage don't be tempted to continue to the upstream exit as this entrance to the river is barred by a rock wall either side of the islet in the middle of the exit. These rock walls are covered at high tide, are man made and I guess were placed there in this instance to stop silt from coming into the river proper. So use the same downriver entrance you came in to exit the anchorage.

Pics: left - Rocky from second bridge (note the rocks in the river this is where Rockhampton derived its name) & Fitzroy River mooring area from Fitzroy Bridge



The Fitzroy Motor Boat Club

The next day we motored to the town reach. On the way we followed a little ritual of holding hands when going under power lines. The reasoning being, if I am going she is coming with me and vice versa. The power lines present no problem in that the lowest is 28 metres H.A.T. (highest astronomical tide) but with 18.8 metres from top of mast to water line, it looks too close for comfort when looking up from the helm.

We took up a mooring from the Fitzroy Motor Boat Club (FMBC). The Manager, Brian is very helpful. At a very reasonable weekly rate, the fee gives access to their club house facilities, toilet, showers, laundry etc and best of all well priced beer on tap from 3:30pm week days and on Friday evenings, a meal is also available. A slip is available as is power and water at the pontoon. There is also a boat ramp and car/trailer storage facility and needless to say a dinghy pontoon for those moored in the river. The premises are secure and key access only is available from the road. So talk to Brian or the Commodore, Kevin Weisse on (07) 4922 2636 to be assured of excellent assistance.

The FMBC has a bit of history. I was informed that it was established over 100 years ago in approximately 1899 when the river was well patronized by coastal traders and the like. In the mid 1860s Rockhampton was one Queensland's major ports with exports from Rocky exceeding those from Port of Brisbane. From photos I have seen, the wharves along the CBD reach of Rocky were quite extensive. I have been told it was not uncommon to see up to four ships berthed at any one time.

The town of Rockhampton was founded in 1855 and the rocks in the river in the proximity of the existing bridges were the inspiration for the naming of the town. Like many Queensland towns, the city became established after a gold rush. This one was at Canoona, 48 kilometres to the north and other gold discoveries in close proximity helped continue the town's growth. Today industries such as grazing, horticulture, meat processing and mining are the major contributors to the ongoing financial viability of the city.

continued next page...



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Just a few of the famous Rocky Bulls you will see "grazing" around town



A typical Rockhampton Fitzroy River access

We are lucky in that we have fold-up bikes aboard and every opportunity that presents itself, we have them ashore. Rocky is a fantastic place for bikes so we made the tourist information shop in the old customs building in Quay Street our first destination. We find these places invaluable when we visit each town. So loaded with pamphlets and maps we decided to make an itinerary for our seven day stay in "The Beef Capital of Australia".

**THINGS TO DO / SEE LIST:**

1. Botanical Gardens and Zoo
2. Kershaw Gardens
3. Victoria and Queens Parks and the barrage

4. Stocklands shopping centre
5. Heritage listed buildings
6. A different pub/club each day for lunch
7. Shopping in the city centre
8. Sunday morning markets in town for fruit and vegetables

The week there was not long enough. It was so easy for us leaving the bikes under the FMBC Club House. We did manage to get everything on the list done and a bit more so with all this riding the lunches didn't add too many inches to the waist line. For us, as far as the best "pub grub" is concerned, it was a toss up between the Heritage and the Leichardt Hotels. At about \$10.00 per

meal, they were great value but I think the Criterion Hotel won hands down on the "Heritage Stakes", as the heritage memorabilia on the walls and the building's maintained architecture of this hotel are in our opinion the best, compared to the other hotels we visited in Rockhampton. If you get a chance, check out the foyer and its worn down marble floor tiles.

The botanical gardens and zoo is worth a second visit and even on bikes a full day was not enough. They are a credit to the city for their upkeep and its forefathers who founded it in 1869. The river walkway is a fantastic asset to the city. It is very well maintained in a picturesque state. We were able to ride our bikes from the FMBC to the barrage along the river bank pathways most of the way. On this particular ride we were amazed at the number and quality of the sporting venues, parks and gardens, bar-b-cue areas, children's play areas and access to the river.

The sporting venues in particular, I would guess were on a par with most capital cities. I guess this is why Rocky produces such a large and disproportionate number of national and international sporting identities.

Unfortunately it became time to leave; greener pastures are calling. So we reprovision from the supermarket complex at the southern end of Bolsover Street (poor overloaded bikes), fill with water at the pontoon and sadly say our goodbyes till our next visit.

Our stay at Rocky was memorable and very enjoyable, so if you don't mind a bit of a hike up the river, I am sure you would enjoy its many and varied attributes as much we did.

**PS:** Thanks Kevin and Berise for the wonderful hospitality and the tour of your fantastic town and surrounds.



Phil and Patricia



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# Audi Hamilton Island Race Week 2010

By Audi Hamilton Race Week Media Team with editing by Bob Norson  
Photos by Andrea Francolini

## LOKI THE NEW AUDI IRC AUSTRALIAN CHAMPION

In the closest ever finish in the Audi IRC Australian Championship, Stephen Ainsworth's *Loki* and Harvey Milne's *Aroona* went-blow-for-blow in the final event to decide the winner, and *Loki* took it... just!

CYCA sailor, Ainsworth, did not realise he had won at first, thinking *Aroona* had beaten him to the punch after the results see-sawed between the two all week.

In the end, *Loki* won by a mere 0.31 of a point after finishing the four-event series on 13.21 points, with *Aroona* second on 13.52 and Peter Horn's King 40, *Canute*, was third on 18.53 points. All three yachts come from NSW.

Ainsworth was one happy chappy when Audi Australia's Managing Director, Uwe Hagen, presented him with the keys to a brand new A5 Cabriolet 2.0 TFSI quattro S tronic valued at over \$90,000 and the Perpetual Trophy designed by John Woulfe.

"I'm speechless," Ainsworth said when told of his win. "I was sitting on my boat this afternoon thinking 'I've lost the Audi; you've made my wife very happy, because I promised her the car if I won it - she's been checking it out to see if the golf clubs will fit in the boot,'" he said.

Ainsworth confessed he had taken his wife Nanette and friends sailing in the final race, thinking he had just missed out on



winning. "I even steered to give Gordon (Maguire) a break for the day - we just went out to have a bit of fun."

On being presented with the keys to his new car, Ainsworth said: "I go out to sail and to enjoy racing, because I love sailing - to win the Audi is a bonus. I thank my great crew - what a roller coaster ride this has been."

Now in its fourth edition, the Audi IRC Championship starts with Audi Victoria Week in January, a mixture of offshore and bay racing. Round 2 is the Audi Sydney Harbour Regatta in March, sailed inshore and offshore, followed by the 386 nautical mile Audi Sydney Gold Coast Race at the end of July and climaxing with Audi Hamilton

Island Race Week, contested in our own Whitsunday Islands, where over 200 entries enjoyed the full gamut of conditions over seven testing days of racing.

It takes everything one can muster to win the Championship, in which 144 boats took place this year, but to do so when your main rival is racing in another division (*Loki* in IRC Grand Prix and *Aroona* in IRC Passage 2, in which *Canute* also raced), demands a certain audaciousness.

In the ring for the final round and punching above her weight was the Archambault 31 *Aroona*, her rival, the Reichel/Pugh 63 *Loki*, was at her best in the hands of Irish sailing boffin Gordon Maguire.

*Loki* settled in early, running away from main contender *Living Doll*, a Farr 55 owned by Michael Hiatt from Melbourne, reeling off two bullets in the opening races and continuing on for a runaway victory, but *Aroona's* crusade went to the wire. Milne came into the final day locked on equal points with *Local Hero* and finished second in division to her nemesis.

Milne gave himself the best chance of winning the Championship by contesting all four events, of which the three best results count in the final tally. However, he didn't bargain with the power of *Loki*, which won its division in the latter three events.

## THE KIWI'S GEORGIA CHARGE INTO HAMO

The Trans-Tasman rivalry of the biennial South Pacific Cup is in full swing at Hamo and the Kiwi's are on the charge.

The Melbourne-based TP 52, Rob Hanna's *Shogun*, is up against New Zealand's *Georgia*, skippered by owner Jim Farmer and Chris Meads.

*Shogun* recently won the NSW IRC Offshore championship while *Georgia*, a development of the Audi Med Cup winning TP52, Emirates Team New Zealand, is the current NZ IRC Champion

Built by Cookson Boats in Auckland, *Georgia* is the sixth in the family of Georgia Racing yachts owned by Auckland Barrister Jim Farmer and is modeled on the TP52 designed by Botin Carceek.

Internal ballast was removed from the ETNZ (Emirates Team New Zealand) design to accommodate a more comfortable interior, and a heavier bulb was applied. The deck and cabin top were re-designed to create more headroom below and the sail plan slightly larger for a slightly lower overall displacement



for the winches and the backstays. It's a race hull with beautiful red leather upholstery and all the creature comforts below deck."

The NZ team of *Georgia* and *Wired* is currently sitting on nine points on the South Pacific Cup tally board and leading the Aussie team, which is on 12 points after four races with five remaining in the series.

The Australian team won the South Pacific Cup against the Kiwis when it was first contested two years ago as part of the Audi Hamilton Island Race Week's silver jubilee.

## 2010

## LOCAL HERO PROVES WHEN YER HOT YER HOT!



The closest divisional battle was within IRC Passage 2 where *Aroona* from Sydney and the Matthew Owen skippered BH36 *Local Hero*, racing with a majority ACT crew, fought tooth and nail for seven days over nine races to finish a point apart.

Owen clinched the series with a 17 SECOND win over *Aroona* in the Lindeman Island Race, not a bad result for a bunch of dinghy sailors from Canberra's Lake Burley Griffin campaigning a 15 year old boat. "Does it get any closer?" questioned Owen this afternoon. "We sailed the ultimate race today and we are really happy it all came together for us. We just hope we didn't cost the *Aroona* boys an Audi."

Owen was referring to the four-part Audi IRC Australian Championship which began in January and came down to a week-long tussle between *Aroona* and *Loki*, the eventual Championship winner by 0.31 of a point (but according to an email sent out by Matt's very proud dad, Keith Owen of

cruising yacht *Speranza*, the *Local Hero* crew beat poor *Aroona* out of the car twice as the Heroic crew took the driving competition as well to bag the other Audi. When yer hot, yer hot!")

"I'm very happy for *Local Hero's* owner Peter Mosely who strangely I met in a bunker at Middle Head in Sydney while we were both watching our boats race in the Audi Sydney Harbour Regatta," said Milne today "We got him at that regatta and in the Southport race, and he has got us here."

Neither boat was ever out of the top three, *Local Hero* finishing on 8 points with four firsts, two seconds and a third place and *Aroona* scoring three firsts and four second places.

Overall winner of the IRC Passage 1 division, Ray Roberts' chartered Farr 42 *Evolution Racing*, already had the series wrapped up but still sailed the Lindeman Island Race to an easy going fifth. Apart from adding to his already ample trophy collection thanks largely

to his four wins from seven races plus other low scoring results, Roberts' regatta highlight was when a big humpback whale leapt out of the water in Dent Passage right in front of his boat.

Alejandro Perez Calzada's stately Spanish S&S design *Charisma*, which is currently on a world cruise and comes complete with espresso machine - was deceivingly fast at Race Week and gave Evolution Racing a good run for their money to finish second on 19 points nine points behind Roberts. Third was Peter Horn's King designed *Canute* from Middle Harbour Yacht Club.

Ben McGrath's CYCA Beneteau 40 *Iago* was the winning boat in Performance Racing division 1, narrowly out-sailing Terry Archer's Bashford/Sydney 40 *Questionable Logic* by two points. Third was Rob Basset/Brett Russell's Bakewell White 52 *Wired* from New Zealand.

In Performance Racing division 2, Ian Ford's chartered Beneteau 40.7 called *Whalewatchingsydney* clinched the series from Matt Allen and Warwick Rooklyn's Melges 24 called *Bandit*, another CYCA registered boat.

"I've been sailing with the same crew for the past four years and we've been nudging at this result for a while. From my 23 Race Weeks this is definitely my best result as skipper," said Ford.

"We come together once a year from Melbourne and Sydney, fly in on the Friday afternoon and go for an hour's sail in case we've forgotten where things are before starting the regatta on the Saturday."

## CONDOR & FLEET - A SIGHT TO SEE

The large contingent of cruising boats at Audi Hamilton Island Race Week provides colour and spectacle.

For the Lindeman Island race each division was called to the start line at five minute intervals by race officer Megan Kensington, leaving the fly boys of the IRC grand prix division until last to work their way along Pentecost Island and through the entire Race Week fleet

The final kite run to the finish in Dent Passage was a blaze of colour with spinnakers filling the horizon with the two giant superyachts *Perseus* and *Kokomo* pressed up reaching in under the fleet with their acres of spinnaker stretched.

The mighty *Condor*, David Molloy's charter maxi that has a long and colourful history in Australian ocean racing muscled its way through the Cruising division 1 fleet to finish top placed boat.

After running aground last year and finishing last, Molloy is delighted with *Condor's* result this week.

**TCP Note:**  
For more stories and photos see the AHIRW2010 web site:  
[www.hamiltonislandraceweek.com.au](http://www.hamiltonislandraceweek.com.au)



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# World ARC (Atlantic Rally for Cruisers) Round the World Sailing Rally sails into Mackay



## Words & Photos from the World ARC Sailing Rally Organising Team, 2010/11

"Hop on or hop off in Oz" is the message for round the world sailor's in World Cruising Club's round the world rally World ARC. The current edition of the rally, which set off from Saint Lucia in January 2010 with an internationally diverse fleet of 29 yachts, arrived in Mackay at the end of July.

The fleet have slowly made their way up the Queensland coast and the Barrier Reef, towards Thursday Island, before heading through the Torres Straits to Darwin, where they set sail for Indonesia at the start of September.

After Indonesia, avoiding the dangerous Red Sea route, the rally yachts will cross the Indian Ocean via Bali, Cocos-Keeling, Mauritius and Reunion to South Africa. A special briefing at the Royal Zululand Yacht Club will provide tips on how to sail in local conditions and the best weather patterns for tacking the Cape, en route to Christmas in Cape Town. In the New Year, the bows are pointing north again as the yachts head towards Brazil via St. Helena, before cruising onto the final Caribbean rendezvous.

Those wishing to head to America or Europe can continue on with World Cruising Club's transatlantic ARC Europe event in late May.

World ARC is open to monohulls with a minimum LOA of 40ft [12.19m], and multihulls between 40ft [12.19m] and 60ft [18.29]. Minimum crew requirement is two people onboard each yacht. A range of safety and communications equipment must be carried. The requirements are detailed in the Entry Regulations available from World Cruising Club.

### About World Cruising Club

WCC has a proven track record having already successfully organised six round-the-world events, including the first-ever round-the-world cruising rally - Europa92, and having very capably nearly 4000 yachts across the Atlantic with the annual ARC Rally, now in its 25th year.

**TCP NOTE:** *The World ARC excellent website is a must see if you have any interest in this rally or just want to read about the cruisers, including the trip they made from Mackay to Darwin. Catch up with daily logs, photos, and more World ARC 2010/11 news at:*

[www.worldcruising.com/worldarc.asp](http://www.worldcruising.com/worldarc.asp)

## World ARC fleet leave Vanuatu headed for Mackay



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# THE 2010 MORETON BAY FISHING CLASSIC

Double the number of competitors brings big business to the local community.

By Gabrielle O'Halloran, Moreton Bay Trailer Boat Club Inc.

**From Rockhampton, Queensland to Port Melbourne, Victoria, competitors from near and far flock to the shores of Moreton Bay for the second annual Moreton Bay Fishing Classic.**

The 2010 Moreton Bay Fishing Classic was a massive success with nearly double the number of competitors to the 2009 Tournament, sharing in over \$200,000 in cash and prizes.

The Classic, held over six days, kicked off with more than 600 competitors. The fishing venue was based between Moreton Bay Trailer Boat Club, Manly and Little Ship Club, Dunwich.

A daily televised live-cross between the two headquarters gave keen competitors the chance to fish the Bay or the ocean in the bid for up to \$1,500 cash for the largest catch of each of the 13 species.

Full competitors were also in the running for the Ultimate Prizes: A Haines Signature 540F Trailer Boat and Suzuki Motor valued at \$49,292, Suzuki Grand Vitara worth \$29,613 and Ocean Kayak Malibu Two XL Angler Kayak priced at \$1,600.

To add more excitement to the prize pool Carlton offered an extra \$10,000 to Competitors who entered in the Carlton Mid **Rich Fish** competition.

The Carlton Mid **Rich Fish** Campaign was run by Carlton Mid and held in specific locations nationwide. Carlton Mid – who were a sponsor of the Event – decided to launch the Moreton Bay segment of the Campaign in conjunction with the Moreton Bay Fishing Classic. 10 tagged Flathead were released into Moreton Bay (one of which was released from right here at the Club). If you caught a tagged fish and had purchased a carton on Carlton Mid and registered your details, you would win \$10,000. Entrants in the MBFC could double their money, just for being a Competitor. [www.carltonmidrichfish.com](http://www.carltonmidrichfish.com) has all the info.

Unfortunately the \$20,000 **Rich Fish** eluded the comp, but certainly didn't dampen the spirit of the Tournament.

This year, The Classic took on a family focus running a Junior Competition in conjunction with the big league. Daily Fish Prizes and Random Prize Draws were open in the Junior category every day of the competition, with overall category winners for Bream, Whiting and Flathead species awarded on the closing night.

Sunday featured the Suncorp and 4BC Family Fun Day, kicking off with 4BC Broadcasting from Manly at The Classic. Jaime Dunn and Agro paid a visit, while the festive atmosphere continued all day with face painting, live entertainment, a Kids Fishing Clinic and on-water demonstration from Ocean Kayak.



**Anthony Gosen, centre receives the Humminbird Fish Finder from three of the representatives present that night.**

Tuesday saw the weather turn wild with extreme winds and big seas; however it certainly didn't discourage the keenest competitors, who dutifully arrived at 4:00pm for the daily Weigh-In with their catch.

Classic Catch winner Anthony Gosen won the title with a 21.45kg Jewfish, which he caught on the first day of the Event. The Classic Catch is the overall "best fish" caught in the comp. Not necessarily the biggest (this year's winner was the second biggest fish caught), but an impressive fish for the species.

Anthony won a Humminbird Fish Finder valued at \$2,000.

The largest fish caught was a 33.35kg Cobia hooked by Andrew Campbell. Andrew won \$1,500 for first place in the Cobia species.

**Event organisers and competitors alike are looking forward to next year's tournament; bringing even more Fishing fun to South East Queensland with the region's wealthiest Fishing Competition. With the event growing predicted to grow even larger next year the organisers are looking at capping entrant numbers at 1000, so make sure you get your entries in early next year.**

## DISCOUNTS ON BRAND NEW BERTHS AT MANLY BOAT HARBOUR



Moreton Bay Trailer Boat Club is offering two new and extended offers which will be continued until such time as the Club has achieved its targets of Club expansion, more amenities – more toilets, more showers and more pokies.

### Package one - 28-day settlement:

To qualify for the discounted price on a new berth, purchasers must complete a letter of offer (available on request from [marinasales@mbtbc.com](mailto:marinasales@mbtbc.com)) and return to the Club office with a \$5,000 deposit. The balance of the amount must be paid to the Club within 28 days.

### Package 2 - six-month settlement:

Step one: Choose your berth.  
Step two: Complete a letter of offer and return to the Club office with a deposit of 10% of the total berth price.  
Step three: Occupy your berth making five monthly progress payments with the balance of the purchase price payable six months from the date of contract.

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### PACKAGE TWO SETTLE IN SIX MONTHS, OCCUPY NOW

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# Offshore Moonshine

By Moonshine Magician, SV Rum Boat II

Converting to a cruising lifestyle brings a lot of changes and for many a fixed income means there is a need to economise wherever possible. This can sometimes mean that some of the things we regarded as necessities, are no longer affordable. The car will probably be the first thing to be flogged off. In my case, I had a tear in my eye as I disposed of my drum kit, which could not be made to fit into the saloon. If I had been a smoker, giving up would have helped the budget and I suppose also the health.

One of the niceties I was not prepared to forgo was the afternoon snifter of rum. A nip or two before the sun sets, has a marvellous calming effect and also seems to move a person into a more philosophical state of mind. Rum of course is a great healing agent and can fix anything from an insect bite, to a broken leg (the broken leg takes a bit more time). But the cost!!!!!!!!!!!!!! With a bottle of Bundy retailing at around 40 bucks, all those nips are making a big hole in the cruising budget.

Luckily I had a friend who showed me the light. "Geez mate why don't you make your own"? He then told me all about fermenters, yeasts, demijohns, fusil oils, flavourings, reflux stills and lots more. This guy was a "brewguru". He sent me off to the local bootleggin store, where the blokes there filled my head with more knowledge and emptied my pockets somewhat, but in the end it has been a great investment.

I now spend a day or two every couple of months producing an exquisite rum that I call "Lighthouse" (because it helps me find the way). The process is not overly complicated and the equipment needed can be easily stowed on a smaller boat.

The method basically involves making up a "wash", of water (rainwater preferable) sugar (I use dextrose) and yeast with a yeast nutrient. This is put into a 25ltr. fermenting vessel and allowed to bubble away until fermentation is complete (bubbling stops).

The wash is then clarified by adding a clearing agent. This is then run through a still which boils it and condenses the steam, after which you should end up with a good quality ethanol (vodka) this will come off the still at about 80% - 90% alcoholic volume. **Don't drink it. It will send you blind.** This is then broken down to 50% alc. by adding rainwater and left to sit on activated carbon for a week (to remove any nasties), after which it is flavoured

and bottled. Flavouring is available for any type of spirit you prefer to guzzle. The longer you can leave it once bottled the smoother and more flavoursome it becomes, but it's quite yummy even after a week or so. There are plenty of additives available such as "Mellow Oak" solution which does away with the need to store it for 30 years in oak barrels and glycerine that makes it a bit smoother on the pallet.

One thing to remember is that distillation of alcohol is illegal in Australia without an excise manufacturer license. Even for your own use. And because this is Australia, it is not illegal to own a still..... as long as it is under 5 litres in capacity.

To distil the 25 litres of wash, I have to run five lots through the still. This takes about a day to complete. You can purchase 25 ltr. stills (it is apparently not illegal to sell them) and this would make the process quicker, but I find the smaller still has the benefit of being cheaper to purchase and easier to stow (it actually fits inside the fermenting bucket).

If you reckon you may want to have a go there is heaps of info on the internet and a great book called "Moonshine Made Easy" is definitely worth a look at and even has instructions for building your own still.

The main thing to remember is to aspire to quality and not quantity....You can't have em both. I chuck out the first 50ml. off the still (the heads) and don't distil once the head temperature gets above 85°C and end up with a much nicer drop.

Although I have seen other cove's moonshining at sea and up secluded little creeks, I prefer to carry out my distilling in a marina, where there is plenty of running water (for the condenser) and electricity (for the boiling element). I make up my wash while out and once it's fermented it will keep for at least three weeks before it needs to be cooked off.

## What's it cost ???

Most brew shops will sell you a kit that includes fermenter, still, and everything needed to make your first brew.

A 5 ltr. still with this type of kit will probably set you back about \$500 - \$600. Bigger stills are more expensive. The equipment outlay is a one off cost and should last a lifetime if maintained.



### Batch Costs (for a 25 litre wash):

Dextrose (25 Kg bag): \$60 (this makes 3 washes)

@ \$20/wash (sugar is cheaper).

Yeast and Nutrient: \$9

Clarifier: \$6

Activated Carbon: \$2

SUBTOTAL: \$37

Rum Flavouring = \$19

TOTAL: \$56 per batch

(plus excise tax if required in your country)

A 25ltr. wash will usually yield about 10 litres of drinkable spirit at 40% alc. Vol. Which equals \$5.60 / litre. I make my own rum flavouring at a considerable saving to the purchased stuff.

Compare these costs with what you pay "Dan Murphy" and you'll see that the equipment costs get gobbled up pretty quick and your way in front. The other benefit is that if you hang one on, you'll wake up the next morning fresh as a daisy, (as long as you build a good spirit).

**Tips:** Go for quality not quantity. Ditch the heads and tails. (they make good window cleaner). Break it down to 40% at least. I reckon stronger brews start to smell a bit like metho. Make sure your fermenter is properly sterilized before batching a wash. Get enough glass bottles to store the finished product. (Square 2 ltr. Jim Beam or Bundy bottles are better on board). Talk to an old bootlegger - they'll have all the info. and use the internet. If you like "Dark and Stormies" you can brew ginger beer in the same fermenter.....EASILY.

And finally: **If demand starts to outstrip supply you have a problem.....SEEK HELP!!!!!!!!!!!!**



Above are a few "tools of the trade" (from left): a fermenter, demijohn, yeast and the finished product

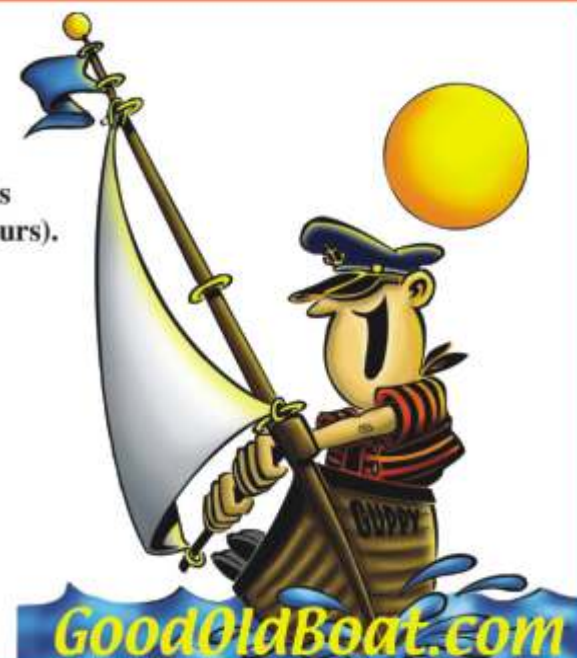
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# Horses for courses

Scarborough Classic Boat Race two races over two days around a triangular course in Deception Bay. I hesitated at first, and then agreed.

You see, my old skipper Ray from *Aeolus* had died the previous week, ten days before his ninetieth birthday. In memory of him, I decided to have one last race. My only crew member, Lawrie, was a dedicated cruising yachting who had never been in a yacht race before.

It wasn't a good start on the first day. I misjudged the time and crossed the starting line three minutes late. It was blowing a 15 knot north-westerly and before long the yachts ahead of us were just specks in the distance.

"Take your camera with you," my wife Shirley had said earlier that morning. "You should get some good photographs of the yachts under sail."

Perhaps I could have taken some good photographs if I had had an extremely powerful telescopic lens. Even then, the yachts would have looked like white dots on the horizon.

"I don't think we're coming last," Lawrie said after a while. "There's another yacht well behind us."

There certainly was, but when we eventually rounded North Reef beacon and made our way along the second leg of the course, the yacht behind us kept on going towards Moreton Island. It wasn't in the race.

The wind increased to 20 knots during the early afternoon. *Pluto* doesn't perform all that well into the wind, so we had to tack right into the bight of Deception Bay. After an hour or so the yachts ahead of us seemed to be getting closer; but we weren't catching up with them, because they had rounded the red beacon near Bribie Island and were on the third leg of the course. *Pluto* was on the third leg of the course too, but unfortunately we were heading in the opposite direction, still trying to tack round the Bribie Island beacon.

It would have been a great opportunity to take some close-up photographs of the yachts, but unfortunately I was too busy trying to dodge them as they headed straight towards us.

By the time we had rounded the Bribie Island mark, the fleet had once again disappeared into the distance.

Hours later, as we headed in towards the finish line, we suffered the ultimate humiliation the start boat *Ruah*, which logged the finish time of the race yachts, had up-anchored and gone home.

The second race on Sunday was a handicap race, the starting time of

the yachts relevant to their performance the previous day.

"We'll probably have to start about three o'clock in the morning," Lawrie commented dryly. "Anyhow, I've got a foolproof idea of how to cross the start line right on time."

"What's your idea?" I asked.

"We anchor on the start line until it's time for the race."

"Yeah, very funny."

We crossed the start line right on time, 30 minutes before any other yacht. The wind was a light northerly, so we had set our largest headsail, which was now pushing us along at the blistering pace of 2 knots. However, by the time most of the other yachts started, the wind had increased to about 12 knots and the rest of the fleet were fast approaching us. We rounded the North Reef mark and ran close hauled on the second leg. We weren't doing too badly; a couple of yachts passed us, but the others were only catching up to us very slowly.

The wind increased to 20 knots, a bit too much for the light headsail we were carrying.

"We'll have to change that headsail if the wind gets any stronger, Lawrie," I said.

The words were barely out of my mouth, when there was a sharp explosion as the clew pulled out of the sail. I ran to the foredeck and pulled in the madly flapping remains. It took about 15 minutes before the new headsail was hanked on and hoisted. By this time all but one of the yachts had passed us.

Sailing under main alone had again taken us deep into the bight of Deception Bay. Once more we were on a collision course with the yachts that had rounded the Bribie Island mark and were barreling along under spinnaker.

"Ah, well," I said to Lawrie, "at least we're not last this time. *Four Winds* is well behind us."

"I wouldn't talk too soon," Lawrie replied.

We rounded the Bribie Island mark, winged out the main and poled out the headsail. Lawrie took over at the tiller while I went below to prepare lunch.

Obviously, the crew of the gaff rigged ketch *Four Winds* wasn't worrying about lunch. No sooner had they rounded the Bribie Island mark when they set a large colourful spinnaker and mizzen staysail. *Four Winds* looked magnificent as she surged past us and disappeared into the distance.

"Well, Lawrie," I said, "at least we're consistent. We'll finish last in both races."

When we eventually arrived back at the marina, I said to Lawrie:

"Do you want to go up to the clubhouse for the presentation of trophies?"

"You've got to be joking," Lawrie replied. "I'll be ashamed to show my face around the club. In fact, have you got a hoodie I can borrow so I can get out of here without being recognised?"

Leaving Lawrie to skulk out of the marina, I boldly attended the presentation. To my surprise, I didn't go away empty handed; each participant in the race was presented with a nice little plaque. Towards the end of the presentations, John Paul said:

"And we have a special award for Stuart from *Pluto*. Would you come forward please Stuart."

John Paul handed me an object wrapped in a crumpled page from *The Courier-Mail* and asked me to open it. Inside was a golden trophy the rear end of a horse mounted on a base.

My old skipper and mentor Ray would have been shocked and disappointed to know that one of his 'students' had turned in such a pathetic performance.

"But hey! It's not all that bad, Ray. I won a trophy, mate, didn't I? Huh? It's more than most of the yachts in the race achieved. Wasn't it, huh?"

**From now on I'll stick to cruising.**



**By Stuart Buchanan, SY *Pluto***

There are racing yachting and there are cruising yachting and I'm definitely not the former. Admittedly, many decades ago I learnt to sail in *Aeolus*, an 11 metre racing yacht owned and skippered by Ray Canniffe, competing in a number of Brisbane to Gladstone and Sydney to Mooloolaba ocean races. It was a valuable learning experience taking a yacht to its limit in all kinds of weather conditions; and best of all, any breakages were paid for by the owner. But as we sailed along, trying to squeeze the last fraction of a knot from the good ship *Aeolus*, I always found my eyes drawn towards isolated islands and creeks where I hoped one day to anchor my own yacht and stay for as long as I pleased.

My dream turned into reality in 1993 when I bought the 9 metre ketch *Pluto*. I spent many enjoyable years cruising the Queensland coast, not caring whether the yacht was doing 8 knots or 4 knots. Not once in 15 years did I enter *Pluto* in a yacht race.

And then in September, 2008, John Paul Mira from Scarborough Marina invited me to enter *Pluto* in the

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# GOOD NEWS FROM TCP'S ADVERTISERS

## GOLD COAST MARINE CENTRE APPOINTS SHIPYARD MANAGER



David Whyte (left) and Shipyard Manager Shane Subichin

Gold Coast Marine Centre has appointed one of Australia's leading travel lift trainers, Shane Subichin as Shipyard Manager, as the centre embarks on a major program of expansion within Australia's largest Marine Precinct.

Shane brings a wealth of knowledge, having run the shipyard at Runaway Bay Marina for the past 15 years and has over 21 years of industry experience.

Shane is highly regarded by Gold Coast boat owners and has a genuine passion for all boats, no matter whether they are timber, steel, fibreglass or aluminium. "It doesn't matter whether it's a small craft or a super yacht, every boat deserves our very best care," he said.

He is one of only two Marine Industry Association Australia (CSM's) Certified Service Managers in Australia. He also holds a Certificate 4 in training and assessment which enabled him to become the first registered trainer to offer the MIAA's straddle carrier operations and maintenance courses right across the country.

The Centre's general manager, David Whyte, is elated about Shane's appointment. "His genuine concern for customers, extensive industry knowledge and natural enthusiasm make him a perfect fit with our culture and service values," he said. "Our centre is very customer focussed and we are dedicated to their total boating experience. We work hard to ensure that all services are excellent value, delivered on time and carried out within a clean and friendly environment."

David joined Gold Coast Marine Centre in April of this year following an extensive career in marine retail sales & management. His role includes overseeing the centre's multi-million dollar expansion program while ensuring that GCMC delivers on its promise of continual pursuit of excellence for the customers.

In a further expression of confidence in the marine industry's future, GCMC recently acquired Australia's first Sea-Lift, a self-propelled submersible cradle capable of lifting boats up to 20 metres in length and with up to 3 metres draft. The lift is the only one of its kind in the southern hemisphere and will operate alongside the centre's existing 70 tonne Travel Lift.

The Sea-Lift is ideal for lifting wide beam catamarans, houseboats and other multi-hull vessels, all of which are becoming increasingly popular with boat owners.

"With significantly greater lifting capacity, vastly improved refit and hard stand facilities and our friendly professional crew, we will be able to lift and service a much larger variety and volume of vessels," David said. "The future looks very exciting for our customers & crew."

[www.goldcoastmarinecentre.com.au](http://www.goldcoastmarinecentre.com.au)

## DG MARINE HAS GREAT CLEARANCE DEALS ON TOP QUALITY ROPE

by Bob Norson

Some rope can be difficult to work or just has a poor feel in the hand. I had Derick of DG Marine send me a sample of 10mm to work into an eye splice using a method that is instructed on our website.

See: [www.thecoastalpassage.com/eye\\_splice.html](http://www.thecoastalpassage.com/eye_splice.html). I used the tools pictured at lower right and found the rope to be very workable and with a good grip. A good knife, a larger screw driver ground to a point for a fid, and a little one for fettling with that last stubborn inch is all you need except for a hammer sometimes. The Stitch-It-Awl is what I consider a boating equipment necessity. See: [www.stitchitawl.com.au](http://www.stitchitawl.com.au)



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# Bare Bones project update:

**Boat Building is about having a bug crawling in your ear and not being able to do a thing about it because your gloved hands are covered in epoxy that is going off faster than you can work it!!**

The point being you have to be able to accept some hardship and unexpected problems to get a project like this done. BUT.. to balance the thing a little, sometimes you get to expand your field of knowledge in ways that are unexpected and satisfying, and all knowledge is beneficial.. sooner or later.

Lets take welding on aluminium for example. I mastered welding on steel whilst rebuilding our old steel ketch some years ago. See [www.thecoastalpassage.com/rust.html](http://www.thecoastalpassage.com/rust.html) if you think I'm kidding. But aluminium is a whole different exercise. The forebeam for our boat is a massive aluminium pipe. Certain items had to be welded to it prior to mounting on the boat because some parts were directly adjacent to epoxy laminations that would be damaged by the heat. So... just so happens that Peter Kerr of Lizard Yachts operates from Tin Can Bay which is not far from us. I had fabricated the parts that had to be welded in place and had prepared the forebeam to accept them. And by the way, getting the metal locally was impossible. I finally got in touch with *Action Aluminium* in Brisbane. They had the right alloy and 16mm thickness and sent it off same day. Great service.

Where was I..? Oh yeah, Peter, nice guy, rang him up and asked could he do a quick job for me? "Sure", just give a ring before taking off with the 5 metre pipe

lashed to the top of the van. Now a lot of tradesmen in Queensland guard their knowledge like their daughters virginity but as soon as I got to Peter's big shed he proposed that I should give it a go myself. I was free to use his gear. I have a mig welder but gas being ridiculously expensive lately, I had experimented with those small disposable argon bottles you can get at some tool places. For \$110 I got a bottle and the regulator and a complete mess on my test piece. A horrible result and about 10 minutes of gas. What a burn! So I wasn't that keen or confident.

Peter gave some quick and concise advise and turned me loose with a mission. When I could weld a 90 degree joint on one side and beat it over with a hammer and have the metal break or flatten without breaking the weld, I would have all the skill required to give it a try. I did it on my forth attempt.

Peter sells plans for power and sail catamarans made of aluminium for professionals and amateur builders. If you've ever contemplated building an aluminium boat but didn't have the skill and unsure of being able to acquire it, I suggest you contact Peter and set up a project conditional on your successful instruction on welding. Some people just have the knack of making an otherwise difficult task easy to grasp.

So in an hour of work and two hours of shooting the shit, I was on my way back. The next big part of my boat was putting on decks but the forebeam had to get done first. Also... it looks like I have a rig to build. Peter reckons my 200amp Mig-O-Mag welder is up to the job with proper gas. It looks like I can get the alloy stock for mast, boom, spreaders and etc.. for about \$4000 plus shipping from Sydney. Add another \$1500 for wire and fittings and a week or two of work and I have a \$16,000 rig. Valuable knowledge Peter... thanks!



When you can abuse a weld like that and it holds, you've won.



The forestay is not going anywhere!



With the forebeam in place the decks can be installed, another important milestone.

As of this issue...



## Do You Go For Glory... OR Efficiency?



last issue...



That's Peter Kerr of Lizards Yachts, Tin Can Bay. Check him out at [www.lizardyachts.com.au](http://www.lizardyachts.com.au) Some people can do and some people can teach but not a lot can do both.

I could have the cabin top in place by now. It was real tempting and would have been quite a psychological boost but the left side of the brain, (isn't that supposed to be the practical side?) won out and I have been working instead on furnishings. The bow cabins are ready for fairing, painting and installation of components, toilets and such. Bunks are mostly done and the TCP office is ready for finish work. The desk and bench tops are shaped but left out to laminate with something pretty and to keep out of the way of paint. The big structural items have been done, looked at, thought over and redone heavier and better. In short, the stuff that would be nasty to get at with the top on are about 80% done, but our goals are modest... *continued next*

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This is the last project done before this printing. I am laminating 15mm foam that I have marked for apertures to be cut out later. I did this bulkhead in halves and joined later.



I use a common tile cutting diamond blade on my angle grinder to cut straight lines.



Then a jig saw for the curves. I found a great tool bit for cutting composite panels. See inset; it's carbide sintered, no teeth. The abrasive grit doesn't show any wear so far.



The "finished" product is light, strong and relatively inexpensive (I won't use cheap though). I left some material around the edges for final shaping. I also left the protective "peel ply" covering in place for now. NOTE THE SAFETY GEAR! ALWAYS!

# I want to launch yesterday!

But sometimes life gets in the way.... My first big shipment from FGI went walkabout. Let me say first, this is not a criticism of FGI. They acted in good faith and were as disappointed as I was. But, they do not insure the shipment. They arrange it but when the product leaves them that is it. So other materials arrived on time but \$2000 worth of foam vanished and just as it was to be written off a week after the rest came in.... it turned up. Another several days for it to arrive in Maryborough and worse for wear but found.

In any case.. no more shipping. But every time I think I have a solution to a problem... the Gods laugh! We waited for rainy weather that I couldn't work in anyway, to use for a trip south. We got as far as the Sunshine coast before the timing belt on the old van disintegrated. RACQ came to the rescue with a ride all the way home.. bless em! I was concerned. Timing belt failure is often accompanied by major work to replace bent valves but after a weeks worth of stuffing around finding the right place to get parts and catching up on other maintenance the van was behind on, it was "take two" of the boat building materials road trip. I got lucky, no major damage. A boat builder without an old good running van is doing it hard. And a boat builder that pays the local mob to make those kinds of repairs won't have enough money left to build the boat!

I became reacquainted with city traffic... but made it to Wacol and FGI. A pile of foam, buckets of vinyl ester and a list of other bits and pieces and was ready to go.

Something to note about FGI, the first vinyl ester came with the shipment that played hide and seek with me. I had some difficulty with it on larger jobs. Not a defect in material but not the ideal for my hand layup. I had three buckets of it and asked if I could exchange the two unopened buckets for another type. That was approved before I left. When I got there, Shane P. even credited me with the part used container. Customer service above and beyond my expectation is a welcome experience in boat building. I left \$5000 poorer, but pleased. Speaking of good customer service, I rang Boat Craft Pacific a couple months ago to order a faster hardener than I had. First thing I was asked was would I like the slow stuff exchanged? They are now advertising with us and we are particularly glad to have them as the products have been as good as the service. We also bought about 30 sheets of ply there.


Next stop, Polycore. The corporate headquarters of Polycore is a shipping container at Cowboy Bob's and Maggie's place off the road on the way to Toowoomba. Surrounded by uncounted motorcycles in various states of repair, a few pet horses and miscellaneous boat related things.. 5 acres of pretty interesting stuff. I finally find which building is the "office" and get a yelled, "come on in, turn left and right"... and find myself in a chaos of computers and samples of fancy laminated panels of Polycore. Had a fun visit, talked old motorcycles and left with a bunch of panels. Took all the back roads behind Wivenhoe and made it back to Boonooroo by tea... whew, what a day!

But this is all part of boat building and no report would be complete without dealing with it. Cars break down, roofs leak and materials run out at the worst times. I'm not working from a kit now and not even sure what stuff I will be using from day to day. I decide as I go and acquire experience. BUT... the savings of getting the unprocessed materials can be substantial and I enjoy learning new things.

Using simple, but useful numbers, lets say a 12 metre cat needs 100 panels worth of foam at the size FGI sells (4X7 foot approx or 2.65 sq metre), and lets say the average thickness is 15mm (12mm vertical panels, 20mm horizontal and 40mm on main bulkheads). Add another few thousand for epoxy if you like and another \$5000 for e-glass, tapes and fillers. Add another \$5000 for various consumables like sandpaper and some wastage. Those 15mm panels cost me \$250 each including resin and e-glass (800 gr). And that's on the fat side. So... that comes to \$38,000 for the shell and a lot furnishings and accessories.. And if you want to save some time, you can do what Ian Campbell did on his Polycore boat and hire a local CNC mill operator to loft the panels for you at a cost of a few hundred. See [www.buildacatamaran.com](http://www.buildacatamaran.com) for more on that. After talking with Peter Kerr, I think aluminium would cost very similar to composite fibreglass to the same state of completion.

And if you think this really slows a project down, well have a look at my progress and see what you think. I have actually made my best progress working with foam and plywood. The shortcomings of the balsa panels I started with negated much of the benefit of pre-glassing and I still have them to deal with. Because the lamination is porous and the balsa outgasses like crazy (see [www.buildacatamaran.com/bbloggas.html](http://www.buildacatamaran.com/bbloggas.html) for the story on that), I have to schedule every job including taping, to evening hours when I could just be working at my convenience with the foam panels. Two days ago I got brave and taped a foam deck panel to the balsa core shear panel. I had to babysit the taping for two hours, watching the gas blow the tape off the surface and rolling it back in... again and again until it finally went off hard. I could have laminated another foam panel in that time. Everyone has their preferences. Quality designers like Schionning will have complete kits or plans to suit your chosen materials. Strip plank is still a fine option. And as is demonstrated by previous pages, plywood is still a very popular choice.

I have almost caught up my building log for this boat on a new website mentioned above; [www.buildacatamaran.com](http://www.buildacatamaran.com) I have purposely used as great a variety of materials as possible to report on my experiences with them and the log may be the most extensive report on a boat building project ever recorded for free public viewing. And this project is only the beginning. How about yours?




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# MULTIHULLTURISM

Alan wrote this for TCP a few years ago and remains one of our favourite pieces of all time

By Alan Lucas, SY "Soleares"

**Unless your head has been buried in the bilge these past couple of decades, you cannot help but have noticed the disturbing shift in the sailor's psyche away from healthy xenophobia about almost everything to an acceptance of other influences and cultures. Nowhere is this more evident than in his or her irrational acceptance of multi-hulls. Don't believe me? Look out your porthole, there's a plague out there.**

Being an honest-to-goodness, fair dinkum tar-and-canvas Ocker, I reject this merciless invasion of all that is right and decent in Australian boating and make no apology for railing against the erosion of our true maritime values. Multiculturalism is one thing, but *multihullturism* is quite another.

As a dedicated monohullist, bitter and twisted about not being able to afford a vessel that holds its value and goes twice as fast, I maintain that multihullturism is divisive and discriminatory and should be stamped out. Catamarans, especially, are everywhere, clogging up our waterways and popping out from behind headlands and islands to frighten the life out of decent, traditional sailors who they zoom past with haughty indifference to claim the best position at the next anchorage: and it's not as if they need to be first because their shallow draft gives them the best anchorage anyway!

And once at anchor, some multihullist are so indifferent to their more sensitive, traditional cousins that they make no attempt to counsel them with refreshments in their obscenely oversized, undercover cockpits. They just leave us sitting miserably in our open cockpits rolling our gunwales under and glowering at them as we curse a trend that is destroying our cherished values.

Having always owned boats that are slower than my willingness to accept change, I have seen more than my fair share of transoms disappearing over the horizon ahead, but in those days there was just one transom per boat, now I am obliged to watch helplessly as two and even three transoms per boat disappear at a much faster rate.

This is serious in-your-face stuff that would never have been tolerated with the old One-Hull Australia Policy of my boyhood. In those days multi-hull designers mysteriously disappeared, almost certainly as a result of covert operations run by



responsible single-minded and single-hulled maritime authorities.

Sadly, despite our government's earlier and entirely admirable attempt to discourage this un-Australian trend, radical, free-thinking designers prevailed and eventually won the hearts of a spiritually impoverished, but cashed up segment of society, presumably because of the superior speed of their creations and their customers' love of going somewhere quickly for no apparent reason. Why? Isn't cruising all about getting there, not being there? What's so wrong with plodding along at five knots, revelling in those sickening death rolls as every watery hill and valley is explored along the way? We experience nature at her best from which cascading lockers, gear failure and technicolour yawns cannot detract.

When the always-rushing multihullist reaches anchorage, he or she completely fails to understand the purity of spirit that is the reward of real achievement. While monohullists put in quality time searching for lost objects in the bilge, wiping food off the deck-head and praying that they got the tide heights right before anchoring, multihullists relax in a state of luxury, insulated from reality aboard a stable platform that can take the bottom at low tide where it doesn't even have the decency to lie down to an impossible angle and deny food, drink, and sleep to its crew for up to a fortnight.

So insensitive are some multihullists (on those rare occasions when they invite us true believers aboard), they make a point of confronting us with the fact that nothing falls over at sea and they have never heard of gimballed stoves or fiddled shelves. Worse, they actually enjoy watching us squirm with their stories of total stability in the worst of weather when nothing catastrophic whatsoever happens! If that's not intolerable confrontation, then I don't know what is.

Multihullists not only have faster, more stable and spacious craft with which to outrage our sensibilities, they also have an aircraft carrier-sized deck to romp on and enough space on the cabin top to power a small city with solar panels. How can these blatant excesses leave such people with any sense of true-blue Australian values when the reality is they are aliens on alien craft, unable to face the real world?

They are a lost race pathetically hammering at the door of common sense and decency, unable to understand how they lost their mono-way in the first place.

The frightening growth of multihullturism seems unstoppable, but there is a glimmer of hope on the horizon for us true believers. Signs of erosion are becoming evident enough to raise the spirits of those for a little malicious pleasure. Look at an example or two:

For starters, Australian marinas are upping their rates for excessively beamy boats, which, with a little luck, may eventually reach the double and sometimes triple rates of overseas countries.

And then there is the fear of being damaged. Remember, lightweight craft are built of lightweight materials and this fact has many multihullists paranoid about collision with our old fashioned, built-like-a-brick dunny, monos. This, if nothing else, allows us to muscle in at crowded anchorages and enjoy a little serious intimidation towards those expensive behemoths of the multi-hull variety.

And if you want a real buzz, a deliciously unbeatable form of one-upmanship, mention how naturally cool your monohull is in the hottest weather thanks to her natural flow of air from stern to stern. Multihullists hate this one because their vessels are so hard to ventilate properly that on hot days they will actually accept invitations aboard monohulls! Indeed, some become so fascinated by the notion of being on a boat that is not like a Turkish bath they commonly outstay their welcome to the extent of actually expecting a second cup of coffee!

Finally, there is the Achilles Heel of all multihullists: this is their fear of turning upside-down. This is a card that can be played to enormous advantage as long as you control the conversation. Steer it away from irritatingly petty observations like, "Well, at least multi-hulls stay afloat whilst monohulls plummet to the bottom."

Whatever is done to prevent multihullturism splitting our society in "haves" and "wish we haves", it should be diligently pursued to prevent further erosion of a once happy and exclusive monohullist society.

**For goodness sake, some boat builders have even started making a good living, something that never happened in the good old days, and if we're not very careful multi-hulls may even become growth assets. This lamentable turn of events could go on to destroy boating's proudest tradition: that of guaranteed financial ruin.**

Furthermore, it could destroy the most outstanding character trait of all traditional sailors, which is a rich and boundless optimism underscored by a sense of utter futility.



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# No pussy footing around- it's getting there

**By Dianne Challis,  
Boaty fulfilling a dream**

Where has the time gone? The last article about building our 'cat' was written back in March/April. I was looking back at what we were doing i.e.: building the bridgedeck, glassing on stringers and getting the bridgedeck into position etc.

Also following Ului and its path of destruction, while whining about humidity. I thought back then that this boat would never look like a catamaran. We just seemed to be doing lots of stuff but I couldn't see anything for our efforts.

Now here it is June going into July and low and behold our little thing has grown into a big thing. I would like to say it was a miracle that happened over night but in reality it has been bloody hard work and determination.

We have been having good days and bad days with the old health issues but it hasn't deterred us from our project. The winter days have been almost perfect for working on our project. The mild days with their very low humidity have allowed us to do a lot of gluing and glassing.

Although, one thing we had to be aware of was if the temperature dropped too much, for instance in the late afternoon,

the resin would absorb the cold air's moisture as it went through its chemical reaction. This can in turn give you a weaker bond and also take a lot longer to go off. If you can keep the area warm then there is no problem but like most boat builders we don't have the luxury of a centrally heated shed. So we always do an hourly check on the humidity and the temperature and when it goes beyond the safe usage time of day for the products we just close shop and become human beings again instead of little grotty, dusty boat builders.

Once all the bridgedeck and front lockers had been done, we set about glassing, coving and taping the webs on the inside of the front lockers. They have now been faired awaiting their coat of paint before the deck goes on. We have concentrated on our bow lockers with coving, glassing and fairing. All so tedious!

Yes it all sounds boring but that is what it is like building a boat. It is a lot of repetitive jobs and when you write down what you have done for the day you sit back scratching your head wondering what've you got to show for all of your efforts. Well we do anyway.

One of those tedious jobs has been building a small watertight locker up on the bow. This is situated just in front of our main bow locker. We decided to go for an Allyacht Spar fore-beam instead of a composite as most other 'Easy' cats. It ends up weighing around the 35kg mark and we like the look of the end product.

So we have reinforced the in-board side of the hull on the bows with 30mm ply and then glassed over this taking the glass around and over the forward frame which would normally have had the composite beam attached to it.

We have had Allyachts out to measure the angle of the dangles and they are at this moment manufacturing the brackets which will be bolted to the hulls. Then the beam itself will be made to the precise measurement governed by the distance between these two brackets.

The locker itself is only deep enough to allow a hand and socket cum spanner to fit in to do up the nuts. It has been coved, glassed and painted and a drain hole has been put in place. To gain access we are using a round inspection port which will blend into the deck.

Again this has been done for the old "just in case" thing. Who knows; someone could always come adrift at anchor and bare down on your unsuspecting boat, or one could be pushed into something. If the forebeam is damaged this allows us an easy way to release it and do relevant repairs.

We feel that we have to look at the

worse scenarios; we have seen and heard of such things happening and distressing those involved. We want to remove all that stress before it happens and be prepared. My silly little belief is that if you are prepared it will never happen. Let's hope that is true.

We have been working on our bulkheads. These are the masthead bulkhead, companion way bulkhead, rear beam bulkhead and forward bulkhead. These are made from pine frames and then faced with marine ply.

These frames or bulkheads are very solid and you don't realize how solid they become until the ply is placed on both sides. These are glued and screwed with stainless steel screws where I get the privilege to bog every little hole. Then joy of joys, I get to sand the blighters.

I have been fairing the bulkheads as we go along in readiness for the wood preserver and then when the time comes, the high build paint followed by two pack paint will seal off the internal structures.

With the bulkheads in place and the doorways cut out we have proceeded to cut down and shape our intermediate frames in preparation for building the furniture. Steps have been cut out to allow us access into the hulls.

*continued next page...*



The bow locker above and the front lockers below



The pine frames



The pine frames faced with marine ply

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**Bulkheads in hull**



**Ready to begin the furniture?**



**Now where will the washing machine go?**



**The aft end workshop**

At this stage of the building we are now able to picture the basic set out for furniture. We can now plan where to place batteries, settees, galleys and nav. stations. This is where it gets more exciting and gives you the sense that you are nearing the completion of the dream. But in reality there is still a lot of work to be done but it does give you the incentive to keep at it.

One of our biggest dilemmas is 'Do we have a washing machine?' There is room for one in the bathroom; the boat's been designed for it. But then again, I did do without one when sailing before; I managed by sitting in the cockpit and washing by hand. In actual fact I think I personally enjoyed getting back to basics with the old washing thing. Oh the quandary of such important things eh!

We have been running conduit and pipes through certain parts of selected bulkheads to allow for cables to go from one side to another. These have a mouse in them...(that conjures up a picture doesn't it?)...and will lie dormant until we need to use them for pulling cable through. It doesn't necessarily mean we will use them but if the need arises they are in place. We find that we need to think ahead for those 'just in case' scenarios. We don't want to be caught out. We want to have a desalinator on board and at this stage

don't know where it would be situated; so by having pipes going which-ever way gives us the opportunity to run the water tubes where ever we want. It's better to do these things before everything is sealed up and difficult to get at.

Our next project is our rear steps. We have left them except for the transom steps, which we have already built because we had access to the boat via the bridgedeck extension we have at the rear of the aft beam. So climbing up and down our steps and into the cockpit cum workshop has been easy for us. Talk about a workshop; we have a small bench saw, an old outdoor plastic table and every electric tool known to man set up in this area. This has certainly been a God send because it reduced the ups and downs to the workshop below and made it easier to do the jobs at hand. Luckily I had glassed over the complete bridgedeck when it first went up as this has protected the ply no end from all the traffic and dropped glue and resins.

Before I finish off, here is a little tip for those who are building composite boats...just thought I would throw this in:

With the ply boats Peter Snell suggested to us that any through hull holes (try saying that fast especially after a few), drain holes, bolt holts etc. that were to be drilled, should be drilled over

sized and then back filled with an epoxy glue mix then the correct sized hole drilled through this. This way the end grain of the ply is completely sealed.

When I built the Lidgard cat this was of foam sandwich construction with balsa bulkheads and bridgedeck. To seal off the end grains of the balsa and to seal the foam where holes were drilled we did as follows:

The composite had been glassed on both sides so we drilled the holes to the required size then placed the long shaft end of an Allen key into a drill. The head of the Allen key was then placed in-between the two layers of glass so that the key touched the composite. With the drill turned on the key would whizz around taking out the foam or balsa back as far as needed. Then this space was back filled with an epoxy/cabosil mix.

Because you have a layer of glass on top and one below this then completed the seal and became very strong for through hull fittings, bolts, stanchions etc. Hope this helps.

The boat building community is all about helping one another and learning from each other. With all the vessels under construction throughout Oz someone will always find a short cut or an easier way of doing something that can be shared allowing the individuals the opportunity to make the choice of whether or not that particular process

would suit their needs. It is all about working together so that we can all get out there and do what we have been dreaming about and working hard to achieve. Keep living that dream and don't let go of it. It won't happen overnight but it will happen. Steady, steady she goes.



**Dianne and John, smiling as always**

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# Haul out hazards



Boat Yard neighbours, *Ariel* listing in the mud

By Jan Forsyth, *SY Sea Wanderer*

**The haul out began and not without a tinge of anxiety on my part as we motored the boat over from the marina through the rough chop to the haul out area. This was to be a first for me so I was eager to please and ready for a new career in repair and maintenance.**

The great lump of boat was driven onto a precarious trolley, arms bought in and spring lines rigged fore and aft. Meanwhile Skipper, brave and bold, was over the side in murky croc infested waters making sure the boat settled correctly on the timber bearers.

*Sea Wanderer* was installed high and dry on a shabby cradle, looking lost and way out of place amidst shipbuilder's rubble. A tall ladder was secured on the side for access and if the boat was out of her element I was certainly way out of mine. I stood at the bottom of the wobbly structure and thought I'd never be able to make it up to the deck, let alone have to scale the thing many times during the day (and night).

The stress of living in an industrial site full of life threatening obstacles was a direct change from everything at sea. There was the dog for a start. The great, fat, black, nasty beast, trained to deter and attack, who lived right next door, in between us and the ablution block. At night he would prow the periphery probably seeking out stray cats, as certainly no one in their right mind would want to risk a messy, hazardous boatyard for plunder.

The slippery path that led to the facilities was a daily dread, at night a treacherous ordeal when the nocturnal bladder screamed for relief. Some use a bucket and I did seriously consider this possibility, however emptying it the next morning put me totally off. I would have had to carry the bucket down the ladder, across the slippery path, past the nasty dog, past a number of laughing knowing eyes and into the "Ladies". Heaven help me if the dog wanted to investigate my bucket or I slipped and fell.

It wasn't long before we became familiar with our new community and the boatyard inhabitants. Firstly the liveaboard cruisers; like us who worked quick time to return to the water. Then there were the salty old sailors working diligently on their precious boats with loving care. With well stocked ice chests and deck chairs set up under their boats, not so eager to complete their haul out as they enjoyed the camaraderie of the yard.



Steve & Gayla of *Ariel* "laddering"

The weekend warriors, doodling away on their boats with no real intention of launching, these friendly folk used the yard and their boats as an escape. There was every manner of boat yard drifter who came and went all day often offering superfluous advice and encouragement wasting many hours of productive time. Lastly there was the local hoon; the gofer who roared to and fro in an old Ute hauling tins of paint and clouds of dust.

The first day of our haul out we donned our brand new disposable overalls that came in "one size fits all", if you are an incredible hulk. The "tough" paper sort that sported a zip that worked once and contrary to claim only ventilated through the crotch after the first bend. Safety and common sense decreed I had to wear a mask and goggles which fogged every time I breathed out.

The transformation was ghastly; there I was bagged like a sack of potatoes with sweat running down into my eyes from my soaring temperature inside the (breathable) overalls. This was no way to begin a new career.

In my previous life, which was behind a desk, I was never interested in mechanical things. The machines that were familiar to me were for sewing or cleaning or copying; they didn't make too loud a noise and were in no way life threatening. Now that I live on a boat, machines have changed. I no longer have a sewing machine, there is no room and there are no cleaning machines, only me to scrub, sweep and polish.

However, we have on board machines that can maim and mutilate if persistent care and attention is not taken. These machines have all been let out of their lockers during haul out and are now in daily use AND I have to operate some of them.

If I thought the haul out uniform was offensive, the killer machines were diabolical.

We set to work on the hull where I was allocated the task of balancing on a teetering platform of a single thin plank that extended between two steel upside down V's. I had to hold a wild revolving disk against the hull in order to remove the old paint and grime. It was hard enough to keep my balance on the plank let alone tame the untameable machine. With sweat oozing inside the overalls, goggles fogging and legs shaking I tried; I really did, but too many desk bound years got the better of me and after 2 hours I had to admit defeat.

Then there was the dust; it was amazing how mud and dust can emanate at the same time, the yard quite defied nature. The track into the yard would become very busy during the day with work vehicles going in and out.

A dozen saws and grinders and spray painters all contributed their share of dust and muck to the track dust, all producing a marvellous air borne cocktail, stirred and shaken by the breeze. By noon, if it hadn't rained, this cloud of muck would gently deposit itself over every locatable surface. Scraping and sanding carried on, with me now relegated to sitting on a milk crate under the boat's bottom which I managed to handle with as much dignity that a girl can muster in such a position. The Skipper; muscles straining handled the balancing act on the scaffolding.

It took two days to prepare the hull for the slurpey red brew that the Skipper decided to spray on with an airless spray unit rather (thankfully) than by roller to get the necessary build up of antifouling. We used 40 litres of this brew and another two days passed before the job was complete; we didn't want to be hauling out for another 4 or 5 years so the coating was good and thick.

It was then time for the top and cabin sides. Preparation and painting began; a task that took 10 days instead of five due to rain. Finally as we stepped back to admire our just completed spray paint job, sparkling in the sunshine, it was then that the local boat yard hoon in his clapped out Ute arrived in a whirlwind of dust. We now had a nice non slip finish and as far as I know, the hoon is still recovering in hospital.

One of the men I became friendly with came over to lend a hand on launching day. Grabbing a piece of timber to shove under the hull as we shifted the blocks, he rammed a giant sliver of wood right into the bone of his middle finger. Nobody was aware of his injury until he came sheepishly up to me asking if I could help as his wife fainted when she saw the wound. Armed with a long sail making needle, and motivated by my new status as nurse, I set to work to remove the great splinter of wood. But try as I might I could not dislodge it, even the pliers I called for wouldn't budge it. What a brave man he was as I tried to doctor him; he must have suffered enormous pain, and all in silence. After half an hours digging I was getting nowhere, so I suggested he hot tail it to the hospital. He was at the hospital for 3 hours, as the doctor had to operate on his finger by slicing it open to surgically remove the splinter. I never saw him again and hoped that he and his wife survived the ordeal and are now free of the boat yard.

**Needless to say when launching day came I was extremely happy when *Sea Wanderer* returned to her natural element. The overalls, numerous masks and goggles were ceremonially binned, the offensive ladder removed, rubbish collected and the work site cleaned. The tractor was reengaged and we were returned to the water - I swear the boat danced back to the marina.**

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# Dream Weaver's Dilemma's

By Carmen Walker, SY *Dream Weaver*  
Photos of *Dream Weaver* by David Pollum

Ask any boat owner, what's the number one pain in the ..... of owning a boat. It's all about the maintenance. Just like a baby, *Dream Weaver* is in need of constant attention. Not that I'm complaining, mind you. I just love the life style and being able to take my Simpson Cloud nine out for a spin, showing people what the beautiful Whitsunday's has to offer. Its great going out on a boat trip and nothing breaks. Know the feeling folks?

Just recently I had the privilege of squiring a friend (from Vietnam) and his new bride around to Langford reef. As they were enjoying themselves in the sun, snorkelling and swimming on Langford's fabulous beach, skipper here was head down bum up, and covered in oil. The fact that I had just recently cleaned both sumps a few weeks prior was a bit annoying. Luckily no real drama, only a

loose dipstick that made an ungodly mess in the engine bay.

A few weeks ago, I took my neighbour, his brother and wife out to Whitehaven Beach. Apart from the fact that it was blowing like a bitch and it was bloody freezing, we had a great time. The fact that the toilet decided to (pardon the pun) "shit itself" didn't deter my visitors from enjoying a dip, and even checking out dirty props for me.

I should learn to leave well enough alone though. My idea of servicing the tender motor was a disaster. While replacing anodes and the impeller, the water pipe broke, resulting in the job costing me a small fortune which I am still paying off. I was lucky with the port side starter motor though. Problem solved with no real damage to the hip pocket. As you can probably tell, I am not a self-sufficient yachty yet, able to do all my own repairs.

Unfortunately I still don't know what's wrong with the Garmin. One minute it

was working and boom the next it's not. Not sure what's wrong with the wind instrument either. I guess I will need to get a second opinion on that as well. Thank god for my yachty mates. So far we've replaced light switches, sorted out anchor switches, gypsies, changed impellers, fan belts, anodes, spark plugs and I've even learnt a thing or two along the way.

My husband used to say (about boats) "YOU GOT TO LIVE ON THEM AND YOU GOTTA LOVE THEM." How very profound and true. I guess Colin just loved living on *Dream Weaver* and fixing things. I sure do miss him. I noticed *Dream Weaver's* downfall in February when making a decision to move onto dry land for the wet season. Each week I make a point of topping up the batteries, running the motors, flicking switches etc.

The beautiful Whitsunday's in the summer time is a breeding ground for barnacles on the hull of your boat and *Dream Weaver* did not take kindly to staying on a mooring for very long. Having factored a new antifoul job for this year into my budget, she got a much-needed overhaul. Once again I had some fantastic yachty mates that rallied to my aid, helping with the sanding and painting. I sure was grateful, as I think I still would be sanding off old antifoul to this day. What a foul filthy job that is. The end result has been fantastic and *Dream Weaver* now performs better than ever under sail.

Isn't it amazing how quickly one gets into a comfort zone? The ship's cat (Jinx) has become a landlubber and I have been reluctant to relocate her again as she just loves the freedom and space. After procrastinating for weeks about giving up my little unit, I began house sitting for some friends who have gone overseas until August. I'm already thinking I need

to move back onto the boat soon to keep the blasted birds from shitting all over the paintwork and nesting in my cockpit. A yachty mate designed a bird scarer that appeared to be working just fine until the birds discovered the bird scarer was a nice perch.


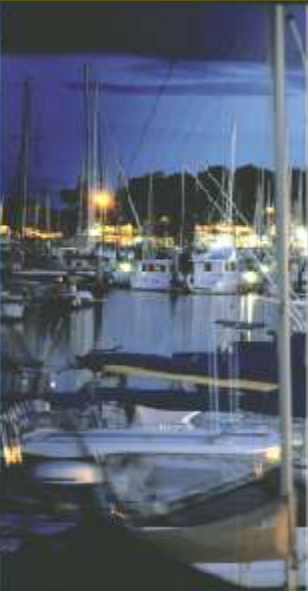
While the idea of going cruising again is becoming more appealing as the cyclone season approaches, doubts about my abilities to cope, prey on my mind. I guess I need to booster my self-confidence and take a leaf out of Jessica Watson's book. If a 17 yr old female can go it alone at sea for months on end to fulfil her goals and aspirations, this 50 year old gal can and will survive also.



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•	12 metre MONO	39ft x 14ft	\$40.00	\$200.00	\$630.00	\$3580.00
•	12 metre MULTI	39ft x 22ft	\$55.00	\$280.00	\$840.00	\$4820.00
•	13.5 metre MONO	44ft x 15ft	\$45.00	\$230.00	\$680.00	\$3900.00
•	13.5 metre MULTI	44ft x 23ft	\$60.00	\$310.00	\$890.00	\$5080.00
•	15 metre MONO	49ft x 15ft	\$50.00	\$250.00	\$740.00	\$4220.00
•	15 metre MULTI	49ft x 25ft	\$65.00	\$330.00	\$990.00	\$5670.00
•	16 metre MULTI	52ft x 26ft	\$70.00	\$350.00	\$1060.00	\$6040.00
•	17 metre MONO	56ft x 16.5ft	\$55.00	\$280.00	\$840.00	\$4820.00
•	17 metre MULTI	56ft x 27ft	\$75.00	\$360.00	\$1090.00	\$6240.00
•	20 metre MULTI	66ft x 28ft	\$85.00	\$430.00	\$1320.00	\$7520.00
•	24 metre MULTI	79ft x 30ft	\$100.00	\$530.00	\$1590.00	\$9100.00

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# The humble lemons many uses

## Tips & Recipes for lemons and other citrus by Sue Bett, Author of "Great ideas Galley Guide"

Choose medium sized lemons that are bright and firm with a fine grained skin. Coarse large lemons tend to have thick skins, therefore less juice. A lemon that feels heavy for its smaller size usually means more juicy flesh which is what you are aiming for.

Lemon peels boiled in a kettle will dissolve the brown stuff that often builds up on the bottom. Bring the water to a boil and allow to sit for about an hour. If it's really stained, a little scrubbing - with the peel - will get it clean and ready for some serious tea drinking!

Wash your cutting board and pots & pans with fresh lemon juice to get rid of fish, garlic or onion smells.

When on land, I squeeze lemon juice into my dishwasher prior to running a wash - gets glasses and dishes really sparkling.

Make a paste from lemon juice and salt and gently scrub stainless steel rails, kitchen sinks etc then rinse with water.

To clean and deodorise microwave ovens, add 4 tablespoons lemon juice to a cup of water in a large bowl. Boil on high for 5 minutes, allowing the steam to condense on the inside of the oven. Then wipe clean.

To create blonde highlights, rinse hair with a quarter cup of lemon juice added to three quarters of a cup of water and sit in the sunshine for a while.

Lemon juice is a good disinfectant. Use undiluted on minor wounds and facial blemishes or blackheads, a few times a day.

Drink the juice from half a lemon added to a teaspoon full of honey and hot water every morning to keep your skin clear. This will also relieve mild constipation!

Apparently you can train a dog to stop barking by squirting lemon juice and saying loudly "quiet!"

Lemon and lime juice can be bought at supermarkets in handy squeeze bottles made from 100% juice - a great standby when no fresh citrus is available.

Wrap your lemons or limes in foil and store in the bilges - they should keep up to 3 months.

### LEMON CHICKEN WINGS

8 chicken wings  
2 tsp olive oil  
2 tbsp garlic, crushed  
1/4 cup lemon (or lime) juice  
Place chicken wings in a bowl. Mix all the other ingredients and pour over the chicken. Cover and refrigerate overnight. Baste with any remaining mixture during cooking.

The oil, garlic and lemon or lime juice makes an excellent marinade for any fish or chicken dish.

### LEMON DELIGHT

2 tbsp flour  
1/2 tsp baking powder  
2 tbsp butter  
2/3 cup caster sugar  
1/4 cup lemon juice  
finely grated lemon rind from 1 lemon  
2 egg yolks  
2 egg whites, stiffly beaten  
1 cup milk  
pinch salt  
Sift flour, baking powder and salt together. Beat butter and sugar. Sprinkle dry ingredients over butter mixture and fold in lemon juice and rind. Add egg yolks and milk then gently fold in beaten egg whites. Pour into a greased oven dish and stand in a pan of cold water. Bake in a moderate oven for 40 minutes.

### CHILLI LIME CHICKPEAS

A delicious, healthy and easy way to serve chickpeas that uses minimal ingredients but doesn't come short on flavour.

1tbsp olive oil  
1 red or green capsicum  
1 small onion  
1 stick celery, chopped  
2 tsp garlic, crushed  
2 tomatoes, quartered  
2 tsp fresh or crushed and bottled chilli  
Juice from 4 limes  
300ml chicken or vegetable stock  
2 cans chickpeas (800gm) rinsed and drained  
Add oil to a frying pan and when hot, sauté the onion, capsicum and celery and garlic for about a minute. Keep stirring to avoid burning and when the veggies are just softening, add the tomato wedges, chickpeas, chilli, lime juice and stock, stirring well. Heat through and serve immediately.

**"Great ideas Galley Guide" IS NOW AVAILABLE AT TCP'S SHIPS STORE**

## A FEW MORE TIPS ON CITRUS FROM TCP

**A citrus squeezer perfect for boats! Don't throw your squeezed lemons away so fast!**



This gadget is the best and easiest "juicer" I have found. Easy to use and clean (just a wipe will do). I found it at a kitchen shop for \$13.



What's your citrus tip or recipe?

They are great for cleaning hands that have been handling fish, garlic or other smelly smells. They are also a great air freshener. Just leave them in your sink overnight.

**SPEAKING OF JUICE:** If you are without the ingredients for icing, try citrus juice, & brown sugar...mix to taste, then drizzle over cake or muffins when still warm. Great on hot cakes too! Add juice & grated peel to white sauce for a "quick & easy" Hollandaise (add mustard to sauce for flavour as well).

Smelly pots & pans, plastic, countertops, etc? Take the squeezed lemon and rub it around. Wipe with paper towel to remove pulp. Rinse if necessary...

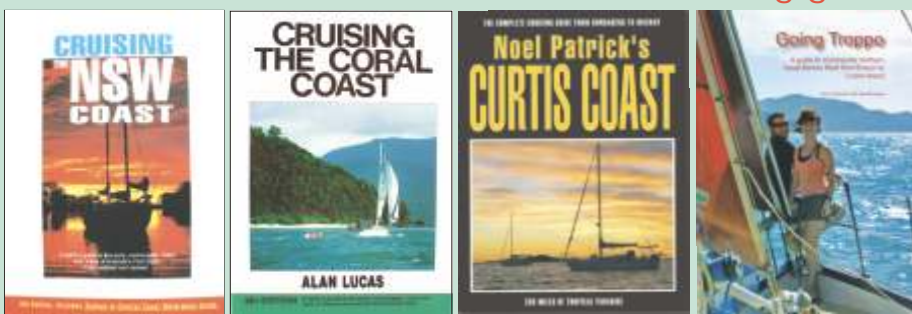
Has anyone heard what has been said about what Casanova used lemons for???

### A FEW MORE LEMON TIPS:

- Instead of bleach, soak garments in mixture of lemon juice and baking powder prior to wash. Mix lemon juice and baking soda and rub on stains before washing.
- Salt & lemon juice mixture can remove mildew stains and odour.
- Ants hate lemons - squeeze juice in places ants enter - slices of lemons can be placed around entrances also. Wash the floor & counters with mixture of lemon juice, rinds in water for natural insect repellent.
- Stop fruit and veggies like potatoes, cauliflower, apples and avocados from discolouring by either squeezing over or put some juice in the water while cooking.
- A teaspoon of lemon juice added to rice can prevent rice from sticking.
- Add some lemon juice to a sponge or cotton ball and place in fridge to keep it fresh.
- Toss lemon rinds into simmering water along with cloves, cinnamon sticks, and orange peels, for a great smell!

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# Cruising Tips *Passage People style*

Wendy, of SY *Absolutely Knot*



Hi PJ,

Thanks for an informative page in TCP. Here are some ideas & comments you may find useful enough to add to your next published page.

## YOGHURT

We couldn't afford a yoghurt maker (especially as the skipper won't touch the stuff). Several months later I was thrilled to be given a bit of '200 year old yoghurt' from Carole, formerly of SY *Red Sky* now sold, currently of SY *Emerald*. The recipe to keep this yoghurt going is as follows; half fill a container with water. Add a couple of tablespoons of yoghurt, whisk. Add enough water to ¾ fill container. Add 5 tablespoons of powdered milk, whisk. Seal container & set in a warm place with minimum movement. Leave for about 12 hours then refrigerate. Repeat when required.

I make it in the morning, leave all day, refrigerate after the tea dishes are washed & enjoy yoghurt on my breakfast the next day, ensuring there is enough left to make another batch. I don't even wash out the container, just add water etc.

Make sure the powdered milk has no preservatives in it and be prepared for the occasional failure where the milk solution separates. I generally make two lots as I've found it will keep well enough over two days to duplicate itself. If your last batch fails, simply buy some all natural yoghurt (no preservatives & lots of culture) and start again using that as your base.

## EGGS

I've kept eggs for two months by smearing all over with Vaseline a very messy business - & keeping them below the waterline in cardboard containers. Of eight dozen I lost two eggs.

## MEAT

Our friendly local butcher cyrovacced rump & scotch fillet before we left Fannie Bay for Indonesia. Packed in the fridge, we ate the last of the meat seven weeks later. The rump particularly was delicious & tender having steeped in its own juice for all that time.

## RECIPE

Something my skipper loves are my corn fritters. Quick, easy & filling, they can be eaten hot or cold as part of a meal, a snack and are light enough to eat during those overnights when anything heavier sends you to sleep.

**1 can corn kernels,  
SR flour,  
oil for cooking.**

Open can, tip contents into bowl DO NOT DRAIN. Mix enough flour to give dropping consistency. Heat oil in frypan, cook large spoonfuls until golden brown on both sides. Drain on paper towel.

Sometimes I add a bit of garlic and/or black pepper. Beware of having the pan too hot or too cool too hot & the sugar in the corn burns leaving the middle soggy & uncooked, too cool and they absorb too much oil.

**Best Regards,  
Wendy, SY *Absolutely Knot***

Here's a few "Passage People" that have taken advantage of PJ's Substitution list. The list is 4 pages and very useful. PJ is happy to send you her list. The fee is to send an idea or two or a recipe of yours. A picture of you, your boat, and a bit about yourself will get you a TCP Cap! email: [pj@thecoastalpassage.com](mailto:pj@thecoastalpassage.com)

Hi PJ,

May I start with an apology as I have no ideas to send you. We are beginners & I am very much in the gathering of useful information stage. My husband & I hope to get away before the end of this year to fulfil a dream that has been festering for 43 years!!

I would love to have the four page list that you mentioned in TCP. Also would you let me in to the secret of what you use to vacuum seal the products. I have recently purchased a pressure cooker & have perfected the art on the gas stove at home. Having got over my fear of an explosion I find it very quick & easy to use. Have yet to try it out on board. Do love the Cobb Cooker though. Have had it for a few years & used it on our previous boat which did not have an oven. It is a great asset & cooks a delicious meal.

**Thanks for your help & tips in TCP,  
Erica, SY *Jepeda 1V***

Hi Erica, I don't ever see the need for a pressure cooker in 20 yrs...I used one that many yrs. ago but haven't in forever. We have a lovely barbie on the boat & we use it for any & all meats - I only use my small boat oven to bake goodies & maybe a quiche...it works OK but we are barbie people, even at home. I never make a roast on the boat anyway but single serve of meats.

After trying off brand sealers, I find the only one that works well is Sunbeam Food Saver. Most

butchers will cryovac for you at little or no charge but I like to cook up things like silverside for sandwiches, stews etc before we take off on a long cruise, as we have a lovely freezer. Be careful with liquids when cyrovacating as they can get sucked up in the machine & ruin it (ask me how I know!!) The trick is to 2/3 fill a bag & set it upright, unsealed in home freezer, until mostly frozen, then seal!

**Happy reading,  
PJ**

**MORE ON CRYOVACING...**

Hi PJ,

Just read your article in The Coastal Passage. From our experience we have kept cyrovacced meat from our butcher for three months in our fridge and may have lasted longer we just ran out. Also had a packet left in the fridge at home which was turned off. Found when we returned after a week expecting to find one smelly mess, was only to find meat was ok. Oh and the house was 40°C inside before we opened it up. Talking to our butcher he reckons it would last for a week unrefrigerated, but not much longer.

Have you heard of dried mince? Would like to try that if we could find where to buy it. Looking forward to more ideas.

**Cheers,  
Lyn, SY *Leah***

## ANOTHER VIEW ON PRESSURE COOKERS....

Bob Fenney of SY *Elcho*



Hi TCP,

Loved the pressure cooker piece. I have had one for around 25 years, and I love it. Mine is a stainless steel Arcosteel. I did have an aluminium one, but returned it to the shop when aluminium flaked off the lid all over the food. I mainly use mine for curries, stews, corned beef, soups, and the like, but would love to hear from TCP readers about their favourite pressure cooker recipe.

Once, when my oven wasn't working, I tried to use it as an oven, but the bottom showed signs of burning. I've heard they can be used as an oven, any ideas?

Pressure cookers use minimum power and water, and they tenderize cheaper cuts of meat. All in all, a very handy tool in a boat's galley.

**Cheers and beers,  
Bob Fenney SY *Elcho***

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[www.theyachtclub.com.au](http://www.theyachtclub.com.au)

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14m mono 47ft	\$41	\$217.00	\$ 813.00	\$2148.00
15m mono 50ft	\$47	\$253.00	\$ 966.00	\$2477.00
16m mono 53ft	\$49	\$270.00	\$1030.00	\$2640.00
17m mono 55ft	\$51	\$287.00	\$1095.00	\$2803.00
10m multi 33ft	\$39	\$210.00	\$ 800.00	\$2200.00
12m multi 40ft	\$48	\$260.00	\$ 990.00	\$2500.00
14m multi 47ft	\$56	\$302.00	\$ 1045.00	\$2850.00
15m multi 50ft	\$60	\$324.00	\$ 1230.00	\$3100.00
16m multi 53ft	\$64	\$345.00	\$ 1350.00	\$3400.00
17m multi 57ft	\$68	\$367.00	\$ 1450.00	\$3700.00
18m multi 60ft	\$72	\$390.00	\$ 1550.00	\$4000.00

\*Liveaboard Charges: Single Person: \$4 per night Family (2 adl - 2 chd): \$7 per night Exceeding 4POB: \$2 per person per night  
 Prices subject to change without notice. All rates are GST inclusive.

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\*Limited berths available

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