



# The Coastal Passage

**67th Edition  
July - Aug. 2014**



**E-TCP #67**

*Photo by Robert Fenney*

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# The cover photo:

Robert Fenney captures in a photo the early morning beauty and serenity of Nara Inlet, Whitsunday Islands in The Whitsundays, Queensland, Australia.

## The "Issues" Issue

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

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

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

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# Cruising the COAL Coast

No, the missing letter 'R' in the above title is not a misprint, nor a joke; it is a serious look at a terrifying future when, thanks to unbelievable mismanagement, the Coral Coast may indeed become known as the 'Coal Coast'.

Impossible, unbelievable you cry? Well let's review the evidence.

Gladstone Harbour has doubled its coal-loading capacity, Hay Point near Mackay long ago increased its output and Abbot Point is set to become the largest coal port in the world. And if this insanity continues the stage is set for fleets of ore ships to be found anchored off Queensland, their massive generators raising the ambient temperature of its coastal waters whilst waiting to load - even in remote areas. And all this is happening without a whimper from the Great Barrier Reef Marine Park Authority (GBRMPA), the very same authority that was set up forty years ago to prevent commercial abuse of the world's longest coral reef system.

So why has GBRMPA rolled over to suck up to coal barons with no regard for natural environments, billionaires who only want to sell as much coal as possible before governments awake from their primordial sleep and invest in renewable energy? Our extraordinary, unique Great Barrier Reef's delicate ecosystem is already in crisis from inappropriate

development, global warming and toxic river run-off so why is its official defender, GBRMPA, fast-tracking it to an even quicker death?

The answer, of course, is about governments playing with democracy but in reality refusing to listen to its people, believing instead that short-term economic growth is all that's needed to repair their own abject mismanagement. And as far as GBRMPA is concerned, having at least two members on its board with coal interests is all it takes to forget why it was set up in the first place. Meanwhile, Australians have no say in the big picture of sustainable, far less polluting power sources that have already been achieved in the pilot programs of other countries that don't necessarily have a huge, delicate environmental gem to protect. Effectively, Australia is now a dictatorship in which common sense environmental planning has no place whatsoever.

If Queensland's traitors to natural ecosystems continue to have their way the story will end with the entire reef dead or dying within the lifetime of most readers' children always presuming, of course, that they don't perish from lack of clean water and food as Queensland's four thousand coal seam gas plants keep multiplying.

*continued next page...*

Greed and instant gratification have been the official basis of world economies since World War Two, which treat nature as being a free economy base that can be vandalised at will. As a sop, most governments employ scientists of all callings to ring alarm bells whenever necessary, something they do very well but sadly those at the helm rarely listen whilst our news media is more interested in drugged super stars than investigative journalism.

Happily, Graham Lloyd, *The Australian's* Environment Editor, Bob Norson of *The Coastal Passage* (who has written editorial and articles in 2011 and 2012 on Gladstone Ports pollution - see following pages), John Brodie, Chief Research Scientist at James Cook University, and other journalists have been courageous enough to stick it to the Big Boys.

Just last January (2014) Graham Lloyd exposed the blatant lies told by the Gladstone Port Authority regarding the health of Port Curtis and, by implication, the Great Barrier Reef. Patricia and I were there during the period Mr. Lloyd refers to (2011), when we saw at first hand how employees were frightened to talk about the coals seam gas plants being built on Curtis Island for fear of being sacked while the authority fed the public endless good news stories about their excellent environmental qualifications.

Well, as we all guessed then and Graham Lloyd has now boldly exposed, the bund wall behind which millions of tons of dredge spoil was being dumped really was leaking toxins into the harbour, and the massive fish-kill that resulted from such corporate recklessness was not a coincidental occurrence as professed by the same corporation. And now Abbott Point has GBRMPA's permission to dump millions more tons of dredge-spoil; not behind a dodgy bund wall but straight into what is technically a lagoon inside the Great Barrier Reef.

Regrettably, government-sponsored vandalism is far from new, for it was Queensland State Premier - *don't you worry about that* - Joh Bjelke Peterson who forty years ago unwittingly kick-started the Great Barrier Reef Marine Park Authority when he covertly allowed the reef to be test-drilled for oil. Such was his determination to destroy anything natural he also stitched up a deal with coal baron Lang Hancock to build a coal loader, complete with industrial corridor, in the lovely wilderness area of Port Clinton, north of Yeppoon. It was even agreed that the port would be renamed Port Petersen!

Another proposal for a coal loader at Port Clinton re-emerged a few decades later but the Environment Minister of the time, ex-rocker Peter Garrett, killed it off. But don't believe for one moment the threat has passed because history teaches us that greedy governments and their multi-national mates never give up trying to turn our land into a quarry and our precious Great Barrier Reef into a dead but very convenient natural breakwater for countless coal loaders.

Is all of the above exaggeration? I sincerely hope so, but if society's definition of 'progress' doesn't change soon and past coastal development is extrapolated into the future, then it might well happen faster than we think.

**TCP note:** *On June 18th the United nations Educational, Scientific and Cultural Organisation (UNESCO) decision on whether Great Barrier Reef would be listed as 'in danger' was deferred for a year. There will be current news happening on this subject, so watch and read, write letters, protest - its your reef! Leonardo Di Caprio is passionate about the Great Barrier Reefs' future - are you?*

# Editorial written by Bob Norson in TCP #52, Jan. - Feb., 2012

## Is Gladstone the birthplace of the death of the Great Barrier Reef?

*("on the available evidence")*

If Gladstone Ports Corporation (GPC) and others are allowed to continue the Great Barrier Reef is doomed as is the entire Queensland coast as we know it. Strong words? It is my belief based "*on the available evidence*". And I do not mean that contrived "science" that the government refers to, to prop up it's support for the destruction currently under way. Buying "research" is nothing new for fed or state government but in this case the stakes have been raised to new levels. In TCP coverage of the then new "bio-fouling protocols for yachts" from AQIS in issue #17, it was obvious that agency used the technique to justify what it wanted to do (see TCP website>issues>bio-fouling). The same agency doesn't consider the coal ships a bio-fouling threat by the way.

The latest? The minister just trotted out "his scientists" to say it isn't harbour water that is killing sealife and everything is OK. What the scientists actually said? Inconclusive; they don't know what is killing the sealife, their report based "**ON THE AVAILABLE EVIDENCE**". What a copout. All they had to examine were the reports from GPC and DERM made months ago. Real experiences of locals; photos, film, testimony, all ignored.

For years I have been watching the progress of patterns that have suggested all along an unholy alliance of big mining money and our prostitute politicians (With apologies to sex workers and based "*on the available evidence*"). Also a progressive weakening of the

EPA/DERM/whatever, to the point it seems no longer an environmental protective, but rather industrial proponent and coverup agency. The corporative conversion of the ports is a convenient way for the politicians to shuck off responsibility for the damage. CEO's don't have to run for election.

And Great Barrier Reef Marine Park Authority (GBRMPA)? The agency that has sat on it's hands the whole time and forbids yachties to take photos within the reef and gets especially stroppy about it when the area in question is up for contentious development? This was brought to TCP attention by a group that took photos of sealife in a bay on Kepple Island and was threatened by GBRMPA as a result. If there is action taken it won't be from them. It will be up to international agencies.

And boating? Consider this: If you are in the process of industrialising a 'protected' coast the last thing you want to see hanging around are a bunch of people who know the sea and would expose the trashing. So what to do? Work through any agency available to discourage coastal traffic by diminishing the fishing industry with unnecessary restrictions. Discourage cruisers by excessive and arbitrary regulation and add layers of expense everywhere - like increases in seabed leases for marinas, huge rego increases targeting larger (cruising) vessels and new insurance requirements. Discourage foreign yachts. Add requirements for expensive restrictions for boat yards, ironically to 'protect the environment'. How many more things can you add to the list?

Sound crazy? I thought so too years ago but couldn't find another explanation and recent events especially, fall into place so neatly..

You can sell just about anything to the smug latte sniffers in the Sydney suburbs but you can't fly under the radar of the people that are out there. For example, TCP has numerous reports this season that boats braving the Capricorn Coast even well out to sea are having to scrub the black stains on their boats from the air born and water surface pollutants.

And the latest measure of desperation? GPC announces it wants the government to opt out of the world heritage listing for the harbour area. They can't buy or bullshit that mob off (hopefully), United Nations Educational Scientific and Cultural Organisation (UNESCO) aren't happy and they are on the way. Ian Hubert of the Capricorn Conservation Council was quoted in the Gladstone Observer as saying on the subject, "*We almost admire GPC for their new-found honesty in finally admitting that the values of the World Heritage Area and proposed industrialisation are incompatible, and that one of them has to go.*"

And the big justification? JOBS! If Gladstone residents - I mean real residents, not the fly in's getting paid a matzah then returning to their real home, are any judge on the matter, people are wise

enough not to be bought off by a job at the cost of the paradise they once had. They didn't *need* a job until fishing and tourism were wrecked! This is reflected strongly by our own contacts and by the comments posted to local Gladstone news sites.

The astounding thing is that this is in the very early stages so far. Please consider the mass destruction of the environment already known (if not admitted) and think about a 3 fold increase of export in some existing ports like Gladstone and increasing the number of ports to even more sensitive areas. Another casualty of this drama is the last shred of credibility of government to resist the corruption of mining cash. Will we ever be able to trust government or any of it's institutions again? Will our scientific community ever be worthy of respect again?

And when are YOU, dear reader going to make a stand because without everyone doing their bit, Australia will become just another banana republic, ravaged by resource mining with some faceless, foreign wretch laughing at us for being so stupid and easy. Counting their billions whilst our children inherit the devastation, robbed of what was their's because of our poor stewardship.

**TCP NOTE:**

**Read more on Gladstone Ports in the TCP**

**Issues Issue:** [www.thecoastalpassage.com/issues.html](http://www.thecoastalpassage.com/issues.html)



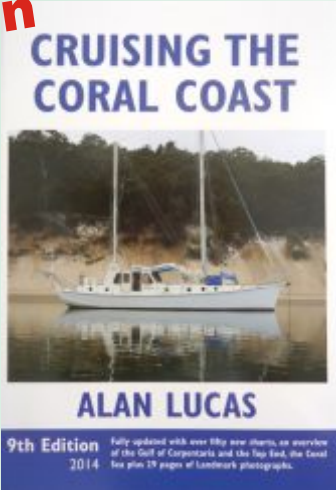
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# TUTORIAL ON A MECHANICAL HARD JOB AND *TIME WOUNDS ALL HEELS*

Editorial by Bob Norson

## DRIVE LINE TUTORIAL

One of the trickiest things I had to tackle in the rebuild of a steel boat years ago was the drive line which I inherited in a similar condition to the rest of the boat - stuffed! I learned a lot and shared some of the information around in person but it was interesting how desperate the condition of the system had to be before people would tackle it, usually by throwing money at it and then trying to do it themselves when that didn't work or give up and sell the boat.

So... if you are out there now in this prime cruising season, thinking about that rumbling mess below and unsure if it will get you through another season, lucky to get you home.... I have taken the trouble to go over everything involved, inspection, repair and alignment. Something to study and consider. Most sailors have the ability but no relating knowledge, so it seems more difficult than it is. A lot of steps but I have tried to methodically describe them. *See inside for 10 pages of information sharing on this subject.*

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Yes, it's really me. When I disappeared from the scene over a year ago many understood I left to "get well". Misleading. More accurately I left to avoid getting hurt, which I have been somewhat

successful at. Basically I learned how to medically test for toxin exposure and how to use TOR to hide my location and encryption to communicate. My health took a sudden turn for the better. Imagine that!

## *TIME WOUNDS ALL HEELS*

I believe that quote; it's just a matter of how long it takes. Why has it taken decades for the depravities of the Salvos and Catholic church to be revealed?? And how did it go on for decades (or even centuries) before that?? Horrible crimes. Sexual abuse of children, forced labour, torture, all now documented but late for those that are my age now. Have you ever really thought about how living with that would be like? Gratefully I never had those experiences but nonetheless I might have an insight about the aftermath. The pain of not being believed.

The latest? A report on Aljazeera; In Ireland the church ran homes for unwed mothers who were compelled to attend and give up their babies at berth. After which they were required to work to pay off the church for that "service". Meanwhile the church was selling the babies to mostly foreign couples for good money and what happened to those babies that weren't "attractive" enough or had some ailment or handicap? Starved and neglected until they died and then thrown in a hole

out back. Who let this go on? People just like you. People who let it happen because the denial of the powerful outweighs the accusation of the victim, especially if you can bury the victim. In fact the powerful wouldn't even bother to deny because "everybody knows *they* wouldn't do *that!*"

But *they* did. So it took decades for a small number of brave and persistent victims to expose what should have been resolved in ten minutes with a noose. Do you think that model of villain is extinct? Yes? Well, you seriously need to think again. This is the information age, you can't claim ignorance.

It is your responsibility as a human being to be ever vigilant, not to mention it is in your own long term interest because evil is never satisfied. Your time will come.

I am your canary in the coal mine in several ways but they intertwine. My chemical illness is the warning your environment is being poisoned and the corporations that profit from that actively work to cover their damage, manipulate government and silence victims ([www.bobnorson.com/MCSsiege.html](http://www.bobnorson.com/MCSsiege.html)), a terrific ally for those looking for an "unbelievable" means to silence one of the only independent publishers in Australia.

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But "They wouldn't do that!" Bullshit they wouldn't. It was a great scheme because it was calculated to take advantage of peoples tendency to disbelieve the charge against authority, I knew that but I was and am compelled to speak out because I believe, ***time wounds all heels.*** Ask Rolf Harris, he knows!

The people that used the chemicals to further my illness are the other evil that I provide warning for but in that regard I have had help. May ALL the Gods bless Edward Snowden and those that have had the guts to publish the leaks.

I knew what was happening and stated so in TCP but I could only speculate on who and how. I didn't have any supporting information at the time.

Important recently exposed documents on "The Intercept" ([www.firstlook.org/theintercept](http://www.firstlook.org/theintercept)) show that:

1. The various state intelligence agencies cooperate with each other without supervision from or knowledge of the political class. One former UK minister revealed that he learned more from the articles in The Guardian newspaper then he got from "privileged" information in cabinet.
2. The Australian intelligence agency

requested/begged that the USA NSA collect more 'private' information from Australians. Australian agencies are allowed to "share" information from "partners" that would be technically illegal to collect directly.

3. Newspapers (NY Times) that once supported the government to suppress stories due to governments claims of harm done to the safety of the country have recently expressed regret at accepting the government's version of the facts.

4. Our governments are hacking "millions" of our computers. According to Glenn Greenwald and Ryan Gallagher at "The Intercept", one implant, codenamed UNITEDRAKE, can be used with a variety of "plug-ins" that enable the agency to gain total control of an infected computer. An implant plug-in named CAPTIVATEDAUDIENCE, for example, is used to take over a targeted computer's microphone and record conversations taking place near the device.

Another, GUMFISH, can covertly take over a computer's webcam and snap photographs. FOGGYBOTTOM records logs of Internet browsing histories and collects login details and passwords used to access websites and email accounts. GROK is used to log keystrokes. And SALVAGERABBIT exfiltrates data from removable flash drives that connect to an infected computer."

This confirms my previous beliefs and explains attacks launched against TCP. All of the above claims are supported by actual documents.

Thanks to the leaks, a lot of people are waking up.. Few in Australia though.. Our press has it's nose so far up governments ass... well, lets just say Australia's press is well under control. But more revelations are on the way.

Someday, hopefully soon, there will be enough revealed that these intelligence people and their accomplices will get their due and be relegated to the shit pile of perverted priests, Nazis, corporate criminals and their collaborators.

But it will only happen when people wake up and understand that those institutions do not work for democracy, they work to destroy it. They do not enhance our security, they work to enhance their own power and control and their critics are not lying or exaggerating, don't have to, the truth is hard enough for people to believe.

But the main people in control of the apparatus that has spread around the globe have proven themselves shameless liars, still dependent on being believed because of their position.

***Time wounds all heels.*** How long do I... we have to wait? That is the only question.

Then we can sail free again.

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# For the love of sailing



**By Sandy Wise, SC Southern Wing**

One of my friends recently asked me if I had any memorable incidents on our sail across Indonesia. I contemplated for awhile with nothing really coming to mind. After awhile, memories started flooding in and I thought that my "adventures" really started back on the north Queensland coast when we joined the Maluku Rally. We were originally entered in the Sail Indonesia Rally but did not think we would get to Darwin in time and were happy when we saw in *The Coastal Passage* a rally that left from Cairns called the Maluku Archipelago Rally.

So .... I have to start from the beginning and it starts with a rainy June morning in 2013, when we left the Caboolture River with the morning's first grey light in our 60 ft Catamaran, *Southern Wing*. It was not the ideal day to start our longed for adventure, but you can't always pick your weather when you are a sailor. We planned to do an overnighter on our first night's sail and bypass the Wide Bay bar. Primarily, because by the time we arrived at the bar the tide would not be right for the crossing and it would still be dark. Also, we were keen to get sailing and did not mind doing an overnighter. On our first night we bypassed the bar and spent the night sailing off Frazer Island into a 15 to 20 knot headwind! We had also never done more than single, overnight sails together and were keen to see how we would handle more nights than just one.

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When the second and third nights came around and we were feeling good, we decided to continue and arrived at Airlie Beach just in time for lunch on the third day. We were really pleased to get to Airlie so quickly. We then took another two days to get to Cairns. We had given ourselves 2-3 weeks for the trip to Cairns but getting there so quickly gave us extra time to finish a lot of little jobs that were on the 'not so important list' and also have a bit of a rest after 18 months of working 24/7 on our house and the boat. We also caught up with our close friends Lyle and Anne Keys who are presently building their own boat.

### **The first adventure**

After doing further preparations to our boat we went to the Maluku Rally lunch briefing at the Cairns Yacht Club on the 26th of July. Afterwards, Phil dropped me back at the boat and took Sarsha (our dog) for a walk. While he was away I saw the biggest crocodile swimming about 30 metres from the back of our boat. It was one of the largest I have ever seen and I have seen some big ones during 5 years of holiday fishing at the Pennefather River north of Weipa. I thought crocs would have been scarce in the bay because of all the shipping and tourist boats but was obviously wrong. After doing the final preparations to the boat the day came to leave. We started the engines, put them into gear and a terrible rumbling came from the port side of the boat. I throttled off immediately and Phil said it was probably barnacles and he would go over the side and clean the props. What? Are you kidding, I am thinking, this huge crocodile was just out the back of the boat yesterday. I didn't want Phil to go in the water but he said, "If I don't go in the water, we don't go anywhere". Hopefully the croc had just eaten!

Over Phil goes to clean the props and we found that the port shaft would hardly turn. So I asked Phil what were we going to do? We couldn't leave

with only one motor. Phil said we would try and fix it on the way and if we couldn't we would just go to Lizard Island and have a holiday there. This meant we would miss the rally and would have had to come back to Cairns to haul the boat out. So the gamble was..... could it be fixed while in the water? We could not look at it in the water at Cairns because of the crocodiles.

*Are you kidding, I am thinking, this huge crocodile was just out the back of the boat yesterday. I didn't want Phil to go in the water but he said, "If I don't go in the water, we don't go anywhere". Hopefully the croc had just eaten!*

So ... we went thirty miles to the Lowe Isles where Phil went overboard again and found he could not move the shaft at all this time. We did not know if it was gear box problems or if the shaft had seized in its bearing. If we wanted to stay to schedule, we only had one day spare at Lizard Island to fix the problem. We did a long day's sail to Cape Bedford then onto Lizard. It is safe to swim at Lizard so Phil had time to sort out what was wrong and found the shaft had seized in the cutless bearing. Calcium scale had built up on the shaft in the water cooling grooves of the cutless bearing making the shaft a hexagonal shape instead of round; hence it could not spin within the bearing. Phil was happy with this because it meant it was not the gear box, but he wasn't sure if by running the motor for the short time that we did, that it might have stripped the cutless bearing within its housing. Anyway, to cut a long story short Phil had to figure out a way to work on it without flooding the engine bay because usually a boat has to be hauled out to do this kind of work. In the end he figured out a way to do it and he spent our spare day at Lizard Island working on the shaft. It took all his strength to move the shaft 100mm aft, scrape off the build-up and free up the shaft so it could spin in the bearing.

The good news was that we could continue on the Rally.

*continued next page...*

## The next adventure

Our next adventure was at the top of Australia at a place called Albany Passage; a narrow pass between mainland Australia and Albany Island where you can either go through the pass or around the island. Going through saves a lot of time but the currents can be so strong that it is treacherous if you go through at the wrong time especially if there are strong winds against tide. It was important to get the timing right.

On the charts it showed overfalls (turbulent waters caused by currents going over underwater ridges) before the pass and between Albany Island and Mount Adolphus Island which was our alternative anchorage. Along with the overfalls we had to be careful of Ulfa Reef just off the entrance to the passage. Most cruisers pull in at Escape River just before the pass and wait for the slack tide the next day but getting to Escape River in the early afternoon we thought we would have time to do the pass. The tide was due to change at 5.30 pm it was a gamble whether the current would have slowed down enough before it got dark. By this time the wind had picked up to 30 knots from the south east, the sky was dark and menacing and the seas were now 2.5 to 3 metres. We had to slow down because the later we got there, the more likely the current would be in our favour, however, the darker it would get. There was also a "point of no return" at which we had to make a decision to either risk the pass or go around.



*Beautiful Suamlaki*

When I looked at the chart for going around Albany Island it had overfalls everywhere and I said to Phil that it did not look much better than the passage. It was also further to go and we would have been coming into our anchorage in the dark; whereas, if the passage was OK we would get in just before dark. What to do? The anxiety was building along with the seas and the wind. Would there be bullets coming down the passage or would we be sheltered? We did not know but the point of no return had come and we had to make a decision. Doubt along with rain and ominous clouds added to the gloom of whether we would make the right decision. We were worried about the passage but we were not sure that the alternative was much better. We took the gamble and went for the passage. It paid off. The passage was not calm by any means but it was calmer than where we had just been. We pulled into Shallow Bay the first bay after the passage and spent a peaceful night by ourselves after a fairly adrenaline pumping afternoon.

From there we went to Horn Island and took the ferry across to Thursday Island to clear out. Two days sight-seeing here and we were off on our overseas adventure. As we pulled up our anchor we called out to our friends Ken and Katrina on *Watusi*, an Adams 13 and said, "See you in Indonesia in four days". This sounded pretty incredible. It took four days and four nights sailing along the Australian Economic Exclusion Zone before we arrived in Suamlaki, Indonesia.

*continued next page...*

## The Adventure Continues

Phil very rarely suffers from sea sickness however I am not so blessed. Once in the ocean swell I survive on Kwells (sea sickness tablets). Fortunately, they work most of the time. Unfortunately, the second night out from Thursday Island the swell had picked up and I was feeling a little queasy so it was one of those rare times when Phil does the cooking. The other time is when I am angry at him! Getting back to the story ...

Later on the second night I became violently sea sick. Phil said he had never seen anyone so sick. We were travelling downwind with just our genoa with about 20 knts from behind. I was just dozing off after being sick for a couple of hours when I heard a huge bang. I jumped up in fright and ran out yelling Phil's name thinking he had fallen on to the deck or something. He was yelling that he was OK but that we had hit something but didn't know what. I vomited again. This is at 2am in the morning and we realized our rudders were hooked on a net and the sail was keeping up the forward propulsion so we could not get off. We needed to let off the pressure so we could pull up the rudders. With the wind as it was it needed the two of us to furl the genoa. Sick again. Thank god we did not have the mainsail up. About half an hour later, with the help of the swell, we were finally off the net. I thought Phil could not have been watching but he said there were no lights other than a boat on the horizon which he had been keeping his eye on and a light on the



opposite horizon. He did not see anything else. I was sick again.

After we were underway again, we saw more lights in the distance and knew we were going to go over another net so we pulled up the rudders and the centre board. This is not so easy because when the boat is going forward the pressure on the boards is so great that you cannot pull them up. We have to slow the boat down then pull them up. So once again we furled the genoa, quickly pulled up the rudders and the centre board and neatly skipped over the top of the net. We heard it scrape the hull as we went over. There was no going around them because they are kilometres long - from one end of the horizon to the other. I was sick again.

In hindsight we realised that if we had kept a little further south we would probably not have encountered these nets because they are not supposed to be in Australian waters and the border patrol is pretty vigilant up this way. So I went back to bed with my head in the bucket. This was also the moment I decided that going to the Philippines was not a good idea. Being sick and feeling absolutely miserable may have had something to do with it or maybe it was being scared out of my wits while still asleep thinking Phil had fallen overboard, and then wondering what we had hit, and was the boat OK. At this point Phil was still happy to go to the Philippines. It was also at this point I thought ..... Nah .... not going across the Indian ocean either!

*continued next page...*





When we came into Saumlaki we were glad we did not arrive in the dark. This was our first experience of the FADS (fish attracting devices), fishing nets and fishing huts on water. None of them are lit at night and impossible to see if there is no moon. You take your life in your own hands if you sail around in the night over here. While in Saumlaki I was still not feeling well. I was no

longer vomiting but still feeling dizzy and queasy. We thought I might have obtained an oversensitivity to seasickness and were a bit worried about my reaction. It was then that Phil wondered if it was something else, especially now we were frequently going ashore and in a calm anchorage. Since then we realized that Phil had poisoned me with a meal of bad steak. We had cryovacked the steak the first week in Cairns so it was getting to the end of its life. I asked Phil did he smell it before he cooked it but he didn't. I have never been sick since and in fact have never been really queasy since. As an aside, everyone worries about getting sick on the food over here. We eat out nearly every night we are in a village and have never been sick. I am now editing this article 10 months after arriving in Suamlaki and eating out with no problems still stands.

Our next destination was the Banda Islands and before we left Saumlaki Phil decided to clean the hulls and found that about 8 inches was missing

off the bottom of our port side rudder. It was the sacrificial part of the rudder and it was cut off when we hit the net. So when we arrived in Banda, a beautiful set of steep volcanic spice islands, Phil spent most of our free days re-fibreglassing the bottom onto the rudder. With these adventures behind us as well as FADS, logs in the water and two close friends doing damage to their boats because of logs, Phil was finally convinced to put off our visit to the Philippines until the trip back when we would be more experienced with our new boat and all of the mysterious things that one finds in the water.

From here we continued with our Maluku Rally friends to Ambon for the Rally finish and had an incredible time celebrating. The rally catered to our every need with interpreters, tours to local cultural sights and festivities, a celebration dinner and most importantly all our paper work was attended to. While we were in Ambon, we were asked to join the Kimodo Rally to add to the yachting contingent that would do a sail past, along with war ships of different nations for the Indonesian President who would be arriving in Laboun Baju. This sounded pretty good to me and 6 days after we arrived in Ambon we left for the Komodo Rally but then that's another story.





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**Hey TCP,**

What happened? I have been going crazy for months trying to get a copy of the paper. I thought maybe you had gone out of business then I got put onto your web site and had gentle hands guide me through the process of downloading a copy. What a relief! I wouldn't ever have touched a computer otherwise but thanks to you I have taken my first step into the 21st century, God help us all. I won't get a computer though, thankfully the gentle hands will loan hers.

Did you put up notices anywhere? I asked a couple people that should have known, including marina staff and all I got was a dumb look and a polite, dunno. How about a billboard on the Princess Highway?! Course I have a can of paint and I know this wall - Just trying to help!

**Yours in crime,**

**Withhold my name. I'm serious about the wall**

**PS this is my first email. Please print it (?) so I know it worked!**

**Hi Withhold,**

Welcome to the 21<sup>st</sup> century. Yes we still get calls/emails asking where the printed TCP's are. The online TCP is alive and well and always has more pages than we could have in print, so you get more for your...well still FREE! No registration, no passwords, no cookies - just FREE to download,

*save, read when you like and print pages you want to read away from the computer screens. Your idea of notices up are a good one and when we get a round tuit we will take up your advice. It was announced in TCP #60 last year, our 10 year anniversary edition and last printed edition (for now anyways) of the online only editions.*

*It is always nice to know there are "gentle hands" around to get us through the unknown and good luck with the wall!*

**Cheers,**

**The TCP Crew**



**The Coastal Passage**

**Do you have a row boat, tow boat, sail boat, stink boat, cabin cruiser, wife abuser, tinny, woody, kayak, roof rack, outboard or overboard, fishing boat or wishing boat? Then *The Coastal Passage* is your paper!**

©2003 Bob Norson

**CUSTOMS GOING TOO FAR - IT'S JUST NOT RIGHT!****Dear TCP,**

I have been reading your paper for years, and have taken note of the abuse boaties have been subject to when leaving or entering the country. I live globally, however I have always entered a country via land or air. I have travelled through the post 9/11 US and have gone through the body scanners and have been patted down. Almost the same procedures I have gone through when entering or leaving Australia. That is until this last time I came back.

A couple months ago I entered Australia from SE Asia (I assume this common for many Aussies as it's close and a cheap holiday destination) and have never felt so bullied or personally violated in my LIFE! I had all my belongings painstakingly gone through. OK, not pleasant but the world we live in today.

I didn't like the interrogation I was given. The customs officer tried to make it sound informal and used words like 'just out of curiosity', but the questions were invasive. About 30-45min worth of in depth questions. People, that is NOT friendly conversation, that is an interrogation. And all this did not put me in a good mood, but it wasn't until I was re-packing my stuff and the customs officer was going through my last bit of luggage, my purse, when he asked me a question that got my attention, because how would he even know to ask such a thing? That's when I turned to see that he was going through my personal notebook.

I carry a little notebook in my purse for everything from grocery lists to someone's phone number. And here he was going through every page. WHY??? He's been through my stuff, thoroughly, no drugs, no bombs. I'm obviously not a drug dealer or terrorist, so why? The answer is quite simple - because he could!

When I asked what reason he had to go through my personal notes, he told me he had the right to go through anything he wanted, to include my notebook and then he looked at my computer and told me he could go through that as well.

The threat was clear, and I went back to packing my bags. He told me he could, never why. So when someone uses a power they have over you, without any reason, that's a bully, plain and simple!

I will stress that I have been through The US, Europe, SE Asia, and the Middle East. I am an Australian citizen and have never, never been treated this way. What a welcome home!

I am withholding my name as I will travel again, and don't need to make it worse on myself next time. I just think my experience should be known, and that all should know that it's NOT RIGHT!

***"When injustice becomes law, resistance becomes duty."***  
**Thomas Jefferson**

**THE DANGERS OF CINNAMON****Hi Kay and Bob,**

Am sitting on the back of our boat in Abell Point Marine, enjoying the warmth instead of Melbourne's cold and catching up on some back issues of your wonderful magazine.

I was reading Edition 64 the other day and enjoyed Sue Bett's article, about tips on herbs. One of the ones she mentioned was the spice cinnamon and all she says about it is correct, except for one very important point, it is important to use the right one. Not many people know that there is good cinnamon and bad cinnamon and taking a teaspoon of bad cinnamon daily could cause health problems.

As I have high cholesterol, I have thoroughly researched what one can take instead of statins due to their nasty side affects and yes cinnamon does lower cholesterol. Coumarin is found in high concentration in the common variety of cinnamon called CASSIA CINNAMON (the one found in supermarkets). Coumarin is a naturally occurring toxin which can cause damage to the liver in high doses. The good cinnamon is called CEYLON CINNAMON or Cinnamomum velum which simply translates as

"true cinnamon" and has next to no coumarin in it, is light brown in colour, slightly more expensive but tastes far superior to its poor cousin. I had trouble finding it locally and eventually purchased it over the internet.

I know this has nothing to do with boating but I thought your readers might like to know this fact, especially if considering taking it on a regular basis. Once again, thanks for an informative Magazine.

**My regards to you both,  
Liliana Herman vessel *Daydream***

***Thank you Liliana for this valuable tip,***

*We have heard there are better qualities of cinnamon but did not know the details. I love cinnamon and will now be more careful on what I buy. TCP is happy to receive information on subjects that may not be directly about boats, but good information for all.*

**Regards,  
Kay Norson & Sue Bett**

**HAPPY DAYS AT A SLIPWAY****Hi Kay & Bob,**

Just wanted to tell you about the great service we received at Bundaberg Slipways when we were there recently. We originally booked our trimaran *Star Voyager* in for about a week to do some work on the motor, rudder and a few other things but as is usual with boats, everything took longer than expected and we remained for two and half weeks.

During that time the guys who work there - Michael and Mick - were engaged at various times to work on the boat. While we paid for their time when they were working for us we didn't pay for the advice and information they gave so generously whenever we asked questions. Michael is something of an expert in relation to paint and painting and Mick is an absolute whizz when it comes to fibre-glassing, and at all times both men were polite, cheerful and competent. If there was something they didn't know or couldn't do they always knew just who to put us in touch with.

So its a big thank you to Bundaberg Slipways. We'll be back there next time we need to take the hard.

**Regards,  
Lin & Steve, *ST Star Voyager.***

# WHAT A DAY ON THE CANALS!

## *Jan Wooller shares a day canal cruising in the Netherlands on MY Kuah*

Hi all,

The last week of May this year was an interesting. On Thursday evening we retreated from the lovely town of Grou to a rural anchorage a kilometre away where we were treated to delicious sushi aboard *Shanty* (my sister Pamela and her partner Pat's boat) followed by the most spectacular sunset.

Friday morning both boats headed north towards Leeuwarden, the capital of Friesland. As usual various canal side sign boards required a hurried resort to our Google Translate app. Some translated somewhat bizarrely leaving us still in the dark as to what the hell we were being warned against, told not to do, or advised to do. One caused a little concern as it warned of "Shipping nuisance" due to 3 aqueducts under construction....but where? Aqueducts are road tunnels under the canal. It is quite odd to be motoring along serenely only to see cars and trucks drive under the boat. This particular warning wasn't accompanied by a canal closed sign so we continued onwards through farm fields populated by sheep and the ubiquitous Friesian cattle (after all, we ARE in Friesland).

A call from Pat on *Shanty* told us that they were having alternator problems so we tied alongside the first public mooring place we came to so that he and Nick could assess the problem and discuss what to do about it. Deciding to continue on to Leeuwarden where repairs or replacement could be found we got under way again fairly quickly. Prior to the alternator problems we had planned to stop at the small village of Wergea. The route offered two alternatives...one a wider canal that bypassed the village and the other a small canal that bisected it. Wanting to at least have a look at the village we chose the small canal, however halfway along it we spotted a work barge that appeared to be blocking the canal.

A small area beforehand appeared large enough to turn *Kuah* around but we soon had problems. *Kuah's* bows were aground! With some judicious juggling Nick managed to get her fully afloat again (Pat and Pammie behind us on *Shanty*, not realizing that our bows were stuck in the mud were wondering what the hell we were playing at!). Meanwhile the workman on the barge was signalling that we should continue on past him. It didn't look possible, particularly as there was a dinghy moored opposite the barge but he seemed sure so we gingerly motored ahead. I swear there were only millimetres to spare but we squeezed through only to find that the canal narrowed even further. Praying that there would be no boat traffic headed our way we motored on through the impossibly quaint village, feeling like we were in people's front yards.

Approaching Leeuwardin we found where the aqueduct construction was taking place to replace a couple of the opening bridges. The "nuisance" appeared to be that there was only one way traffic under the bridge and boats high enough to require the bridges to be opened may experience long delays. At over 5 metres clearance under the closed bridges *Kuah* and *Shanty* had no problems going underneath (the lowest bridges we have been under to date were 2.60 metre....and we had over 300 mm to spare!).

About to bypass a side canal we were horrified to see an enormous barge reversing out of it. On and on it came until it took up the entire width of the main canal at which point its bow propeller and rudder were engaged to head it towards us (meanwhile Pat and Nick were reversing slowly to allow it room to manoeuvre). It is unbelievable how those barge skippers get such huge boats turned in such tight spaces.

*continued next page...*

Three very low but opening bridges later (a toll of 7 euro placed into a wooden clog swung out on the end of a fishing pole at one bridge) we found a mooring place right in the centre of town opposite several gorgeous old barges...working boats in bygone days but now converted for liveaboard use. Leaving Pat to arrange repairs, Nick, Pammie and I wandered towards the main square where we found a bustling weekly market in full swing. I LOVE these markets! Vans and tents overflowed with fabulous looking and very reasonably priced flowers, fruit, vegetables, cheeses, breads, olives, smoked and cured meats, pies, dips, herbs and spices etc etc. We bought way too much and still wished to buy more. Fortunately most offered samples so we grazed our way around the market.

Returning to the boats we spotted an ancient but beautifully restored sailing vessel ghosting along the canal. The Netherlands is not short of such sights but this boat also had about 8 men and one woman on deck all dressed in 19th century clothes. To our delight the boat moored only 30 metres away from *Kuah* and *Shanty*. On shore to greet it was a group of about 20 guys dressed as old sailors and a couple on squeeze boxes and all singing sea shanties.

Apparently this boat, built in 1887, is the oldest steel vessel of its type still afloat. It was built in the small village of Rottevalle in order to carry farm produce to Leeuwarden however its work life was short due to the introduction of steam driven boats. Some locals had discovered the rusting hulk and organized a team of volunteers to restore it. Not bad going in a village of only 1500 people. This voyage was its first since restoration and a re-enactment of the ones it did when a working vessel. The mayor of Leeuwarden was there to welcome it but apart from the locals involved we were the only others there. One of those lovely local events not put on for tourists that we were fortunate enough to stumble upon.

*continued next page...*



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During dinner aboard *Kuah* we were somewhat startled to see workmen float sections of floating footpath across the canal just in front of our boats. These were soon joined to completely block the canal. What on earth was going on? On shore a crowd of about 500 people had gathered. It was all part of a progressive opera based on the Hans Christian fairy tale of the Ice Queen and sung in the local Freisan language.

The first scene had just taken place in the main town square. Lead by a soprano carried aloft in a giant "paper" boat, the audience crossed the floating path and headed towards a large church about 100 metres away for the 2nd act. We were told by the security guard that the 3rd act would be at held at 11pm outside the cultural centre building 50 metres from *Kuah* and *Shanty* and that although the audience members had purchased tickets he let us watch it from one side. Rugged up against the chill, we were all out just before 11 and couldn't believe our eyes when the audience arrived....this time seated on tiered seats atop a huge barge which was pushed into place in the canal in front of the cultural centre! The 3rd act continued...gorgeous costumes and lovely voices...though of course we couldn't understand a word. What other country could stage a production like this? It was fabulous.

As you can tell....we are enjoying life afloat on the Dutch canals. Good news is that *Shanty's* alternator issues turned out not to be serious...merely a case of too flat batteries and alternator initially struggling to charge them.

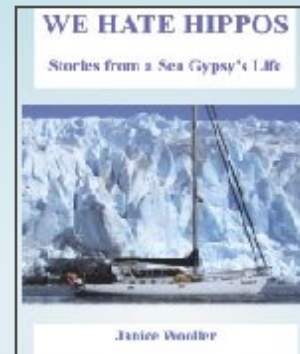
Fun in Leeuwarden continues this weekend with a giant Street Fair featuring all sorts of street performances.



Jan and Nick have cruised more than 15,000 miles aboard their converted trawler *Yawarra II* and will continue to explore SE Asia. They also will spend part of each year in the European canals on board their Dutch canal boat, *Kuah*.



# The TCP Ships Store



## **WE HATE HIPPOS:**

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## Good news for cruising yachties and club racers

Despite the passing of its founder in 2012, Rolly Tasker Sails is still producing the best value for money sails available today in those categories says.

Having recently returned from another visit to the loft I am pleased to report that the quality of workmanship and finish remains of the highest order and that combined with the utilizing the very latest design software means a top quality product.

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*By Derick Warne of  
DG Marine - Australian  
Distributor for the Phuket  
based loft.*



## PONTOS AUTOMATIC FOUR-SPEED TRIMMER WINCH

This is an amazing new winch from a French manufacturer and distributed by Southern Seas Marine, that will have many sailors rethinking whether they really need electric winches on their boats.

Each Pontos winch is equipped with an automatic clutch that pops in two extra gears when loads hit a pre-set threshold. There are no additional buttons or switches; you only need change the direction of your grinding rotation when it's time to engage the lower gears, the same as with conventional two-speed winch.

Cruisers will likely be especially interested in the trimmer version, with its extra-low gearing that cuts the effort needed to handle any given load in half. For those more interested in performance, there's a four-speed "Grinder" model with extra-high gearing that allows sail-trimmers to quickly and efficiently pick up slack at 6 times the normal rate.

By John ,Southern Seas Marine

visit [www.southernseasmarine.com](http://www.southernseasmarine.com)  
for more information.





News from Royal Queensland Yacht Squadron

# Queensland youth champs and winter family getaway

Sailing parents know it's a long way to the top and that fostering the future stars of the sport means many weekends and most school holidays are spent travelling to regattas where their aspiring Tom Slingsbys and Elise Rechichis can pit themselves against other young hot shots.

If Olympic or America's Cup aspirations aren't the stuff of dreams then Royal **Queensland Yacht Squadron's Youth Week, July 7 - 11**, is still the perfect destination. Where the kids can race on the beautiful waters of Waterloo Bay on the bayside suburb of Manly in Brisbane, Queensland, and parents can easily entertain themselves and other siblings.

The regatta is open to competitors under 19 years, as of 31 December 2014, and to ISAF preferred single and double handed youth classes as well as selected youth and junior nationally recognised classes with a minimum of six entries.

RQYS, host of Youth Week since 2008, invites youth sailors and their families to the bright and sunny shores of Brisbane's beautiful Moreton Bay for 2014 Youth Week, part of a broader national Youth Sailing Grand Prix series that aims to encourage domestic competition and travel between the states, and fills a void in the winter calendar.

"The facilities here at RQYS are world class with ample rigging lawns and three ramps at our disposal; however we offer more than just a fantastic place to sail," says general manager Paul Hughes. "The local community of Manly is vibrant and friendly and offers many amenities. Come for the sailing and stay for the Queensland family winter getaway!", he encourages.

Held annually in July, organisers do their best to ensure an even overlap with each state's school holidays. Past Queensland Youth Week regattas have drawn a massive 238 boats with 271 sailors creating an impressive sight on the racing waters and on the grounds at RQYS.

RQYS's sailing and regatta manager Josh Belsham says, "RQYS' Queensland Youth Week is on once again and we are preparing for another year of the best weather and regatta management we can deliver. If your kids are looking for large fleet sizes to practice for upcoming state, national or international regattas, Youth Week is great way to prepare. More importantly we also offer young sailors the chance to meet other sailors and form new friendships that can be life-long."

This year each competitor will receive a RQYS regatta backpack.

**Eligible Classes are:** International Optimist, Laser 4.7, Laser Radial, International 420, 29er, Sailboard, Hobie 16, Sabot 1up and 2up, Open BIC, and Flying Eleven.

**By Paul Hughes, RQYS**



**For more information see:**  
[www.qldyouthweek.com](http://www.qldyouthweek.com)



News from Whitsunday Sailing Club

WHITSUNDAY  
SAILING CLUB

# Airlie Beach Race Week's 25<sup>th</sup> birthday bash to impress



Vision Surveys Airlie Beach Race Week participants can expect sailing and socialising at its best for the 25<sup>th</sup> anniversary event.

The social highlight of the regatta will be a special 25<sup>th</sup> birthday party on the evening before lay day.

This is the message from Whitsunday Sailing Club, which is planning many exciting festivities to ensure the silver anniversary will be a standout event in the regatta's history.

The special birthday party, to be held on Monday, **August 11th** will have great music all night as well as exciting dining options at Whitsunday Sailing Club.

With the 25<sup>th</sup> anniversary described as a 'high school reunion' for the sailors, Whitsunday Sailing Club hopes everyone joins in the fun while reminiscing on the regatta's special history.

Vision Surveys Airlie Beach Race Week Event Chairman Jim Hayes said with all festivities and presentations held at the Whitsunday Sailing Club this year, participants can relax and enjoy the social atmosphere at the host club.

"All of the parties and presentations will kick off at the sailing club after racing each day," Mr Hayes said, "so we hope everyone joins us at the club to socialise, swap stories with their mates and just enjoy the great atmosphere of race week".

The club's famous Great Whitsunday Fun Race will again be held the day after race week, with all sailors encouraged to have fun on the water after six days of serious racing.

"This is the day where everyone can relax on the water in any type of boat. We encourage everyone to dress up and decorate their vessel for a fun day of boating in the Whitsundays," Mr Hayes said.

**The public are welcome to attend all race week and fun race events.**

**Vision Surveys Airlie Beach Race Week will kick off with the welcome night on Friday, August 8 and will conclude on Friday, August 15 with the final presentations of divisional winners.**

*By Heidi Walton*



**Airlie Beach Race Week 2014 is hosted by Whitsunday Sailing Club.**

**[www.whitsundaysailingclub.com.au](http://www.whitsundaysailingclub.com.au)**

## What do you do when you're a "sunk 'em" sailor...? Head to **Audi** Hamilton Island Race Week 2014 and become the regatta's 50<sup>th</sup> entry!

What do you do when you're a "sunk 'em" sailor? Head to **Audi** Hamilton Island Race Week 2014 and become the regatta's 50<sup>th</sup> entry.

Two weeks ago, former Australian Olympic sailing coach, Leigh "Dorro" Dorrington, was involved in an unfortunate collision on Melbourne's Port Phillip Bay a classic T-bone impact where the other yacht sank.

The good news is that while the incident made national headlines, no one was injured. The yachts were part of a fleet of Adams 10s contesting the Waitangi Cup interstate challenge at the time. All seven crew aboard the sunken yacht, *Serious Yahoo*, were pulled unscathed from the chilly waters of the bay and taken ashore.

If there was any "injury" it was to Dorrington's pride. The collision was as embarrassing for a man of his sailing ability as it was tragic. It was already a miserable day on the water the sort of day where the sailing is not a lot of fun because

Port Phillip Bay was in a wild, wet, cold and windy mood. However, within a few days Dorrington's mind turned to better things: to warmer climes, a different style of racing, and a lot of on-shore fun.

He was thinking Audi Hamilton Island Race Week 2014 Australia's premier, fun-in-the-sun regatta where the best boats and most fun-loving sailors get together in August each year for a gathering like no other. He had been there "countless" times before, so it was little wonder that the incident on the bay left him in no doubt he needed to be there this year.

Fortunately, his mate, Ray "Radar" Semmens who had been with him when the collision occurred didn't need any convincing when it came to heading north from Melbourne in August. Semmens owns the Davidson 52, *Prime Example*, and he readily agreed to Dorrington's suggestion that they go to Audi Hamilton Island Race Week 2014.

*continued next page...*



**The Davidson 52 design, *Prime Example*, seen here competing the Sydney to Hobart Yacht Race, was the 50th entry for this year's Audi Hamilton Island Race Week. The regatta will be staged from August 16 to 23.**

The entry was lodged, and ironically *Prime Example* became the 50<sup>th</sup> to be registered a fact that confirmed the list was growing at the same rate as in previous years where an impressive fleet of around 200 yachts was at the island.

“Audi Hamilton Island Race Week is for everyone who wants to have fun and enjoy some of the best sailing there is to be had in the world,” said Dorrington, who was the coach for the Australian Olympic Sailing team's Soling class in Los Angeles in 1984.

“I really do struggle to understand why Australian sailors want to go to regattas in the Caribbean when everything they seek is here in our own backyard at Hamilton Island, every August. I can tell you from first-hand experience, Hamo is better.”

This will be the first time that *Prime Example* has been at the regatta. Semmens and Dorrington have already assembled a crew of male and female friends who know how to compete on the race course, and equally, have a good time on shore.

Audi Hamilton Island Race Week 2014 will be staged from August 16 to 23.

The regatta is open to the full spectrum of keelboats, sport boats and multihulls.

The Notice of Race, entry form and regatta information are all available on the regatta website

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

German luxury brand, Audi, is back for the ninth year at Audi Hamilton Island Race Week in 2014. Audi and the sport of sailing go hand in hand, thanks to a shared passion for winning performance, the use of lightweight and progressive materials in construction, and a love of spirited competition. In Australia, the Audi brand closed 2013 with its ninth consecutive year of growth, supported in part by the Australian sailing community. Throughout Audi Hamilton Island Race Week 2014, the brand will host a range of events and activities on the island for yacht owners, yacht crews and guests to enjoy.

**Rob Mundle, Promotions Manager,  
Audi Hamilton Island Race Week 2014**



**Hamilton Island's harbour, and the yacht club in the background, will be the scene for numerous waterfront parties and other fun activities during Audi Hamilton Island Race Week 2014**



## 70th Anniversary entries open as Corinthian division announced

The Cruising Yacht Club of Australia, the organising authority for the Rolex Sydney Hobart Yacht Race, has announced the release of the Notice of Race and now invites eligible yacht owners to enter the blue water classic.

This year marks the 70th anniversary of the annual race, and in a nod to the traditionalists and the non-professional crews, the CYCA has introduced a Corinthian division. Yacht owners and their crew who meet the Corinthian criteria, as defined by the ISAF Classification code, will compete for the York Family Corinthian Trophy, newly dedicated by prominent CYCA members Michael and Jeanette York.

The trophy will be presented to the yacht that performs best overall under a separate performance handicap to be calculated by the application of Time Correction Factors (TCFs) as a multiplier of elapsed time. Yachts entered in the Corinthian division must also be entered into one of the other three divisions: IRC, ORCi or PHS.



Michael and Jeanette York (centre) present the York Family Corinthian trophy to CYCA Commodore Howard Piggott (left) and Vice Commodore John Cameron (far right).

*photo by CYCA Staff*

The York family is part of the fabric of Cruising Yacht Club of Australia's history. Michael York OAM is the longest standing member of the Club, having joined in 1945. Michael competed in 14 Sydney Hobart yacht races and represented Australia at the highest level, including the America's Cup, Admiral's Cup and Olympic Games, as well as many other international regattas. Jeanette joined the CYCA in 1952, serving 43 years on the Associates Committee, filling the role of President for six years. The first woman to be given Life membership of the Club in 2002, she is the daughter of one of the Club's most illustrious figures, Merv Davey.

A member of the CYCA from its earliest days, Merv served as Commodore from 1949-1951 and 1957-1959. He was a leading exponent of the RORC rule in Australia and took an active role in the development of the IOR rule in Australia in the late 1960s and early 1970s.

*continued next page...*



CYCA Commodore Howard Piggott said the decision to introduce this new division would provide another way to recognise those yachtsmen and women who compete in the Rolex Sydney Hobart purely for the love of ocean racing.

"On behalf of the members of the Cruising Yacht Club of Australia and the Corinthian crews that compete in the Rolex Sydney Hobart, I extend a vote of thanks to the York family for providing this elegant trophy. I'm sure that this category will create some dynamic competition amongst crews," Commodore Piggott said.

"Given the significant anniversary, two Veteran divisions for the classic yachts of yesteryear have also been included: one for yachts 20 plus years and another for yachts 30 plus years," he said.

The CYCA is predicting a colourful national and international fleet of approximately 120 yachts will make the start line on Boxing Day, December 26 at 1pm AEDT, for the tough annual 628 nautical mile race to Hobart in Tasmania. "I look forward to welcoming entries from eligible



yachts for the 70th edition of our world renowned yacht race," Commodore Piggott said.

The start of the Rolex Sydney Hobart Yacht Race will be broadcast live on the Seven Network throughout Australia and webcast live to a global audience on Yahoo!7 and the Australia Network throughout the Asia Pacific Region.

Entries in the Rolex Sydney Hobart 2014 close on Friday 31 October 2014 at 1700hrs AEDT.

**The Rolex Sydney Hobart Yacht Race 2014 Notice of Race is now online at:**

<http://www.rolexsydneyhobart.com/competitors/online-race-entry/>  
Official race website: [www.rolexsydneyhobart.com](http://www.rolexsydneyhobart.com)

**By Jennifer Crooks, CYCA Media**

# Bush Lore Australia

***Yachties can learn too!***



***Rich describing watercress, mat rush and a few other wild edibles at the river's edge.***

**By Lin Nemeth, ST, *Star Voyager***

Nestled in the Sunshine Coast hinterland between Maleny and Conondale is a school, but it's not the kind of school where children learn to read and write. Running that school you will find a former member of the Australian army's elite SAS regiment, but he's nothing like Bear Grylls. So what is this school about and who is this man? Well, the school is called Bush Lore Australia and the man is my son Richard. Unlike Bear Grylls whose famous philosophy is 'Man vs Nature' Richard and his wife Rebel (Rich and Reb) live, work and teach the philosophy of 'Man with Nature'.

Rich and Reb run bush craft courses nearly every weekend throughout the year. Some are three to four days long while others may only be for one day. Whatever the length of the course, overall the aim is to "impart life-saving wilderness skills and facilitate our connection to the natural world and some of its mystery".

So why, I hear you thinking, is this of interest to yachties? A quick look at their website [www.bushloreaustralia.com.au](http://www.bushloreaustralia.com.au) will show just how much yachties could be learned by undertaking one or more of the Bush Lore courses which include practical hands-on training in bushcraft, cross-country navigation, wilderness survival, field tracking and observation skills, as well as training in search and rescue tracking, disaster survival, urban survival, survival self-defence, self-reliance, sustainability, team building, leadership and personal development.

*continued next page...*





***The beginnings of building a bush shelter.***

Again, knowledge of cross-country navigation using a hand-held compass could be very useful and because we tend to go off on such expeditions another course called **Tracking and Observation** might also be of value.

Tracking is the art of being able to track a human being or animals by the many signs and marks (sign) left on the ground and surroundings after their passage through an

area. It is one of the most ancient of skills, mastered by our human ancestors as they relied on it to hunt and procure food. Many traditional cultures still practice this art but regrettably it is slowly dying out.

People with an interest in observing nature, monitoring or photographing wildlife would find this course very interesting as it includes discussion of animal behaviour among other topics.

Anyone seeking a more intimate understanding of the natural environment in any respect will gain much from the observation and

perceptual training presented during the course.

Subjects covered include: observation skills and tuning in; categories of signs judging the age of sign; track interpretation and deduction; tracking tools; and search and rescue tracking techniques to name but a few.

*continued next page...*



***A typical Bush Lore classroom.***

Navigation course participants planning an excursion into the bush.



One of the courses that might be of particular interest to sailors is **Cross-country Navigation**. This course teaches participants to map read and use a range of navigational devices and tools to equip them with the skills to navigate proficiently across country by both day and night. It enhances planning skills and builds individual self-confidence. A course such as this however, could be equally useful to those of us who navigate on the sea and a quick read through the list of skills taught is a clear indication of its value.

For example, on this course you would learn about compass use, the use of back bearings, magnetic variation, following a compass bearing, dead reckoning and celestial navigation, to mention only a portion of the curriculum.

While we haven't undertaken any of the courses as yet, this is the first one my husband Steve and I want to do. The course is geared to the needs of hikers and trekkers, and in particular novices but it will assist experienced navigators to hone their skills further, and we can see that the sailors too could benefit from such a course. These days nearly all of us have electronic devices to help us navigate, but what would happen if the batteries fail, the GPS no longer functions and you are not used to navigating with paper maps, compasses and protractors? I know that many of us do have these skills but with the frequent use of electronic equipment such skills can easily become somewhat 'rusty'. For new devotees to the sailing life, particularly people with little or no sailing and navigating experience, learning to navigate without the assistance of electronic devices could be a life saver.

Even if you don't need to employ traditional navigation techniques while sailing, it is customary for sailors to go ashore to go hiking whenever they drop anchor in some beautiful and secluded section of the coast.

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**Wilderness Survival** is yet another course that is designed for those who travel beyond the urban fringe into remote areas, either as individuals or as part of a small group. This may include, outdoor recreation leaders, exploration teams, travellers, government personnel, pilots, **mariners**, regional support teams, hikers and campers. The two-day format of the course ensures that the fundamentals of survival are addressed in a logical and practical manner in order to foster personal resilience.

Subjects normally covered during this course include such things as: the psychology of survival; priorities for the survivor; fire lighting (without using matches); water procurement, and emergency signalling.

As mentioned above most of Bush Lore's courses are geared towards

land-based activities, however Rich and Reb are happy to design courses specific to the needs of participants. They even do courses for parents and children. All course are conducted in the open air, usually on their property near Conondale. If you take one of the courses that run over two or more days you could find yourself, making fires the way our ancestors did, collecting and cooking bush tucker and building your own shelter in which you will sleep, For the more faint- hearted, however, tents usually available as well.

So, if you think you'd like to tackle something a little different, something that will take you out of your current comfort zone, log on to the Bush Lore website [www.bushloreaustralia.com.au](http://www.bushloreaustralia.com.au) and from there click on to the Bush Lore Facebook page as that's where all the best photographs are, and begin to see things you never saw before!

# 10 ways to add years to your life (on a boat)

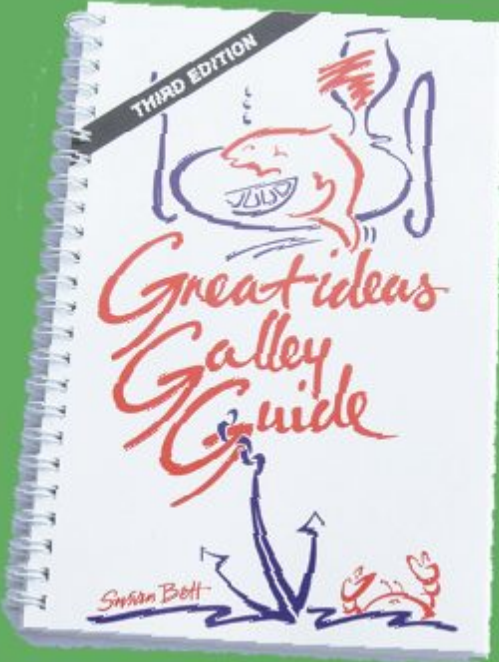
By Sue Bett, MY Scallywag and Author of "Great ideas Galley Guide"

**Living longer doesn't have to mean strict diets or extreme exercising these tips simply involve chilling out, common sense and enjoying your life, preferably on a boat!**

- 1.** Have a laugh (adds 8 years). Laughter produces protective hormones, regulates blood pressure and reduces the effects of stress. Studies have shown that people with a sense of humour have a 30% better chance of survival if and when severe disease strikes. *Most mis-haps on boats can be laughed away.*
- 2.** Give up smoking (adds 13 years). In Australia smoking causes 84% of new lung cancers in men and 77% in women. *Smoking and boating do not mix. What a horrible mess to deal with on a boat!*
- 3.** See your GP - prevention is better than cure (adds 10 years). *A clean bill of health from your doc can be "good medicine" for those longer offshore cruises.*
- 4.** Avoid stress. Losing sleep by lying awake and worrying at night can shorten your life by about 3 years we all need at least 7 hours quality sleep. *After a stressful passage get to that peaceful anchorage/marina and stay an extra day or two longer.*
- 5.** Drink alcohol in moderation. As part of a healthy diet, a glass of red wine a day can reduce the risk of heart disease, certain cancers and Alzheimer's. Just make sure that the one glass doesn't turn into one bottle! *This can be a challenge when you are offered more during the many sundowners...*

- 6.** Find a new hobby (adds 2 years). Fishing, bird watching, doing crosswords or jigsaw puzzles, scrapbooking and card games all exercise the brain and more... Taking up a new sport such as swimming aids flexibility, helps to reduce stress, and provides a sense of achievement, especially for retirees. *Being on a boat can give you a workout even when you are just hanging on!*
- 7.** Take a holiday (adds 2 years) Studies in America have found that women who only take a break every 6 years or less are eight times more likely to have cardiac issues than those who take a holiday once or twice a year. *Aren't boaties always on a holiday?!*
- 8.** Try Meditation or develop your spiritual side. (adds 4 years). Some believe that those with a religion or faith tend to live longer than those without. Spiritual people tend to have a faster recovery rate than those who are not. Meditation calms the mind, making us more peaceful, balanced and focused. *The sea is the greatest spiritual place to be...*
- 9** Clear out the clutter (adds 1 year). Being surrounded by chaos can make you feel frustrated and depressed. 10 minutes a day to de-clutter your home will reduce levels of the stress hormone cortisol in your body. *This is very important on a boats with those small areas. Do you really need all that "stuff"?*
- 10.** If you don't already have one, get a partner. Research has shown that being in a loving, long-term relationship along with the joy of sharing, can prolong your life span by up to 6 years. *If you and your partner get along on a boat you are truly meant to be together!*

# Great ideas Galley Guide by Susan Bett



This handy little recipe book has been compiled especially for those would be cooks who have not much time, not much experience in the kitchen or galley and possibly not much imagination when it come to making a great meal.

A comprehensive 120 pages of great ideas, the contents include an A-Z guide on effective provisioning, storage and cooking hints. Over 60 simple recipes, the majority of which use only one burner or hot plate. An absolute bible for boaties and happy campers.

A can of tuna, a can of tomatoes and garlic is transformed into a yummy and healthy pasta sauce or an inexpensive red wine added to chicken makes a great Coq Au Vin.

From these simple recipes to more adventurous meals such as Sweet Chilli mud crab or decadent Carpet Bag steak with oysters, both sure to gain compliments, but like all recipes in this book, very easy to prepare.

Due to popular demand this is the third print of the Great Ideas Galley Guide. It is simply the best value and most informative recipe book ever compiled.

**only \$25.00!**

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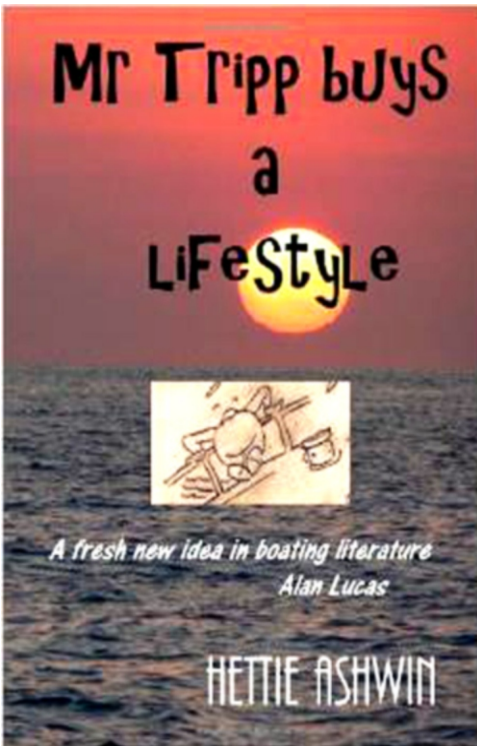
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# TCP book reviews and more...



## Mr Tripp buys a lifestyle - *an excerpt...*

"Hmmm. I was thinking since it's going to be a sunny day I'd give that mattress a good wash. I'm not keen on sleeping on other people's gunge."  
"Right."

There is a belief that what went in must come out. It seems an obvious thought, but on a boat nothing is that simple. The Tripps had inherited a thick, stiff, foam mattress that had the dimensions of a Mac truck with all the nobbly bits sticking out. It was in three pieces all joined together somehow and looked like it would just fold in half and go through the door. Vivian pulled and the thing sprung back like a sciatic nerve. Colin tried to roll and it flipped over taking him with it as a contender for World Championship wrestling. They employed some rope and tried to put the two ends together and ended up wrapped in it like a kebab.

"I think we need to be a bit canny here." Viv thought on the problem. "What if we take it out of its cover, then we will have three separate bits. She found the zip and gently gave it a tug. The zip was welded shut with rust.

"Who puts a bloody metal zip on a boat, ridiculous!"

Colin was ready to rip the thing into shreds as his frustration level grew.

"What about if I..." Vivian began. Colin held up his hand. "Right, I'm taking charge." He grabbed the unwieldy mattress and wrestled it into a nonagon and then via brute force pushed it through the doorway to the saloon. It jagged, caught and snagged on the table, the engine box, the latches and knocked a light off the bulkhead. He heaved the monster past the table and threw himself at the companionway stairs. The mattress sprung out and much like trying to put a cat in a bucket of water it wasn't going outside come hell or high water.

It was a close call who won the first round as Colin pushed and shoved and the monster sprang, flipped and bounced and finally was squeezed through the companionway hatch and into the cockpit. It hung on to the last, catching on the rigging and the ropes before it was unceremoniously dumped on the dock.

"We're getting hammocks." Colin said as he wiped the sweat from his face.

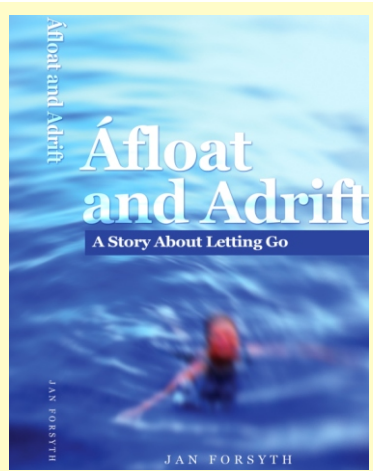
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# Mr Tripp buys a lifestyle *continues...*

He who would go to sea for pleasure, would go to hell for a pastime ~ French Proverb. What does boat stand for? Bring On Another Thousand... Colin and Vivian Tripp buy a 'bargain' cement boat called Moonlighting with a romantic idea of the sea. Balmy nights, sundowners on the deck, midnight swims in tropical waters around North Queensland, it all seems so romantic. What they get is a bucket load of troubles, a myriad of mishaps - plus some fun. From the intricacies of anchoring to taming sea sickness, they weather the storms to eventually find a joie de vivre, albeit with the aid of an assortment of characters, who all seem to be experts about something.

Hettie Ashwin has been widely published in magazines (including *The Coastal Passage*) and on-line. Her writing includes humorous column style articles, short stories, novels and non fiction boating pieces, which is handy as she lives on a boat, SY *Dikera* in Queensland Australia.

"Mr. Tripp" and other writing by Hettie can be found on Amazon, and Hettie's website, [www.hettieashwinblogspot.com](http://www.hettieashwinblogspot.com)



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

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

But it is in the South Pacific, when she becomes part of the world of oceangoing yachts and the people who have made the sea their home that she finally finds what she is looking for. In this adventurous but somewhat dangerous world, maintaining her place sets new challenges, and she almost loses everything she has gained.

**Afloat and Adrift** is a journey of inner resolution, life contemplation and interpersonal discovery peppered with conflict and romance.

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## How **Afloat and Adrift** happened

By Jan Forsyth

I first began writing as a hobby and to be productive while cruising the Queensland Coast. To my delight my first article was accepted by *The Coastal Passage* about seven years ago, and to my surprise they even paid me. This publication and its wonderful editors inspired and encouraged me over the years to keep on writing as I kept on cruising through South East Asia.

With the incentive of a ready market for my take on the cruising life, I continued posting the articles growing more proficient as the years passed. I eventually left the sea after a short time in the Adriatic with Lloyd on *Déjà vu III* as he cruised the Dalmatian Coast. I then met up with Jean and Alan on *Tuatara* a New Zealand yacht and joined them from Gibraltar to Morocco. After a month in Northern Africa we sailed onto the Canaries from where I returned to Australia.

*continued next page...*

# Afloat and Adrift

*continues...*

I finally retired from the sea to a cottage in the forest deep in the heart of SW Western Australia, a perfect time and place to write seriously.

That was the beginning of Afloat and Adrift. The story poured out of my head and heart and onto the computer. I held my heroine in high esteem and wished I could be more like her. I found great respect for the women of the sea, and fell in love with the hero. The whole exercise had me yearning for a life on the sea again. Whether I find another boat or not will be another story.

Afloat and adrift is now available from Amazon or on demand from the larger book retailers. Mention the title, author and the ISBN number 978-1-921 883483. Or buy direct from the author. Email: [janforsyth@yahoo.com.au](mailto:janforsyth@yahoo.com.au)

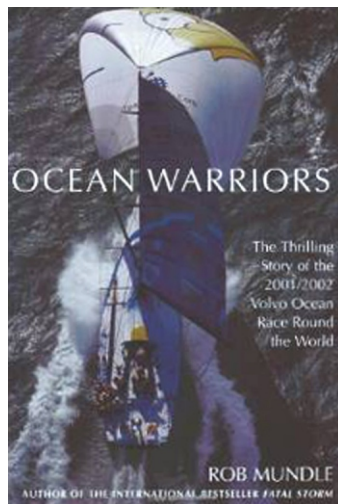
## **TCP note:**

If you have been reading TCP you will have read Jan Forsyth's stories. It is always a pleasure to receive Jans stories for TCP as Jan's lively tales of boaty life always are a favourite! Thank You for your kind words but really Jan, TCP could not be as popular as it is without your stories!



## TCP's Classic Book review

From TCP #1 Summer, 2003 - The *first* TCP book review.



## **Ocean Warriors**

**By Rob Mundle, author of Fatal Storm**

***ROB MUNDLE reports on the 2001/2002 Volvo Ocean Race round the world, from the perspective of the crew of Team News Corp and others.***

### **EXCERPT:**

*"The navigator sticks his head up and says, 'Iceberg on the bow, one mile.' You are sailing under spinnaker at more than 20 knots, so you only have about three minutes to get the yacht around it. It's snowing and there's only 400 yards of visibility, so we're navigating by radar. I need to know if I should go to the left or to the right to miss it. The navigator comes back up and says, 'It's on the starboard bow,' then disappears. He reappears to say, 'Second iceberg on the port bow, half a mile.'*

*I'm saying, 'You are kidding me. Is this the same iceberg? Are they joined? Could this be the one iceberg with two peaks? What's the gap between them?' It's then too late to go either side. We've got a 'berg to the left, a 'berg to the right and we're going through the middle. One of the younger crew turns around and says, 'What if they are connected?' I look at him and say, 'Then we're going to die.'" **Gordon Maguire-watch leader***

The race is so big an event the details are hard to come by. A serious enthusiast would have been able to source details off web sites during the race, but the less keen would have just made note of the occasional mention on TV or the press.

*continued next page...*



Rob Mundle did good. The racing jargon is explained and the principles are not beyond the grasp of someone with no sailing experience.

The raw edge the crew are on every day of this impossibly close race makes every detail relevant. There is no time for bullshit, and "casual" is a dirty word.

The boats appear to be a little more than oversized racing skiffs. Every electronic device is on board, but as far as creature comforts, crew may only bring half a toothbrush. Handles are a forbidden luxury in the relentless and ruthless campaign to save weight. In the last leg of the race, two crew were eliminated from Team News Corp. Their faults? They were the heaviest!

Months at sea with minimum rations and all crew lost significant weight. They joke about their laundry saying that, "After the first few weeks we turn our underwear inside out!"

The more you know about it, the less you would have anything to do with it. If offered a spot on a short leg of the race before reading the book, I might have said yes. I'm afraid they will have to do without my talents. I'll read the book!

Keen sailors should consider this book required study, but its exciting reading for anyone. Highly recommended.

**Bob Norson**

## An inspiring excerpt: "SAILING SHIPS"

Standing on the look-out one found oneself looking more aft at the splendour of the spectacle there, than ahead for the lights that were not.

Surely the sailing ship is one of the most beautiful things man ever created and one form which he has faithful service. One could not remove from ones mind, watching there, the idea that the ship had some knowledge of what she was required to do, and was doing it; persistently there returned the notion that more than her sweetness of line, her strength, her gracefulness and old sea-beauty, were needed to bring her safely through. The weather was not so bad; it could have been very much worse. But she had been doing this, encountering these conditions (and infinitely worse), and serving man as well in them for forty years. Beautiful and game old ship!

There is little man has made that approaches anything in nature, but the sailing ship does. There is not much that man has made that calls to all the best in him, afterwards; but the sailing ship does. There is little man has done, these modern years of rush and nerve-rack when beauty is sacrificed to useless hideousness and art to the monstrosity of the daubers, when books are churned out as soullessly as the presses that print them, and the theatre is given up to bawling shadows. There is little that man has to inspire generations, and carry on the loveliness and sweetness of glorious and efficient beauty.

The sailing ship does these things; old, and battered, and sea-worn, and a little unsafe too, if one is frank about it, as the *Grace Harwar* was that voyage, there was an inspiring loveliness and a grand pursuit of difficult and dangerous duty about her, and loyal devotion, and steadfast, noble carrying-on through all obstacles and despite all difficulties, that lifted one completely from the misery of the sodden gale and compensated a million-fold for whatever hardships there might have been associated with it.

**BY WAY OF CAPE HORN,  
Alan Villers  
First published in 1930**

# A book review: NO PLACE TO HIDE by Glenn Greenwald

## *The story of how we came to know; what we were never meant to know*

Glenn Greenwald was and still is, a litigator. A law professional that you *do not* want to face across a deposition table or the stand in court if you are trying to hide the truth. The skill the man has in teasing the truth out of a scoundrel and making it clear as day to a jury, or reader is remarkable. And that is why Edward Snowden chose him. Not that it was easy to do. The collaboration between Snowden and Greenwald nearly didn't happen because Glenn wouldn't take the time to learn encryption when Edward initiated contact. No one knew better than Snowden the dangers of unencrypted email as a means of communication so he couldn't say much and Glenn wrote him off as a wanker.

It fell to Laura Poitras, a documentary film producer that had suffered the wrath and harassment of the US government for doing a well received film, *My Country, My Country* critical of the occupation of Iraq, to bridge the encryption gap that allowed the meeting to finally take place.

The rest is history and the details are riveting.

The book is filled with actual copies of the secret documents, often filled with cartoons and irreverent language indicating a very light hearted attitude toward spying on innocent people.

While much of the background is American it is

essential to keep in mind that the surveillance state does not recognise traditional borders. Recent documents show that the surveillance operatives in the various countries routinely keep the political class out of the loop. Australia is an equal partner with the US.

And what of Edward Snowden, the man? Glenn was relentless in examining him to insure he was real and why he was doing this and got an answer he felt he could believe, "The true measurement of a persons worth isn't what they say they believe in, but what they do in defense of those beliefs. If you're not acting on your beliefs, then they probably aren't real." Truer words never said.

Some of those documents focus on how to disrupt and discredit individuals they find troublesome. I have experienced some of those.

Two of my favorite parts of the book focus on the collusion between the press and government and people in technology and government who dismiss privacy as unimportant or undeserved. A now famous quote from Google CEO, Eric Schmidt, "*If you have something you don't want anyone to know, maybe you shouldn't be doing it in the first place.*" It is hilarious when Glenn Points out Schmidt's and others efforts to protect their own privacy.

Australian Press is worse than the US, perhaps simply because the Australian community is so much smaller.

The US still has champions from the old school and awards like the Pulitzer to validate the real journalists for doing the best work. One of those quoted in the book is Seymour Hersh who exposed the Mai Lai massacre

(Vietnam) and the Abu Ghraib scandal. He accused American press of "carrying water for Obama". He railed against "the timidity of journalists.. their failure to challenge the white house and be an unpopular messenger of truth." He advocated editors that can't be controlled. "the troublemakers don't get promoted," he said, instead, "chickenshit editors" are ruining the profession.

It is a lively and entertaining read which is a good thing because this should be required reading for persons in a democracy under attack. And the story continues.

See what free press should be about. The intercept is where Greenwald and others have gathered to terrorize the thugs of government. The Intercept is part of First look Media. See [www.firstlook.org/theintercept](http://www.firstlook.org/theintercept)

**By Bob Norson**





Click on the logo above to go to [www.gnupg.org](http://www.gnupg.org) and download your free copy of Gpg4win. No gimmicks, no giving up your privacy to use.

The FREE GnuPG program is an updated offshoot of the PGP encryption system invented over 20 years ago and is still the best game in town. Good enough that there isn't enough computer power in all the government agencies in the world to crack it. It is bullet proof as long as your computer is secure enough that the encryption keys aren't stolen out of it.

This is not the encryption system that has recently made news April 2014 as being hacked.

Gnupg is interoperable with the other PGP programs that you have to pay for. It is strongly suggested to avoid any security program sourced from the US, UK or Australia

Be smart with email security -  
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<http://thecoastalpassage.com/encrypt/encrypt060614.pdf>

*Another free public service from The Coastal Passage*

where government may require the distributors to allow them in through a back door.

GnuPG is open source and developed in Germany, home of some of the best privacy laws in the world.

The problem with encryption programs was the belief that only a geek knew how to use them. The Gpg4win system (also versions for Apple and Linux) incorporates features that eliminate the 'command line' structure that makes the non Geek community run for cover.

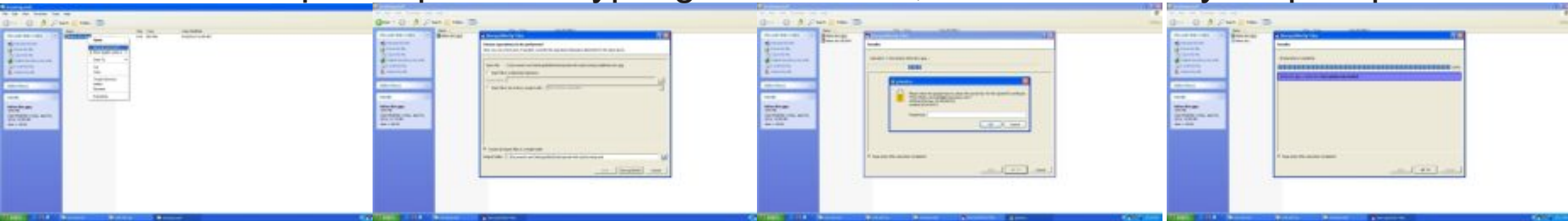
There is an instruction manual that downloads with the program but it makes a common mistake that makes it

about as useful as those old instruction books that accompanied the VCR you bought back in 85. It expects you to read and retain every detail of it's operation at once!

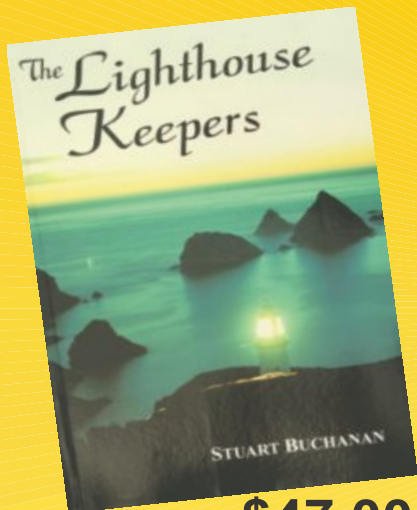
The TCP tutorial doesn't attempt to teach you every detail of the program in one huge gulp but rather to do a basic operation that is fully functional and useful. Then you have enough understanding to delve into the other stuff at leisure. Or maybe not, because just being able to communicate across the web with known correspondents or guard documents stored on your computer is enough. This one lesson may do it for you.

Below are some of the graphics used in the tutorial.

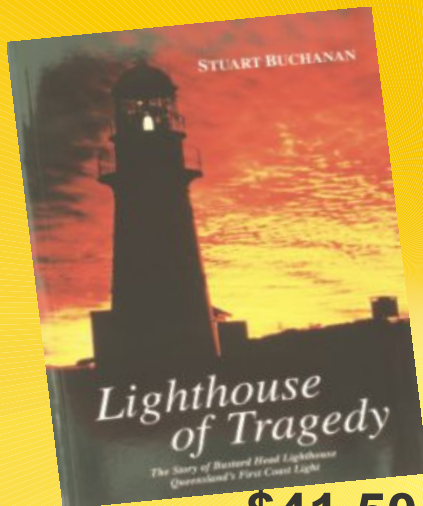
## The four simple steps to decrypting a document, four clicks and your passphrase



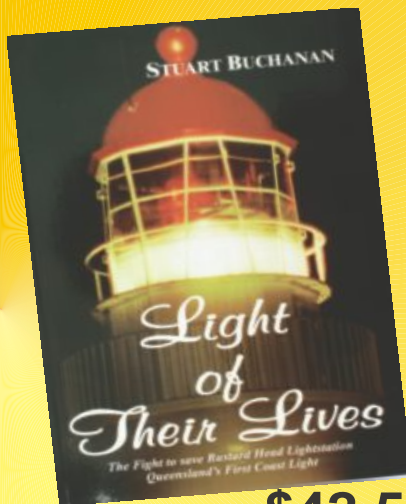
# Books by Stuart Buchanan



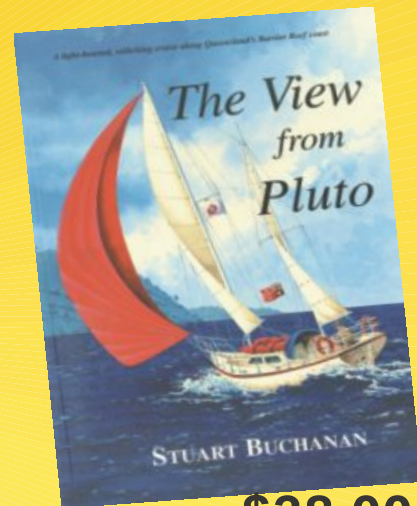
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# A Magical Midwatch

A TCP "Classic"  
from TCP #18

## Memories of pure delight in a restless Tasman Sea

**John Butler crewed on a portion of a magical bicentennial circumnavigation by the *Spirit of Australia* in 1988. His memories of that voyage have not faded with time.**



**By John Butler, SV "The Old Cat"**

The Navy, by custom rather than training, imbues seamen with a dread of the midwatch. That hated watch starts at midnight, and the name is short for "middle watch," middle of the night. For seamen, those professionals paid to go to sea, being called out of a warm bunk and standing a watch in the cold and dark is akin to being keelhauled.

For sailors, those who go to sea for adventure in wind-driven vessels, the midwatch should be a magical time. Gone are the distractions of idle conversation trying to pass the hours, the never-ending maintenance chores, the shared intricacies of navigation.

The midwatch is the time for true sailors, those who love both wind and sea, to forget the routine of cruising. It is a time to get back to the basics

of sailing, to savour the interaction of sail and hull with wind and waves, and to sort out memories.

The *Spirit of Australia*, a 103-foot schooner, was competing in the 1988 Tall Ships' Race that celebrated Australia's Bicentennial. Ken, the off-going watch captain of the first watch, he of the soft Kiwi voice, called me from a deep slumber in my damp and narrow berth: "John. Time to roll out for your midwatch. It's a beautiful night."

Waking up at sea in a sailboat is such a joy. My body was synchronized with the hull's loving response to the sea's every motion. I felt the sea's power, only inches away, gentle in its strength. The feel is so different from that on a powerboat, where every coarse movement reflects the brute-strength struggle between the sea and hull, a constant conflict, never a loving relationship.

The feel is so different from that on a powerboat, where every coarse movement reflects the brute-strength struggle between the sea and hull, a constant conflict, never a loving relationship.

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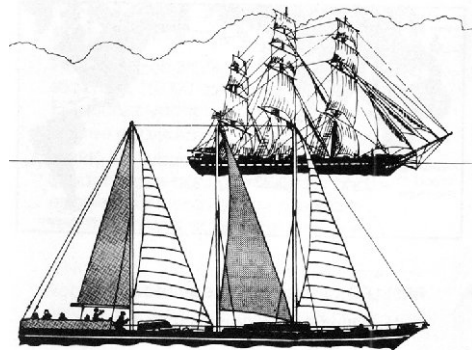
## A BIG BEAR

Reporting on deck, my watch captain (Ursa Major, I called him, a big bear of a man) assigned me to the helm. He instructed me on the course to steer, a description of the recent past and soon-expected weather, and which sails were being carried on the three masts. We were sailing north out of Hobart, Tasmania, three days at sea, en route to Sydney. We were out of sight of land with no other yachts in sight. A fresh-to-strong breeze from the southwest had us sailing a Nantucket sleigh-ride on a broad, port-tack reach, making 9 to 11 knots: summer sailing at its best on the treacherous Tasman Sea in mid-January, a sailor's dream come true.

I relieved Pierre, the talented young adventurer from Canada, and he showed me the stars to follow to stay on course, easier than staring at the dimly lit compass just ahead of the wheel. Steering was not only easier, but the stars, brilliant in the moonless night, provided an almost atavistic link to those ancient navigators who knew those stars as we know our commute back home.

Yesterday's punishing seas had become gentle. They picked us up in careful hands, first on crests with a panoramic view of the phosphorescent sea all about us. Then they let us slip into the troughs until the sea around us obscured the horizon.

# ALONG THE CLIPPER WAY BICENTENNIAL 1988



The rhythm of the seas is found in the play of the helm: nudge the wheel to starboard as a swell picks up the stern, then back the wheel to port as the passing sea lifts the bow. Never monotonous, each sea is as different as a snowflake, each requires a slightly different touch on the helm. The helmsman's mind automatically integrates the feel of the wind on exposed flesh, the eyes' input of the stars' movements in the rigging, the inner ears' signals of the body's constant motion.

## SAVOURING DETAILS

Steering becomes an autopilot-like response, so natural that the mind is free to savour the details, to store them into memory. Then other related memories are recalled: the previous morning, the wind was completely flat, but not the sea. After washing my dirty clothes in sea water, I shaved, a hazardous task as the *Spirit of Australia* rolled horribly in the ragged seas remaining from the gale of the day before. Then the skipper declared swim call, and all of us stripped, soaped down, and plunged into the Tasman Sea's translucent teal. Swimming in the cool waters (some said cold) became a pleasure fixed firmly in memory.

Also remembered was getting back aboard. We were rolling too severely to use the rope boarding ladder on the side, and getting a foothold on the fixed ladder on the narrow transom was like getting a foot into the stirrup of a bucking bronco. Great memories.

*continued next page...*

Other memories drifted by. Christmas Day, with everyone seasick and recovering from the hurricane-force winds of Christmas Eve. First we had a knockdown, masts nearly flat in the water. Later that night, as I was at the helm, we turned tail and ran under bare sticks. A breaking rogue wave, seemingly higher than our three 55-foot masts, pooped us and drove my head into the wheel, splitting my lip and knocking out a tooth.

The next day, everyone was seasick except me: I walked around with a silly, gap-tooth grin on my face, loving the adventure, storing memories for long winter nights.

### NO RUNNING LIGHTS

And a troubling memory: just before midnight, and only a day-and-a-half into the race, we collided with another yacht. Our damages were repairable underway, but the other yacht had to drop out for repairs. Most troubling was the fact that our skipper was on watch, with no running lights on. Didn't Thucydides say a collision at sea can ruin your whole day?

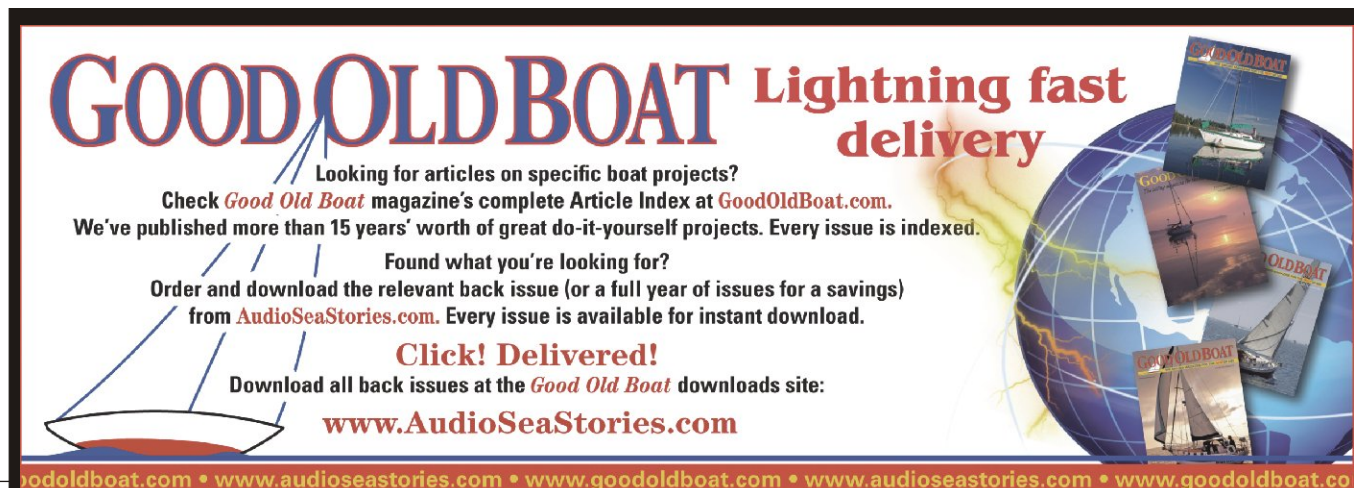
Ursa Major relieved me for a few minutes so I could go forward and watch a porpoise playing at our bow, sleek body defined by a shower of phosphorescence.

God watched with me.

Back at the helm, a chill shook me. I pulled on my windbreaker, balaclava, and gloves, and soon I was warm again, steering, dreaming, enraptured.

I felt a tap on my shoulder. Bill, one of the other two Americans aboard, was ready to relieve me at the helm. Had my midwatch gone so quickly? Yes, but it will ever remain in memory, my joyous midwatch on the Tasman Sea.

**Bob's note:** John Butler is a retired US Coast Guard search and rescue pilot. He and his wife live on a lake in Arkansas where he sails an old Cape Cod Catboat on occasion. This story was originally in "Good Old Boat" magazine and TCP liked it so much we asked to share it with our readers. Thanks GOB! see [www.goodoldboat.com](http://www.goodoldboat.com)



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# Drive line maintenance, repair and alignment

Text and illustrations  
by Bob Norson

Propeller shaft alignment on a conventional drive line isn't that hard once you have a plan of attack but it is impossible to separate alignment from the mechanical maintenance, so this article attempts to cover the lot or at least enough for the self sufficient skipper to adapt the information to the particular boat.

I do everything the hard way. About 18 years ago I bought a piece of shit steel boat with a Perkins 4236 diesel mounted under the saloon right aft of the main mast on a ketch rigged 40 footer. That left a length of 11 feet between the Borg Warner transmission plate and the prop, the gap to be filled by a 1 ½ inch diameter stainless steel shaft. Thus, I was already in trouble and then I got "help."

Right after purchase we got her up on the *hard* to address two niggling little problems, a worn cutless bush and a wee little spot of rust on the hull. The wee spot of rust turned into a year and a half job to replace a large part of the bilges, most of the decks, the cockpit and all of the drive line. I mean everything.... except the prop and coupler. That needn't have been but for the "help." Being a novice at such things I inquired as to a local engineer that might be able to attend the slipway for a job. He had to know more than me, right? I'm a jeweller, he's an engineer that does work at the boat yard fer chris sake! It was a quaint theory. I was younger then.

The damage began when he pulled the rudder. It was a big thing and heavy. When it came free there was inadequate means in place to control it so it hit the slipway frame with a crash on the



**Once Genius was done there was nothing left to do except to do it. I used a piece of schedule 80, 316 pipe. That is thick walled material with a "nominal" 2 inch bore that I had machined to 2 inches smooth inside which fit the bushings for my 1 ½ inch shaft. The plate is 3/4 inch 316. This was all done while on the slip and worried fisherman all around because they didn't like to see the facility tied up for more than a few days at a time. No problem though.**

stock that bent it slightly and it took time to finally work out why the stuffing box on the stock was a chronic leaker and the helm was so hard. I made sure it was fixed just before we sold her about 10 years later. The next bit of genius was in pulling the cutless, a good bronze affair bolted to the trailing edge of the keel. When removing the two bolts didn't immediately free the cutless, The genius engineer used progressively larger hammers to assist until a small man that did regular work on the trawler fleet approached and in his urgency lost all control of his stutter but his hands told the story well enough with the twisting motion... the *!#@!*ing cutless was threaded into the log shaft as well as the two bolts! By then the damage was done as the last blows with the 5 lb sledge hammer had left it a little out of shape.... But wait, there's more.. as they say. The shaft showed some scoring where the stuffing box was and Genius padded the bill just a little to repair that. He would just weld over the scoring and machine off to smooth again. Of course the welding heat put a kink in the shaft like an emu knee. When that few thousandths (thous) off near the repair was telescoped to the other end of the shaft it was over an inch of wobble.

When I finished the drive line, the boat had new motor mounts, a new shaft, a self aligning pillow block bearing mounted on a platform about a third of the way aft of the coupler, a PSS seal to replace the stuffing box and a cutless bush mounted inside the log just aft of the seal (to replace the support of the stuffing box) which was about 2/3 aft of the coupler and then finally the cutless. When done, all that gear spun with a dirty look and ran smooth.

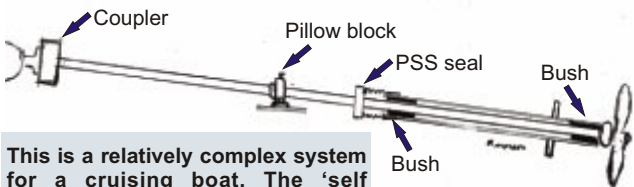
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# Drive line maintenance, repair and alignment, continues...



The photo above was taken the day after the photo on the previous page. More work was needed eventually though. I later added a second bush next to the PSS seal as below. The pillow block was mounted on a level platform with slots so sliding the block would vary the height for fine tuning.



This is a relatively complex system for a cruising boat. The 'self aligning' bearing pivots slightly within the cast pillow block frame.

Since then I have had my hands in a few other boats and found them to be not as hard as my elementary education in drive line maintenance. Everything has been easy by comparison. The longer they are...

So that is my CV. No flash titles but I fabricated every part myself, installed it and got it in good order. I know what I'm talking about.

**Step by Step... for a owner mechanic with basic tools and a puller for the prop.**

**Problems/symptoms:** Abnormal vibration, visible shaft wobble, excessive noise-rumble or whine, chronic leaking stuffing box or seal, premature bearing or bush wear or anything else that draws your suspicion.

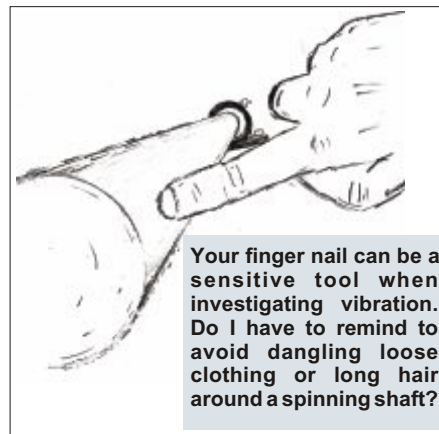
## Inspection.

In the water and under way at moderate cruising speed you should be able to put the edge of a finger nail to the side of the shaft (provided it is accessible) and feel a subtle vibration from the engine. If it's causing a tapping at the finger nail and or making unusual noise or causing a support bearing (some installations have them) to run very hot, (warm is normal but if you have to take your hand away from the pain...) something should be looked at.

Assuming you are dry and the boat is well supported, first thing check the integrity of the hardware starting with the prop. Any obvious signs of damage? Impact or corrosion? Can you clamp something to the strut or rudder and use it to gauge any difference in gap between it and the blades of the prop as you turn it? How hard is it to turn? Is the fit snug on the shaft? There should be no play at all. Does it show signs of past repair? Grind marks or gouges inflicted by some genius?

**Now to the cutless.** Is it mounted on a strut? Check visually all around for signs of damage at the mounting points or scars on the body that suggest assault with a deadly weapon like someone's anchor chain or The Great Barrier Reef or Flipper or....?

**The cutless bush.** Visually, is the rubber bush snug against the inside edge of the shaft all around (good condition and straight)? **Or** is the shaft sitting low with a gap on top (normal for worn condition)? **Or** is there a gap between shaft and bush other than at the top (uh oh...)? If so, bad alignment. If it is on a strut you can see both ends of the bush; does the shaft sit identically both ends or in opposition on the back as the front? An obvious misalignment at the bush gives an idea of direction of correction.



Your finger nail can be a sensitive tool when investigating vibration. Do I have to remind to avoid dangling loose clothing or long hair around a spinning shaft?

*continued next page...*

# Drive line maintenance, repair and alignment, continues...

**Shaft seal.** I'm not a big fan of stuffing boxes but they are a bearing and vibration damper of sorts. Give a spin of the shaft if you can, remember the feel. If there is another kind of seal like a PSS, is there a ball bearing block somewhere between the cutless and transmission coupler to give support to the shaft that the seal can't? If so, check it's condition visually and a spin of the shaft, check the feel again and listen and feel for any sound or vibration that may be coming from the bearing.

**The coupler.** Inspect it for loose or missing hardware and any obvious damage. Loosen the grubs screws on the support bearing (if applicable) and give the shaft a push and pull near the coupler to check for loose fit. The shaft will likely have a tapered end and threads just as it is at the prop end. The nut will be buried out of sight by the transmission plate so if the nut has backed off inside it could be evidenced by play you can feel. If in doubt, pull the coupler to see (see repair section).

**The shaft.** If you have removed the coupler anyway, and supposing the shaft is supported mid way by a bearing or temporary "V" block (see repair section) give it a spin and see if the bare end runs true or carves a circle. That's the crude way to spot a bend but will give you the idea. See "Repair" section for more.

**Engine mounts.** Check that the hardware is secure. Insure that the nuts on both sides of the engine mounting flange are tight. If your boat is 20 years old or more and the mounts look like original hardware, they probably could use replacement anyway. Even if they are recent give them a close look to check for misaligned studs, cracked or split rubber cushions, anything at all. Sometimes they can be exposed to chemicals that may prematurely perish the rubber. And sometimes the original parts are crap from day one. If you replace, spend the money on the good stuff. What does the factory supply or recommend?

## REPAIR

**Rudder.** If you are going to be pulling the lot apart you will have to remove your rudder. There may be cutless type bushes involved there and perhaps a stuffing box too. In any case, an opportunity to inspect and renew fittings.

**Propeller.** People that are equipped to repair damaged props probably don't need my advice so I won't offer it. Send it off to a **reputable** facility. Get a quote before they work

on it! I knew a guy that sent his prop to big company in Townsville for repair after challenging a coral bommie with it. They charged per hour, would not give a firm quote but gave the impression it wouldn't be too hard to do. ... "minimal". When it was done they charged the exact replacement cost of a new prop. Found later they were famous for that shit.

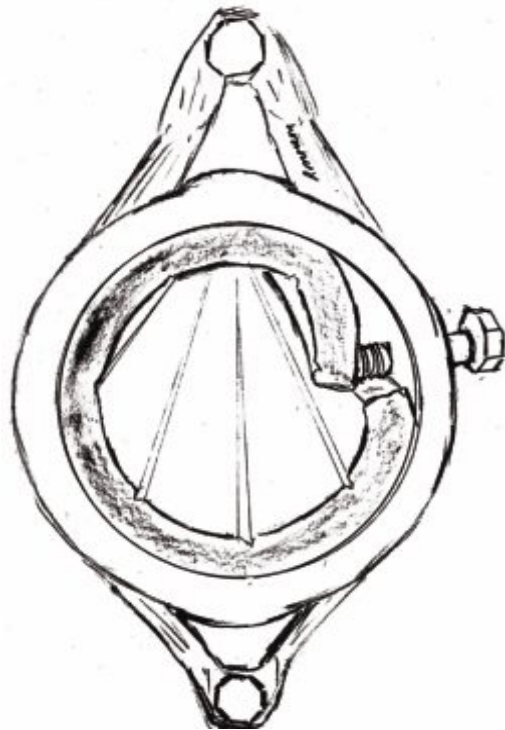
**Cutless.** If the shaft is determined to be out of alignment with the cutless it will generally be the fault of stuff on the other end. The cutless is where you start and then align everything else to IT. If the drive line has been run out of alignment and you intend to correct that, or if the bush has substantial normal wear on it, it should be replaced. With which kind?



There are two common types of bushing, solid rubber, (my favorite and the cheapest) and rubber bush in a bronze or fibre reinforced sleeve. For a cruising boat with a relatively low revving shaft, I just don't see the advantage to the sleeved type. The solid rubber are easier to install and far easier to remove with common tools than the sleeved. And the real bonus... they usually cost less than half the sleeved. In my experience, they last just as long too. So to replace a solid rubber type with another, first, back off any set screws in the side of the cutless, then I use a carefully guided sharp chisel with the bottom facing corner purposely dulled on the stone and tap it forward with a hammer in the rubber until there is a weakened line.

*continued next page...*

# Drive line maintenance, repair and alignment, continues...



Then I gently tap a heavy flat screw driver under one edge and raise it off the cutless tube. I have a screw driver that has been sanded smooth to reduce marking the cutless but keep in mind the rubber bush doesn't require the force a sleeved bush takes. Then that raised area can be attacked with more aggression and or sharper tools. Or, you can use a hack saw blade to cut a groove in the rubber and proceed as before. Be careful to avoid the metal housing but don't go into fit of despair if you touch it.

Once you've pried and bullied the thing out of there, clean out the tube with a wire brush if you can find one to fit or some carefully used 120 grit sand paper wrapped around a broom handle. The rubber bushes I've had came in about 10 inch lengths but most cutless tubes are set for 6 inches. Whatever, cut to suit with the hack saw.

Trim off the ragged edge with a knife and spread a very little Sika Flex or other polyurethane sealant on the inside of the tube with your (rubber gloved) finger and stick the bush in place. Get a slab of wood and a hammer and tap away on the wood that you are keeping flush against the end of the tube until it is in place.

Turn the set screws back in but not so they distort the inside of the rubber. Done! Especially strut mounted bushes shouldn't be worked very hard with a hammer but a rubber bush shouldn't require much force.

Sound crude? Well, that's life with boats. In 1997 I saw a trawler come up on the slip for maintenance at Tweed Heads. They were replacing the cutless bush among other jobs. Some time before, the cutless bush had been left far too long and the shaft had gone through the bush and hogged out the bronze cutless to the point it gained about a half inch in diameter. With the shaft in place they slid the bush over it and filled all the excess room with Sika Flex and that was that! I thought that it must be some kind

of emergency repair and later asked the first mate, it was a husband wife team from Innisfail, what had happened? She had no idea, that's the way they bought the boat years ago. Back in those days prawn trawlers could work all year round. They had a QLD and NSW license and were down the Tweed working and using the slip. They replaced it every year she said but the hours and work the boat did were not comparable to anything a cruising boat would do. So don't be too anal about the bushing! But if you do.. get a sleeved one.

To remove a sleeved bush... a puller would be nice and if you can find one you would use it!!

But in the real world of "use what you have in the tool box"..... look where the set screws are and use a hack saw blade to cut a relief in the rubber and casing just to one side the screw(s). (See illustration at left)

Go as deep as you can without damage to the cutless and then start turning the screw inward and hopefully raise the weakened line to the point it loosens the whole thing by cracking the rest of the cut and pushing part inward or raising the weak point high enough you can finish the job with the hack saw blade without damaging the cutless.

Try to pry or tap out enough under the high spot with wood and hammer to eventually get a vise grip on it and pull and twist.. or is that twist and shout? Shake it up baby.... but I digress... I hate em.. and they can be just as nasty to reinstall. Clean the hole of any debris, you don't want any additional problem, lube the new one with soap or olive oil and try to tap in under a piece of wood. If it is on a strut and the thing is resisting the hammer you may be stuck with a home made press to get it in. they can be that difficult. See illustration next page.

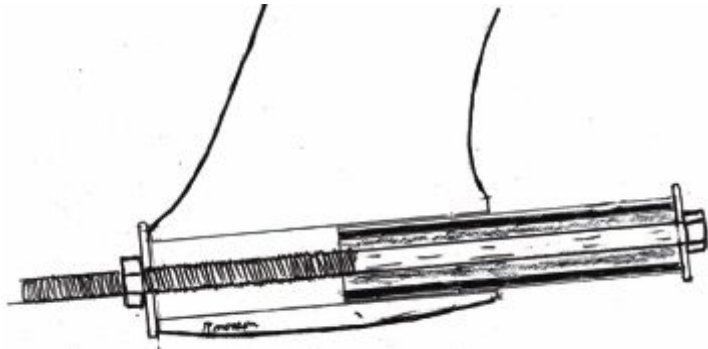
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The method illustrated above can be used to advantage with any press fit bush IF you have a set screw thread to use. Find a longer bolt to replace a shorter grub screw.

# Drive line maintenance, repair and alignment, continues...

There is one more Bush alternative. A piece of vinyl tube. In about 2003 I was at Edge's Boat yard in Airlie Beach, doing what you do. I was talking to a sailor there that related how he made an emergency repair in WA before sailing across to the other coast. With no bush available he shoved in a piece of heavy vinyl tube. I asked how long it lasted, he said it was still there, working fine! I ran into him again years after that. I had to ask. Yup, he said, "still there". So there you go. Take whatever meaning you like.

**PSS or similar type of seal.** If they have been disturbed, it would be a good idea to replace the "O" rings that seal the rotor against the shaft. The rotor grub screws that came with mine were not very hard metal. Kind to the shaft but they let the rotor go walkabout at one point and gave us a scare. New grub screws



**A large, long bolt, two large, heavy washers and a nut can be used as a press.**

would be best. They use a double set, one over the other. Check the bellows and carbon face for damage or excessive wear and **DON'T FORGET TO BURP THE SEAL WHEN YOU GO BACK IN THE WATER!!!**

Before you use the motor, simply push the bellows back until water gushes out. If you have the high RPM type, water will get pumped into it anyway through a small line but I would still insure it is fully wet immediately when it starts work.

**Pillow block bearing.** If you noticed a rumble noise from the drive line when in use and the shaft will be pulled anyway, that bearing may be something to just replace outright while you are in there to eliminate the possibility.

Most boats use a common type of part, \$20 to \$40 at the hardware store or farm supply. Cheap insurance. Pump it full of grease before installation. If the oldie was ok, you now have a spare.

**Shaft.** Previously I described how to make a crude in place inspection of shaft true. The professional way is to pull the shaft outright and set it on "V" blocks and spin it with a dial indicator on a stand measuring runout at selected points along the length of it. Then you will know where it's out and how far.

Chinese made dial indicators can be gotten so cheap anymore that you may decide to pick a set up. Not the best but plenty good

enough. Other wise take it to a good engineers shop and ask them to give it look.

The best professional rig I have seen for repair is a system of slings - not metal gouging clamps -two on either side of the identified high spot and one right on top of it in opposition to the first two slings and attached to a hydraulic pump.

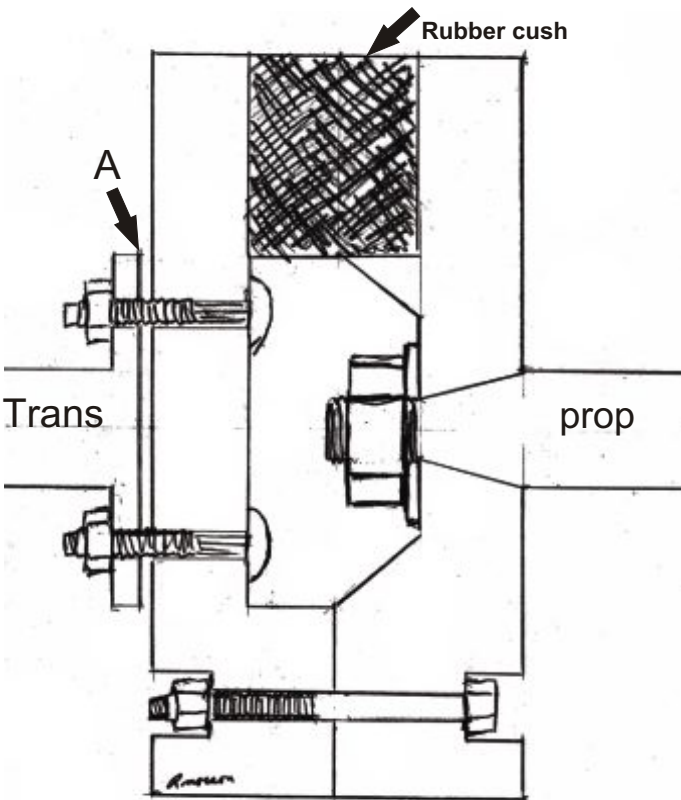
With that rig it was no problem getting to a 2-3 thou of an inch tolerance over the length of an 11 foot shaft! I was impressed as I watched the whole process. Depending on length and installation, if it's more than, say, 5 thou out, I might ask them to straighten it while it's there. If 10 thou out I would for sure. It is subjective, I'm on the fussy side. You may get away with more. But ask how they are going to do it and what tolerance they expect to finish it to.

Beware the geniuses. They can make a marginal item into unrepairable junk. As long as "V" blocks and a dial indicator are available, I would mount the coupler on the shaft and check the face of it for runout as that is where you are going to be inspecting for final engine alignment.

Minor variation can be accepted due to the rubber cushes built into the coupler but it should over all, be square to the transmission face. If it is consistently out (always high on one side, always low on another) when rotated, punch out the studs and have the engineer clean off the face (while it is chucked on a tapered shaft as like your drive shaft), on a lathe or replace the item.

*continued next page...*

# Drive line maintenance, repair and alignment, continues...



Couplers come in many flavours but what I have illustrated here incorporates features common to many. The power comes from the transmission at left and travels through the left side of the coupler and then power transfers through the rubber cush into the right half of the coupler and then to the shaft where it takes a direct path to the propeller.

The rubbers are arranged radially with bolts holding the halves together interspersed between the rubbers. This coupler apparently has an odd number of rubber cushes.

The security of the nut holding the coupler to the drive shaft is obviously important and hidden. In forward gear it shouldn't have any stress on it but in reverse...

Self locking nuts in new condition are very important on this item as it can be subject to sustained vibration and low torque settings.

Arrow "A" is pointing to the space that you will be measuring with feeler gauges in the alignment section coming next. When completed of course, those studs and nuts will be firmly set and no gap.

**Coupler.** A coupler's job is to dampen vibration from the engine to the drive line. They are NOT meant to correct misalignment.

If the plastic or rubber components have been overworked they may be worn. If the hardware has been run loose, bolt holes may be "hogged out" making it impossible to firmly locate the coupler to the transmission plate, whatever, replace it if you can or deal with it if you have to. If you are keeping it, replace all the lock nuts.

If the bolt holes in the transmission plate have been hogged out by a prior owner that solved his alignment issue by running the connecting fasteners loose to create a sloppy kind of universal joint, you might punch out the studs in the coupler and replace them with a slightly larger size.

The difference between imperial and metric fasteners create opportunities for that.

**Motor mounts.** With the drive line disconnected and being aware of fuel lines, exhaust system, etc., use a crow bar to nudge the motor upward on each corner to see that the stud mounting isn't broken off inside the mount. Replace if broken or suspect from inspection.

However you choose to lift the motor on your boat, the oil pan isn't the surface to use! Use common sense like most skippers have. Even on my heavy Perkins, I loosened all mounts and then used a crow bar to replace the mounts one corner at a time single handed.

*continued next page...*

# Drive line maintenance, repair and alignment continues...

**Alignment.** Someday when there are nuclear powered laser emitting alignment gadgets for under \$50 we won't need this information but. for now it's a matter of getting the best out of the tools you have at hand. Part science, part art. **You have to be smarter than your tools!**

We proceed now with a drive line in perfect mechanical order, right?

This can be done in the water as well but only assuming mechanical condition. Sometimes you have to do what you can. IT'S A BOAT. Some of the steps below are not applicable, or must be modified if in the water.

You need a semi special tool... since I had a welder and steel around the place, I made up a good tool with fine adjustment but what will do in a pinch is a piece of wood, say ½ inch or so thick, 2 or 3 inches wide and about a foot long or so. Cut a "V" into one end. See illustration.

You want something that will support the shaft that can be clamped into place somehow so that with the engine disconnected and any bearings loosened you have a devise to support the shaft in a "V" slot while you move it around to find the sweet spot. Meaning, that position where the shaft turns easiest and the cutless confirms by appearance that the shaft is located well.

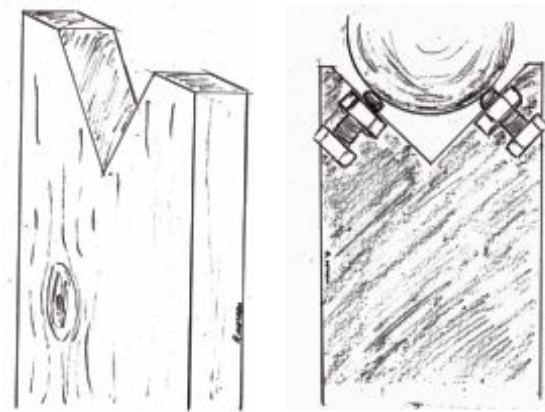
Tighten the clamp on the block so the wood "V" block can be adjusted by a tap with a hammer but will preserve a position. You may need to be inventive in finding a way to secure the V block. For example you may need to clamp a temporary wood bulkhead in place to clamp your V block to. Whatever works. Every boat needs an assortment of clamps.

After setting up your V block about 6" or so back from the coupler, disconnect it from the transmission plate. If the motor has been shifted around for renewing mounts you should already have done this.

**If in the water** you should have room between the prop and rudder to do this but be careful not to slam the prop into the rudder. Remember there are grub screws in the bearing you need to loosen and if a PSS seal, you may need to loosen the grub screws on the rotor so it can be backed up. Keep an eye on the bellows as the range of seal is good, but not infinite.

If you have a PSS type seal it doesn't interfere with adjusting alignment. If you have a stuffing box it can. The material in the stuffing box will be oriented to where the shaft was before, right or wrong. If on dry land, pull the stuffing if you suspect it was wrong.

*continued next page...*



**Here are two V block alternatives. If you have a mate with a welder and box of scrap the good tool is easy to do. Five minutes with an angle grinder and ten minutes to weld two nuts in position. I sanded off the ends of the screws so as not to scratch the shaft. The bar I used was 5mm by 75mm. The screws enable fine and steady adjustments.**



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# Drive line maintenance, repair and alignment continues...

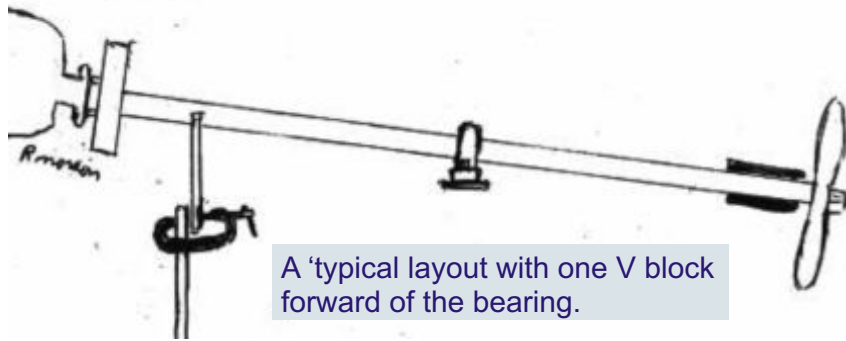
Every boat has it's own characteristics, limitations on visibility and access so this is what I would do with a "typical" layout assuming the system has been disturbed by replacement of major items like motor mounts or was suspected of gross misalignment.

Generally, the motor mounts and engine mount flanges on the motor have slots so movement can be obtained by loosening particular bolts and nuts and the motor can be moved up and down and side to side. The motor mounts will have studs facing upward.

On the stud is a nut under and another on top of the engine mounting flange. The nut below sets the height of adjustment, the nut above locks the height adjustment and the lateral movement is achieved by using the slot in the flange in place.

I would move the bare shaft end (having been previously aligned) forward until it was as close to the transmission plate as possible and see how close the meeting is to the eye. I would align the motor/transmission plate center to the shaft end from a top view and then side view, using mirrors if needed, then check the top view again.

Now I would install the coupler on the shaft. By eye again, I would attempt to even the coupler and plate, that is have the surfaces of the coupler and plate parallel. First I would loosen the bolts holding the motor mounts to the stringers and use the crow bars to lever the thing around so that it



A 'typical layout with one V block forward of the bearing.

looks like it is lined with the shaft from above. Next I would work on the side view. This would be loosening the top nuts on the motor mount studs and using the nuts under the flange to level the motor with the shaft. Your eye may get you closer than you might guess if you are trying. At this point I would check to see if by chance the studs or bolts used to join the coupler and plate will line up... ok.. they don't quite but I have a direction to work toward.

I back off the coupler again and make my adjustments, push it forward and have another look. When I get to the point where the hardware fits easily, I push the two together and lightly snug down the fasteners on the plate then back them off to hand tight.

Then I spin the gear keeping a sharp eye on the contact between plate and coupler *from all angles*. What I might see as I slowly spin the gear is a consistent visible separation part way around and contact in other areas but

miracles could happen and the surfaces may be virtually flush at that point! If I can't see all around I get out feeler gauges and dig out a fat one and insert it into the separation and then see how far I can drag it around the circumference.

I keep track of where there is a gap and where there is not. If there is gap all around, tighten the screws a bit more.

Now spin the shaft a bit and what you want to see is the gap remaining generally in the same part of the dial on the clock through several spins. If the separation or gap, moves with the rotation... you have a problem, pull apart the plates and look for debris caught in there or some kind of interference.

Check the coupler to make sure it is firm on the shaft. If the coupler isn't mounted on the taper correctly (trapped debris or..) alignment cannot be achieved. If the coupler itself is not square to the transmission plate, it may need to be replaced or the shaft end may be out of true. If the shaft was inspected and repaired as prior in this article, those problems would already be eliminated.

Once you have the gap showing up in roughly the same position on the clock you can use that information to fine tune the engine mounts.

This is where the "other" tools come in handy.. that is, the whiskey, valium,... and patience... contemplation is a real virtue here. You need to think about every move in multiple planes.

*one more page...you can do it!*

# Drive line maintenance, repair and alignment continues...

If your drive line is equipped with a pillow block bearing it may have adjustment by intent or by virtue of the fact mounting hardware isn't that precise. The bolt holes on the cast body will have room to move even if the installation was meant to be fixed. Also the body can be shimmed or ground if required.

What I do when alignment is achieved is mark all around the body of the bearing on the mount platform or bulkhead with a felt tip pen, the water proof kind, to preserve a record of what worked, or what was tried and didn't.

If you are real lucky you may have a shaft 3 feet long and 2" diameter. Easy job. Dial in alignment with one V block and proceed to the motor. Or you may have a nice sturdy shaft about 5 foot long supported by a Pillow block bearing with a PSS seal or stuffing box. That's more common, a little more complicated but not bad.

The point is you want to position the shaft for free-est movement independent of the motor and alignment confirmed by every devise you can think of and then bring the motor into position and hook it up. If you suspect the current position of the bearing is wrong, loosen it and find a way to support the shaft either side of it; a V block fore and a V block or stuffing box aft.

Find the sweet spot and carefully remount the bearing. Good size and thickness of washers on the hardware helps prevent the gear from moving around when you tighten the bolts. Is the bearing now in a different position then before and does the shaft turn easier?

If the aft end of the shaft has been shifted up and

starboard the forward support must be brought in line to reflect that adjustment. *You start aft and move forward but no adjustment is independent.* If you have a long enough section you can even use a good straight edge to lay on top of the shaft to check for bow or droop. When you are confident you have it (and not before!) then the next step is...

**Aligning the engine.** Now the voodoo begins. Especially if you have replaced engine mounts the motor could be miles off. Have handy: crow bars, "V" block, blocks of wood, assortment of sockets and spanners, heavy hammers and a mirror. Possibly a jack or hoist to gently take weight off the motor while making changes to motor mount adjustment. And don't forget your imagination and common sense.

When I did a big job on my old steel boat I wanted to see if I could make a gadget to sight from the cutless bush to the transmission plate. The drive was so complex and so long that it was a hard job keeping all the parts in line, every minor error was compounded by the next item to adjust.

It would be a significant advantage to find the relationship with the bush direct to the transmission plate. I had taken my best shot with the shaft in place but wanted to *know*. The shaft was 1 ½ inch so I got a 1 ½ inch piece of stainless tube and cut to about 7 inches.

Measuring with all the care I could, I drilled 4, 2mm holes on both ends at 90° to each other. The sets of holes on one end were intentionally mismatched to the other end. I used a small, precise triangle file, to cut a relief into the edges next to the holes to further the precision

I then ran a fine wire through the holes to make a perfect X on each end. I inserted the devise into the cutless bush and sighted the two



**A typical example of a pillow block bearing. Notice the elongated mounting holes, grub screws and grease zert**

'cross-hairs' all the way to the transmission plate which had an unmistakable center mark.

The alignment was near perfect. I rotated the devise to check and got the same result where ever it went. I was a jeweller. Such a project was well within my box of tricks and I exploited it as you should with your skills.

After a very minor motor adjustment I inserted the shaft, brought it to face the plate center, set up my V block and brought the pillow block in. A great simplification of that particular job.

*continued next page...*



## Drive line maintenance, repair and alignment concludes

When you adjust a motor mount height you will have to adjust in pairs, either diagonally or on a side to keep tension even on all four.

When moving the motor and transmission sideways, watch the studs of the other mounts to insure they aren't getting pulled hard to one side.

Before snugging down all the mounts it is a good idea to lift each corner to relieve any side tension and then to feel the nuts under the flanges to insure none are loose.

If you do find *one* loose, you need to either bring that nut up or it's opposite on side down to match. Only then do you tighten them all down and then check your alignment with the feeler gauges again.

Keep at it till the separation is down to 2 thou and the hardware still lines up smoothly when joining the plate and coupler.

So the motor is right side to side, up and down and all around.

Then back off the coupler and check that the coupler studs engage smoothly with the transmission plate, re-fasten with fresh lock nuts and spin that shaft to make sure it is free and smooth.

Now look after all grub screws in the line, double, triple check the fasteners and fittings on the seal or stuffing box.

Always remember the basic.. start aft and work forward. If it spins easily it can't be bad.

**Anybody reading this that spots an error or can add to the discussion is welcome to contact TCP.**

**This is knowledge sharing.**

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