



The Coastal Passage

69th Edition
Nov. - Dec. 2014



photo courtesy of Don McIntyre

DELPHIA YACHTS and POWERBOATS



NOW IMPORTING DIRECT FROM THE FACTORY

Townsville Slipways Boatsales have been involved with Delphia Yachts since 2008, and have been impressed with the build quality, engineering and innovative designs that have produced boats that are stable, responsive to the helm and easily handled.

The sailing yacht designs include the D24 One design, D29, D31, D34, D40.3, the luxury D46 Deck Saloon, and the flagship D47.

The "Delphia Escape" range of displacement motor cruisers are also available, modern contemporary designs, with advanced hull designs providing very easily driven hulls giving excellent fuel economy. This range has 6 models from 7m to 13.5m.

All models are available on order.

TOWNSVILLE SLIPWAYS BOATSALES



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DELPHIA YACHTS and POWERBOATS



New release

September 2014 - the Delphia Escape 1100s, an advanced planing sedan cruiser, capable of 28 knots with a single 300HP 4 cylinder diesel.

Allan says: "The new Escape 1100S motor cruiser has a unique advanced hull design. Every planing hull I can ever think of, for the last 50 years, has a dead straight keel/bottom running aft once you get past the curvature of the stem. This boat has a flat run from about midships - the planing area - then curves upwards a little as it goes forward, to an almost plumb bow. Quite a lot of the hull up out of the water at speed.

This hull intrigues me. The under water bow is very fine, as are the displacement models, so at displacement speeds there is hardly any bow wave at all, and therein is, as I say "a very easily driven hull." This of course will relate to good fuel economy, or to put it another way, no necessity for big horsepower engines."

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The cover photo:

The 10.6meter yacht *Betty* which Don McIntyre hopes a young crew will soon sail around the world, on a "Voyage of Imagination". **See inside for the story...**

The "Issues" Issue

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

TO DOWNLOAD PDF CLICK HERE:

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

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

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

Thank you to all the TCP sponsors and contributors!

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A letter to our readers from Kay and Bob

From Kay

The three of us back together again!

I have been using the quote "life can turn on a dime" a lot lately. For those of you who do not know what a dime is, it is a ten cent USA coin. It is the lightest of all US coins the one and five cent coin being heavier. The quote is used often to describe the turning abilities of a vehicle, boat, horse, ect. - to change directions very quickly.

Our lives have turned once again and all to the better. Bob and I have just celebrated our 30th anniversary and have many good memories to cherish. We have weathered a few storms as well, together, if not always in body but in connected minds. A storm has passed once again and we focus on preparing *Scrappy* for a re-launch and getting our health back in check.

Bob has learned a lot on his own how to manage the chemical poisoning (the malicious harassment I have seen him subjected to) he has had and sometimes even now has to endure. My immune system is a concern and have had diagnoses of types of related diseases that may have occurred from chemical poisoning. I am now learning how to manage them.

It seems the best thing we can do to get healthier is to find fresh, clean air and water. The draw to spend time on the water has become even more important to us.

When will we get out there again? Not sure right now. We hope soon to be back on the water and doing what made TCP come "alive" 11 years ago - cruising around, meeting boaties of all kinds and sharing stories, happy times and the beauty of the sea. *Scrappy*, Bob and I - the three of us.

From Bob

I'm Back!

Having found a place and circumstances (it was a terrible year in the looking) that allowed me to live in a chemically clean environment for six months, the Multiple Chemical Sensitivity that I had acquired from over exposure to chemical pesticides was losing it's grip on me and it was time to come home even though I knew the attacks would resume.

That separation and the circumstances of it were very hurtful, not to mention the physical damage to Kay and I as a result of the poisonings. Both of our immune systems are out of whack and our futures uncertain. 'Life is short' is an old saying, but in our case has new meaning. It is time for us to go sailing and look for peace along the way as much as is possible. I won't be chasing

the stories of corruption and unlawful harassment of yachties anymore *unless personally provoked* (see *Forum* page). You guys will have to do the foot work and send it in. I do however, reserve the right to comment generally on the events and politics of the day, as you do.



continued next page...

Thanks! I have to thank Kay for keeping TCP going while I was gone and unable. Not to mention the tasks of moving house and a million other things. My daughter Kirsten helped keep my spirits up, communicating when she could, getting into encryption and TOR fast. She came for a visit and broke the self imposed solitary confinement that had become my life. She also installed the deck gear on *Scrappy* and did a good job of it too. But she couldn't have done it without the supervision and advice of Bob Burgess of *B52*. Bob has been a true blue mate in tough times.

And brother Bill...left his home in Montana for a few months of sanding and painting and sanding and bogging and sanding and fishing. The result was a finish inside *Scrappy* that was as good as I could have done and a depletion of fish stocks in the Coral Sea. I will always be grateful. Thanks to Peter Kerr of Lizard Yachts for providing important pre-launch parts for *Scrappy* last minute and quick smart and for general support. And thanks to many others like Charlie of TS *Geronimo* and Sue & Rick Bett that were there when needed for Kay.

Don McIntyre should be elected human of the year for his continuing effort to preserve and nurture a spirit of adventure and can-do in our young people. As we who read this know the sea is where young people can expand and grow beyond the boundaries of "normal" life in the cities. See the article within. TCP supported Jessica Watson's voyage in the face of the very hypocritical criticism from government who slammed it at the beginning, then claimed her as their own when she succeeded. Now she and Don together are setting up the experience of a lifetime for a few very lucky and worthy young people. My best to them and those who make it possible.

The Best Season in Years!! What's left of the fleet after 3 years of storms (natural and bureaucratic) had a winter up north like we remember. The Great Barrier Reef is still the best place on earth in winter, aberrant weather aside.

Speaking of THE Reef... I hear the GBRMPA is shedding all those pesky true believers in the wake of the chiefs decision to endorse the dumping of godzillion tons of toxic spoils in it from the Abbot Point coal loading thing. That should hurry along the effort to replace the real scientists with government lackeys in white smocks. But hey... why worry, the reef'll last long enough for us and that is all that matters... right? Besides, Bowen volunteered to take the spoils anyway... but the change in GBRMPA... nevermind, let's have another beer!

Iraq III - The never ending war? "Australian troops going to Iraq to help train Iraq army personnel."..... Am I the only one hearing an echo here? Seems this has been tried before and the Iraq troops were so grateful they murdered their teachers. YOU CAN NOT FIGHT OTHER PEOPLES WARS. If those people can't do it themselves by now they can't be 'helped' so Tony, if you and Barrack want to make yourselves feel better, light off a bunch of drones with built in cameras, kick back on a couch with a drink and a smoke and watch the action. Whatever turns you on, it's only our pension money but leave our young people at home. You apparently don't give a shit but I love them like they are my own and would rather they not be thrown away like rubbish. And spare us the show when a body comes home in a bag, no expense spared for that bit of cinema but I know what might happen to the more numerous damaged people that return, less room in the budget for them. There is far more profit in bullets and bombs than prosthetics and profit is what this is about.

Government inflation figures are a hoax! I have known that for years but the last 18 months gone made for a shock upon return. Of all the countries I have been in the last two years, Australia is the most expensive. That includes France. Paris is cheaper than Brisbane!

***Cheers,
Bob***



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WANTED: YOUTH CIRCUMNAVIGATORS!



Don McIntyre in 2009 presenting a 15 year old Jessica Watson with the yacht she would ultimately sail solo around the world.



One of Australia's great sailors and adventurers, Don McIntyre, is on the hunt for youth sailors who dare to dream of one day sailing around the world. With mentoring from young solo sailor Jessica Watson, together they hope to make that dream come true.

McIntyre, who supplied the boat and kick-started Watson's own successful campaign, to be the youngest person to sail solo and non-stop around the world, at 16, now hopes to do it again, but with a twist! He has just purchased a world class 10.5m Ocean voyaging yacht for this adventure, with the keys in the ignition and will give those keys to the first one or two sailors, who he believes, could safely circumnavigate the globe, with stopovers.

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"This is not about records, or firsts, but all about adventure and real life, through a "Voyage of Imagination" said Don McIntyre, "WOW! here's a chance for competent young sailors, with passion, to test themselves, explore new horizons, engage the natural world and maybe even influence and inspire others in the process"

Potential candidates need to be at least 16 and no older than 21, on 2nd May, 2015, when the voyage sets out from Sydney. With the freedom to stop anywhere and set their own course during the west-about 25,000 mile circumnavigation, they will experience new cultures and explore isolated anchorages.

Departing Australia via Darwin, exotic ports may include Cocos, Mauritius, Cape Town, St Helena, Caribbean, Panama Canal, Galapagos, Marquesas, Tahiti, Tonga and Fiji, before returning to Sydney 19 months later, in November 2016.

McIntyre is excited about Watson assisting the selected crew. Watson is currently studying Media and Communications and will mentor the crew on all aspects of the voyage.

"I really hope there's some cool young people out there who realise what an amazing opportunity this is!", said Jessica Watson " They don't need to be racing sailors, just sailors dedicated enough to put the preparation and energy in."

McIntyre, who circumnavigated the world Solo in the 1990 BOC Challenge Yacht Race, thought up the idea for this new "Youth" adventure, as a way to celebrate his 60th Birthday next year. Over the past 25 years, he has supported many solo sailors and young adventures. In 2012 he was presented with the Australian Geographic Society's highest honour, a gold medal for a "Life Time of Adventure", only the 12th time it had ever been awarded.

Currently based in the Kingdom of Tonga searching for Spanish Galleons and exploring 18th century wrecks, McIntyre believes that any activity with an unknown outcome is the true definition of Adventure.

"Riding a bike for the first time, stepping into your first Kayak, or even running your first small business are all adventures" said Don McIntyre, " unfortunately society and parents often wrap kids in cotton wool, which categorises them and pushes them to be normal. They need freedom to explore and take risks. Adventuring is life's best educator."

Long-time adventure partner and friend Margie McIntyre will manage the project , overseeing logistics and acting as "Expedition Headquarters" during the voyage, maintaining a link to the young sailors.

"This could be a lot of fun" said Margie McIntyre " It has the potential to be a life changing experience, so I hope we get a couple of real characters!"



THE BOAT: SY Betty

SPECIFICATIONS:

TRADEWIND 35

L.O.A	35 feet / 10.67 metres
L.W.L.	25 feet 10 inches / 7.87 metres
BEAM	10 feet 6 inches / 3.2 metres
DRAUGHT	5 feet 6 inches / 1.68 metres
DISPLACEMENT	8.68 tons / 8,819 kilograms
MAST HEIGHT	43 feet 3 inches / 13.2 metres
WATER CAPACITY	75 gallons / 340 litres
FUEL CAPACITY	40 gallons / 182 litres
BALLAST	3.7 tons / 3,759 kilograms
BALLAST RATIO	43%

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THE BOAT

By Don McIntyre, SY Betty

She has a strong ocean pedigree and is highly regarded as a yacht that looks after her crew. A total of 78 were built and you can still order a new one from the current builder in Holland ([Tradewind](#)) The price is \$500,000!

When I mentioned the possibility of securing a "Tradewind 35" for the Voyage of Imagination (VOI) to Jessica Watson, asking what she thought.. she loves them! *"I might be a little biased, as I was a little bit in love with a Tradewind 35 when I first started planning to sail solo around with world."* said Jess. After considering a few possible boats, we settled on it. WE are the fourth owners.

The Tradewind 35 is a well known ocean cruising yacht, with a 30 year pedigree. This successful John Rock design incorporates all those well tried qualities which inspire complete confidence.

With a long keel and heavy displacement, solid GRP hull with encapsulated internal ballast and a balsa/ply cored deck, it is the ultimate ocean voyager. The Tradewind 35 possesses exceptional sea keeping and handling characteristics, which makes her a pleasure to sail. She is fast, safe and comfortable.

Handling

The Tradewind 35 has an efficient cutter rig, which offers exceptional sailing performance, ensuring fast passage making to any corner of the globe. She is a pleasure to sail, remaining light on the helm at all points, with accurate tracking, making her ideal for wind vane steering.

Deck arrangement

The external arrangement of the Tradewind 35 offers a flush deck for ease of sail handling and cruising convenience. A deep cockpit aft gives security and protection against the elements.

Accommodation

As you would expect with a yacht of this pedigree, the accommodation below is designed for comfort afloat and practicality when under way. Utilising the skills of experienced craftsmen they are built to uncompromising standards.

The teak trim and attention to detail are evident throughout. The layout provides a spacious saloon boasting over six foot headroom, a galley with large work areas and a chart table ideally positioned for the navigator's comfort. Further forward the roomy, well-appointed grp shower/ head compartment complements the luxurious owners cabin and adjacent locker area.

Engine

With wheel steering and a Bukh 24hp diesel engine, driving a three bladed propeller, the vessel is easily manoeuvred in harbour and adequately powered to meet the varied needs of an ocean cruising yacht.

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From Don McIntyre:

The Application is open to individuals, or two person teams that are Australian residents and between 16 and 21 Years of age, on April 30th 2015.

Thanks for your interest and good luck in applying! So what are we looking for in the crew for this "Voyage of Imagination"??

First we are NOT looking for another "Jessica Watson". We are looking for one, or two special individuals, who believe they can do this and who are basically good sailors, with some common sense, as that is the mark of good seamanship.

Like any circumnavigation, this is just a series of day sails, all linked together to make a grand journey, so don't worry, you are not about to sail around Cape Horn on your first day! If you can sail from Sydney to Pittwater, or Adelaide to Port Lincoln, Or Brisbane to Mooloolaba, you can surely sail around the world with careful preparation. BUT you need to be really passionate and totally committed to doing it. Remember, you have time to prepare the boat and gain final qualifications yourself and there are people to help you get ready (including Jessica Watson and I). We will believe in your ability, if you believe in yourself and your own ability!

If you want this voyage! But do not want to sail solo and do not have a team mate?? ...apply anyway and let us know, as we may be able to hook you up with a Captain or crew!!

So !! Good luck. Thanks for your effort in submitting your application. We look forward to reading it and watching your video. You can do it!



Voyage of Imagination
is a project operated by McIntyre Adventure

www.mcintyretheadventure.com

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Dear Bob and Kay,

As an avid reader of your great paper I find that your technical advice is so down to earth and easily understood and easily put into action.

Being new to the catamaran sailing scene there have been a few questions bantered around with other newbies in regards to anchoring systems. Questions that arise are for instance "What is an ideal anchor or size of anchor?" "How long should the bridle be?" "How much chain should be let out even in shallow waters?" "Why does a cat sail around so much at anchor?"

I guess it is like the old dinghy question, it all leaves one scratching their

heads and wondering what is the best and safest thing to do. Hopefully there is an old wise oracle out there with a lifetime of experience that could enlighten us on what is best. Our endeavour is to keep our boat, ourselves and others in the same anchorage safe.

Thanks again for being the venue for a sounding post and a 'Dear Dorothy' forum.

**Cheers,
John and Dianne Challis,
SC ELAN**

Hi John and Dianne,

I have heard recommended lengths as long as your boat length but that leaves a lot of dirty rope to bring aboard. Ours is 20ft - I wonder what others use. How about it readers?

**Cheers,
Bob**

BOATBUILDER NEEDS AN ASSISTANT

I need an assistant with boat building experience and/or novice.

With the right type of help, 6 months into next year should knock it over, ie 26x40 hour weeks, starting January 2015. A fair days reward for a fair days effort applies.

Whoever takes it on won't be carrying the team. I'm getting annoyingly fit on a daily basis, am capable of doing it myself if nobody wants the work and shall knock it over in a year unaided. But 6 months would be better!

located at Bundaberg. A 37ft. Cat in a lock up industrial shed.

**Phone Cliff:
0439 605 306**

A DIFFERENT VIEW

Dear Bob,

I read your article on electronic privacy in the last issue with some interest. I can understand your viewpoint, but I would like to present a different view which I believe is equally valid. From my first hand knowledge of the cruising community, I would say a good percentage of them would agree. Knowing your ideals of fair play, I am sure you will print this.

I would not argue for a minute that the electronic tracking and eavesdropping you describe is impossible, but I do doubt that the average citizen is targeted. The sheer logistics of that is staggering. The main point I would like to make is "who gives a rodents rectum?" Certainly not me. You and the rest of the world are quite welcome to the details of my petty little life if you have

nothing better to interest you. I don't care who knows where I am, who I am talking to, how much money I have, what I am doing, or what my views are. Surely I am not alone?

Just this week my Kay joined Facebook. As you know, she is the big communicator of the family, and this was a very convenient way for her to communi-cate (that is be part of a communi-ty) with an extended group of like minded people. In one sense it was a voluntary surrender of privacy, but she has such a big heart that aspect would never worry her.

One of the most important things I learnt in business management theory is that the more information you give out, the more you get back. I believe this holds true for life in general, and is not restricted to just information.

Regards, Russ, SY Vanda III

continued next page...

Greetings Russ,

Of course I would publish your letter for the reason you stated, I do believe in fair play. I believe similarly to you, that the more information you give out to like minded people, the more you get back. But the people who collect the electronic data that we speak of share neither belief.

You think you aren't "targeted"? Maybe not directly for the moment but if all the data they collect has no value, why do they collect it?

Maybe because they see and understand a value that you are not aware of. Why spend billions to get it all instead of turning the resource to target specific individuals with probable cause to suspect criminal activity? These aren't stupid people. They know what they are doing.

And I wonder about your assertion that you grant the surveillance is "not impossible" yet don't give a "rodent's rectum"? OK, how much money do you have? And what are your accounts and passwords please.

Others may be interested in personal photos or video. Very personal ones of anyone on your boat taken in unguarded moments through your "smart phones" or computers.

I could list hundreds of studies on the matter of human reactions to pervasive surveillance but this

is not the place. Suffice to say those studies indicate repeatedly that the result is "compliance, obedience and conformity to expectations". Hope you are happy as a compliant drone but I can not be.

The United Nations' top official for counter-terrorism and human rights (known as the "Special Rapporteur") issued a formal report to the U.N. General Assembly on October 10th that condemns mass electronic surveillance as a clear violation of core privacy rights guaranteed by multiple treaties and conventions. "The hard truth is that the use of mass surveillance technology effectively does away with the right to privacy of communications on the Internet altogether", the report concluded. Australia is a signer of those treaties.

You are willing to share everything with an institution that conceals, lies and who's word on an international treaty means nothing?

And finally, you are willing to let this system run rampant as long as you perceive no immediate harm to yourself. What about your mates? What about one who dissents? What about a publisher that becomes an enemy of the state by exposing government wrong doing and illegal enforcement? Even if I wasn't a target, I would be hard against it because I believe in fair play.

**Regards,
Bob**

Dear Bob,

I am hearing bad things about using wifi hot spots in its many forms to do banking overseas. I have had a look around on The Coastal Passage but can find no articles about this.

Do you or your many readers have any collective wisdom on a safe way to do this sort of thing?

**Regards,
Chris Freeman, Christchurch, New Zealand**

Hi Chris,

My opinion: Do not trust public or free wifi anywhere. Especially if you are using a windows operating system, wifi can add even more risk. Your banking website is probably secure but if your computer is compromised then wifi provides an easy way to take advantage or if your computer is clean it's an easy way to infiltrate it.

Windows (XP, 7, 8) and more recently Apple too, are riddled with back doors and accidental program faults. According to a report in the July 21 issue of Time magazine, there are multimillion/billion dollar companies who's sole function is to pick Windows and Apple apart to find weaknesses and then sell them to the highest bidder.

continued next page...

According to a report at www.theintercept.com by Glenn Greenwald exposing secret documents, there are also companies selling malware that can record ALL activity on a computer.

One way they describe to introduce the malware into a machine is to set up a false hot spot. This is easily done and can be disguised to suit. So...your risk is that you could have malware introduced via a discovered weakness that includes a key logger, a program that records every key stroke you make, including any passwords. The owner of the program may use the info to raid your bank account or auction off the access and information to a crime syndicate in Russia or Spain or who knows...

The solution I would suggest takes some work to set up but once you have it organised, it's no big deal I would "run" a linux system on a wired computer at an internet café. That is, load a linux operating system from a disc or memory stick you have and do your transaction and then when you are done, shut down the machine, remove the disc or memory stick and all trace of your use on the machine vanishes.

The big companies looking for weaknesses don't bother with open source systems like linux because there is no money in it.

For years I asked why the Australian and US governments didn't regulate the web to deter this sort of crime... then I discovered it was because the governments were the biggest exploiters of system bugs and users of the malicious software according to both articles referenced above.

TCP would be very grateful to anyone who can correct or add to this....

Regards, Bob

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TCP's Forum

By Bob Norson

Recently whilst washing down *Scrappy* I heard hales coming from the nearby river. A glance through the mangroves revealed a Marine Safety Queensland (MSQ) boat with three blokes aboard in their dark blue uniforms and fluorescent vests.

I ignored them for a while but their caterwauling became such that to keep the peace I turned towards them. Once the main nuisance realized he had my attention he 'requested' my rego number that was on the back beam a few feet from me but apparently obscured from his view by the mangroves.

I made no response. He then went on to say/justify, that they were 'just' wanting to account for all the boats "on the river".

After a pause I replied, "I'm not on the river", indicating they were getting nothing from me as I was well and truly on dry land/private property. They had no legal right to intrude. Their jurisdiction ended at the waterline.

After a bit more justification that I did not respond to he ended his speech noting that "anyway, we have a photograph".

There was a certain menace beneath the pasted on smile when he said that. It's worth knowing what these people are doing when they take a cruise in local waterways.

Another costly arm of the government surveillance machine. There went another poor pensioners benefits.

Anyway... What's good for the gander... I just happened to have *my* camera at ready and waiting when they came to a break in the mangroves and I took shots of *them*.

At the shocked sight of my camera the expressions soon changed to weak smiles and one even managed an unenthusiastic wave.

I don't believe MSQ (yes, "Maritime Safety Queensland" was on the vessel) has any business tracking boats in the water let alone on dry land.

My comings and goings are none of their business and the photographing of private property for official uses is disturbing. That's not police work, that is spying and certainly nothing to do with "safety".





Click on the logo above to go to 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 -
set up **FREE ENCRYPTION** now in
15 minutes with a step by step pictorial guide.

<http://thecoastalpassage.com/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.

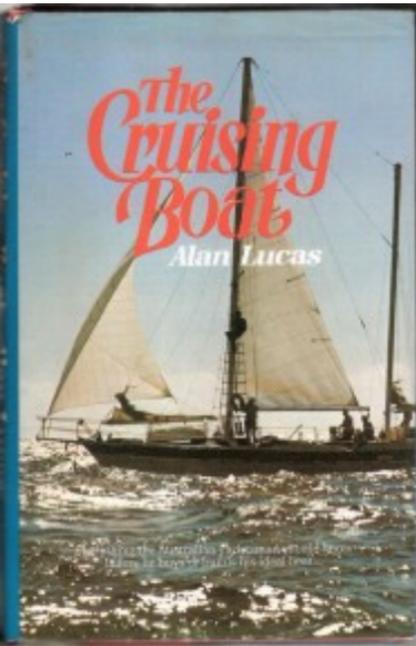
The four simple steps to decrypting a document, four clicks and your passphrase



Reflections

By Alan Lucas, SY Soleares

A couple of excerpts published from a book over 30 years ago, and still relevant today.



It is the moral responsibility of any one writing about going to sea in small ships to deplore everything that does not represent the finest in materials and workmanship in a vessel chosen for cruising. But who will state categorically and finally what *is* the finest in materials and workmanship and indeed what positive bearing does this have to do with safety? I have seen most glorious ships, built to the highest specifications, prove to be absolute pigs at sea, dangerously tender and like a runaway stallion to steer. On the other hand I have seen the most unlikely looking vessels cruising successfully and giving their owners not a moment's trouble.

Which vessel is the safest?

I could write a book on the amazing and most unlikely craft I have seen sailing around the world - the German boy who bought an old damaged lifeboat only twenty feet long, shoved a mast in it, a piece of railway line on the bottom

for ballast (which he laments fell off - in the Pacific) and a cabin made from cheap press board and fibreglass, and successfully crossed the Atlantic and Pacific Oceans. The forty-five-year-old French farmer who suddenly decided he would "do something different" - he built a nineteen-foot plywood yacht (the plywood was not even waterproof so little did he know), zipped himself in and sailed around the world.

These men did not get into strife because they were not thinking of the help they might expect from their fellow men. They did not rely on the tribe - only themselves. If a man has just the *vaguest* notion in the back of his mind that "if I get into trouble someone will raise the alarm and help will reach me", he should not go to sea regardless of how excellent his vessel might be. *He* is the hazard, not the boat. Safe and successful cruising depends on the boat and its gear of course, but topping the list of requirements is the right man for the job. He need not be experienced or even particularly good at doing things - but he must be capable of turning to himself for help and that thought should rule him when building or fitting out a boat for cruising.

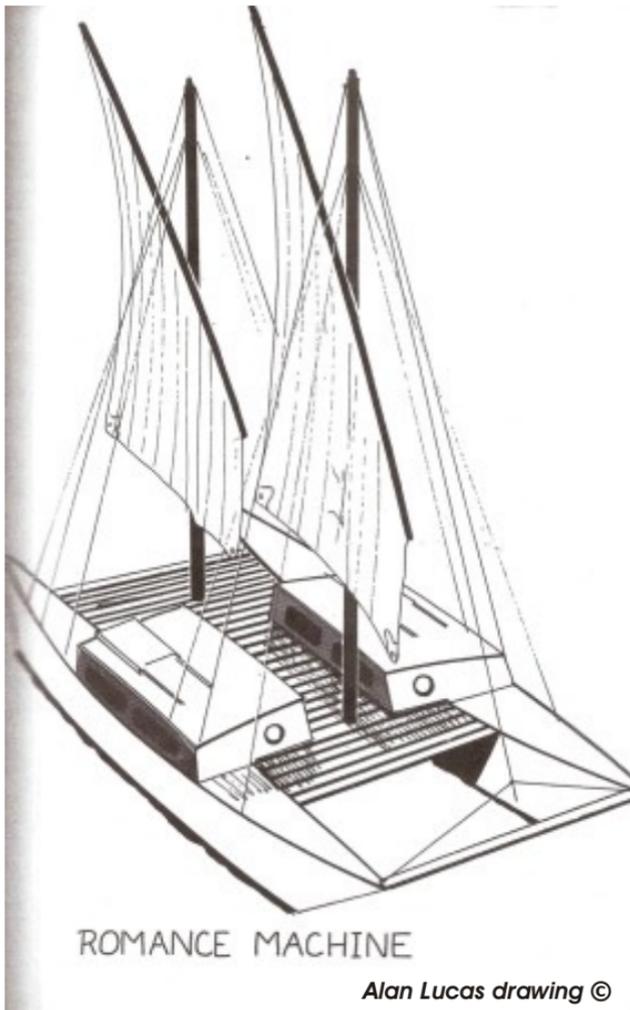
Cruising is a man's way of expanding his most precious right - the privilege to risk his own neck doing something he wants to do. May safety regulations and beaurocratic meddling never destroy this right, and may all those who cry out for stifling rules to be applied to small craft remember - the only thing you will reduce in the long run is your own freedom.

DREAM MACHINE

The pros and cons of mult-hull verses mono-hull have been previously discussed. I left the reader then in no doubt as to my preferences but point out that my preferences relate to *me* and are not a base for others. Actually, I went very close to building a large catamaran of the type shown here and it was only the problem of suitable accommodation which kept me in the mono-hull league.

But if I were a bachelor, with dreams of drifting around the islands along or close to the Equator, with no illusions about comfort nor need for the same, this is the boat I would choose. It is based on the ingenious Warram Polynesian Cats with the cabins on each hull modified so that they overlap the bridge deck and thus give a little more space below decks.

It is a perfect vessel for hot areas where the wind is mostly light and when it does blow up, it is usually in the form of brief thunderstorms which invites a cool bath and offers the chance to fill the tanks. This is not to infer that this type of craft cannot, or should not, be taken into areas of strong wind. It infers that such a craft is not the most comfortable when out of its element and its element is the tropic zone.



Alan Lucas drawing ©

To explain the above, the construction of this type of cat is strong, and the flexibly attached wing deck makes a lot of good commonsense. But it also means that a large cabin *cannot* be built between the hulls with the result that accommodation is restricted and a place to sit on deck out of the wind, rain and spray does not exist. It is thus best suited to the tropics where life is mostly spent on deck under an awning and not below decks.

Frankly, I would probably sell such a craft within a couple of years because continual hot weather cruising does lose its appeal after a while as thoughts of going further afield are entertained. Rather than take my rather unsuitable catamaran into cooler and more rumbustious latitudes, I would sell her and get a mono-hull. But the fun she would provide her young, carefree owner, would be fantastic and the introduction into cruising would be very satisfying.



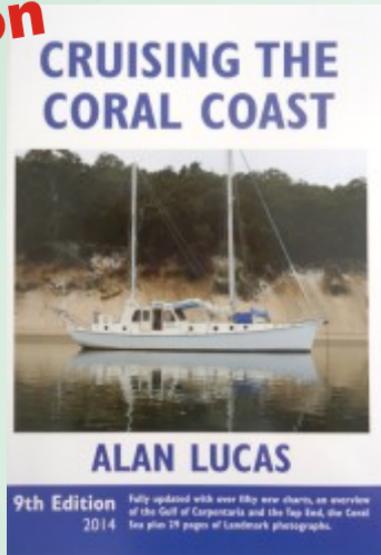
Alan Lucas today

Patricia Lucas photo

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Tom's second chance



Tomaz Cichoki (above) begins his round the world nonstop challenge on a Delphia 47 (left).

By Allan McDermott

Most of the stories of lone yachties challenging oceans are about those from the English speaking world, but then we followed the exploits of 30 something year old Polish sailor and adventurer, the beautiful Natasha Caban, who sailed around the world from Honolulu between July 2007 and December 2009.

Now there is another Polish sailor, with 40 years sailing experience; Tomasz Cichoki who started in a more conventional manner from Brest, in France, of the 6th September, 2014. Captain Tom, 58, is an engineer, married with two grown children, and he is an adventurous soul !!!

continued next page...

In 2007 Tom sailed solo across the Atlantic, reaching USA shores in Florida, in a 22ft yacht with no motor and the only communications were a vhf transmitter, having, normally, a maximum range of about 25 miles.

During 2011/12 Tom attempted the "big adventure" sailing solo and non stop around the world in a Polish built Delphia 40.3. Sadly, the "non stop" part was negated, when the boat struck a semi submerged object about 1000 nm east of The Cape of Good Hope, throwing Tom across the cockpit and knocking him out. He regained consciousness with a cracked rib and skull, and jammed steering. He managed to get about 15% steering, and the organisers insisted that he return to port Elizabeth, in South Africa. There Tom was hospitalised and repaired, the boat hauled out and the steering repaired.

Several weeks later Tom set sail again, making good time in the Southern Ocean, passing about 400 miles underneath Australia and obviously a bit closer to New Zealand. He was rolled in a gale near the notorious Cape Horn. There he lost a headsail and the blades from his wind generator, but no other damage to the boat or himself. Contact was lost with Tom from about half way up the Southern Atlantic. Much to everyone's relief, Tom came back on the air near the Azores out from Spain. A journalist was interviewing him on the dock at Brest where had finished his voyage and asked Tom what his next adventure would be. Tom replied, "I want to go around again, but non-stop this time, and in this boat" he said, pointing to the Delphia 40.

Tom is doing it again, but in a Delphia 47 this time. The 6th of October heralded Tom's first month at sea, having departed Brest in France, on the 6th of September.

continued next page...



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To date Tom has had 3 frustrating weeks of very light winds up to 10 knots, and occasionally 15's, but for the most part 0 to 5 knots. His boat speed has varied from a painful 1 knot up to 6.5 knots. Nevertheless, it has given him time to go through all his stores, cataloguing and stowing where he can find it quickly and has done some baking! It is rumoured that Tom is a very good cook, so perhaps we

should persuade him to forgo the "non stop" part of his challenging adventure and stop here so we can try his cooking. I promise I will get the strawberry jam and cream!

Captain Tom, (Kapitan Tomasz) has a dry sense of humour. No doubt the nerves would build up a little prior to such a voyage, wondering how you will handle the loneliness for such a great mileage and time, and perhaps he was looking a little pensive before departure. Someone asked him if he was scared. He replied, "I was in some trepidation before I left the first time in the Delphia 40, because I didn't know what was in front of me." And he grinned, and said, "Now I am in some trepidation because I DO know what's in front of me!"

Tom's voyage is following the clipper route down the Atlantic, around the Cape of Good Hope, then across the Indian and Southern Oceans, underneath Australia and New Zealand and then tackling the notorious Cape Horn, before the uphill run back up the Atlantic to finish this journey in Brest. It is estimated that the voyage will take approximately 260 days.

The boat is not far removed from the standard production boat, some differences being twin rudders, borrowed from the centreboard version, enlarged fuel and water tanks, and (sadly) that luxurious forward cabin has been converted into a workshop for Tom, and the mast has been cutter rigged.

continued next page...



Tom is very fortunate to have not only the support of Delphia Yachts, but Indykpol and others. Indykpol are growers and processors of poultry, turkey's and geese, and employ more than 1500 people in Poland, supplying the local domestic Polish market, and other EU countries, an important contributor to Poland's economy, as are Delphia Yachts - being Polands largest manufacture of both sailing and powercraft as well as contract building for other manufacturers. Delphia acquired Maxi Yachts in Sweden in 2012 and are now manufacturing these very highly regarded yachts, recently releasing a new 13m version that looks outstanding.



I do have quite a few more photos available if anyone wants them, just ask, and there is, for anyone interested, a tracking map on www.kapitancichoki.pl which will be updated every few dates showing Tom's position and lat/long.

Tom is determined to do this voyage "non stop" and has our best wishes for a speedy and safe voyage.

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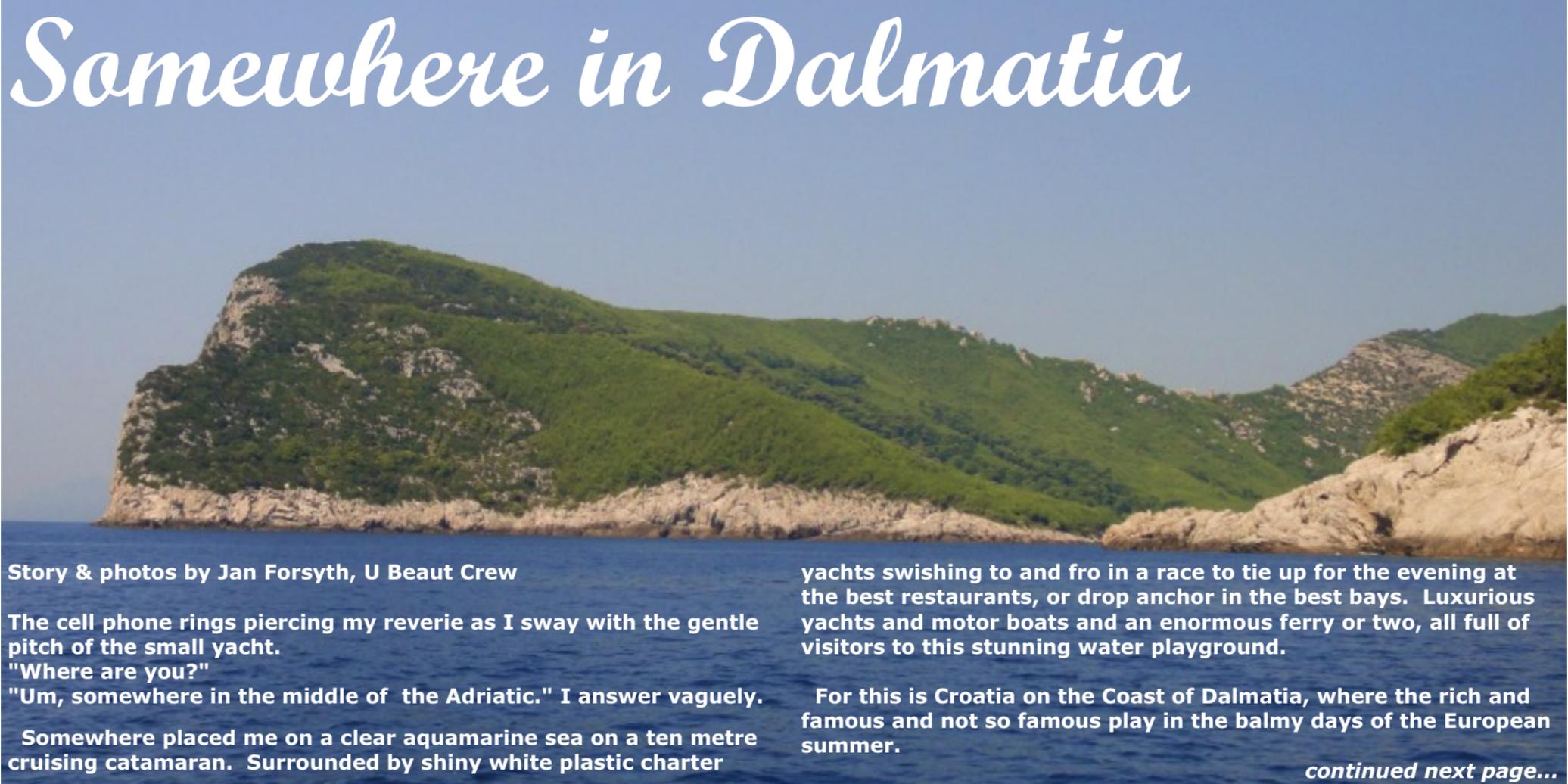
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Someewhere in Dalmatia



Story & photos by Jan Forsyth, U Beaut Crew

The cell phone rings piercing my reverie as I sway with the gentle pitch of the small yacht.

"Where are you?"

"Um, somewhere in the middle of the Adriatic." I answer vaguely.

Somewhere placed me on a clear aquamarine sea on a ten metre cruising catamaran. Surrounded by shiny white plastic charter

yachts swishing to and fro in a race to tie up for the evening at the best restaurants, or drop anchor in the best bays. Luxurious yachts and motor boats and an enormous ferry or two, all full of visitors to this stunning water playground.

For this is Croatia on the Coast of Dalmatia, where the rich and famous and not so famous play in the balmy days of the European summer.

continued next page...

Hundreds of excellent anchorages peppered with classed restaurants that provide moorings or stern to tie ups for the boating community, the cost of which is to dine that evening at the establishment the boat is attached to.

Tourist Boats of all shapes and sizes tied up on the island of Mljet



Our first encounter of this free berthing scene was when my skipper selected a particular restaurant from a line of identical eateries on the water front of a small island. The restaurant of choice had the promise of potable water, which would allow me to give the boat a good wash down.

The wind was up as we pushed over to the dock where we were to tie up in front of the restaurant, but luck was not with us, in fact it had packed up and left the scene completely.

My Skipper turned the boat to make a stern tie up, but the wind had other ideas and rudely intruded in on our efforts to push our catamaran against the boat tied up in front of the next door restaurant. Our starboard hull caught over the boat's bow line, and with the wind well in control now pushed us hard on, the two 9.9 hp motors were not strong enough to move us in any direction, we were well and truly stuck. Then amidst all this flurry, the restaurant owner raced out on the dock shouting



Waiter cleans the catch of the day in front of his restaurant

for us to leave. "I have two yachts arriving, there is no room for you". He yelled with cantankerous authority. "But we cannot move, the wind is too strong!" I yell back to him. "Not my problem," he shrugs, "you are closer to the restaurant next door, go ask them for help."

And with that he moved back inside to sit with his friends, ignoring our plight.

We tried to attract the attention of our fellow cruisers, but they were all at anchor in the bay of the island, too far away to see our predicament. We stood absolutely helpless on deck pondering our fate.

As if that was not enough, we watched in powerless trepidation as a large charter yacht stormed in behind us aiming for the restaurant's pier. Cringing we realised that he intended to tie up right where we had planned to. Crewed more with brawn and bravado than skill and under full power he sashayed his stern ready to bang into the pier, but the wind had other plans.

continued next page...

We watched in petrified horror as the huge anchor dangling on his bow raced towards us, the wind then engaged to speed up the inevitable.

Time stood still as it does when you are out of control, the huge anchor moved as if in slow motion towards us. Crash; it hit the stanchion then grazed the hull moving off midships as his bow thrusters finally took charge. I screamed out, with the thought that if I didn't our chances of being ignored were high.

Motivated and probably embarrassed by my performance, the surly restaurateur emerged from the gloom of his establishment, my skipper demanded he come on board to see for himself the damage and to see first hand why we could not move away from his dock.

Trying to keep my anger in check, but failing miserably, I ranted and raved at the restaurateur when he boarded. It was obvious that he was soon embarrassed by my performance, as if in sympathy, he put his arms around me trying to pacify my outburst. I'm sure he would have preferred to put them around my neck, but the gesture had the right affect, especially when he offered us free water and help to move us off and away from his dock.

Déjà vu at anchor under a high harsh landscape



The walls of the ancient city of Dubrovnik

It was apparent the offending crew next to us were ignoring the havoc and damage they had caused so my skipper set off for war and retribution leaving me to fill the water tank.

My new friend handed me a hose, and turned on the water. It was a slow process as the water tried to flow through all the crimps and made slower by the many hostile eyes peering at me from the restaurant.

Meanwhile brawn and bravado next door were denying any form of damage or responsibility. To make matters worse, the restaurateurs wife had now landed on the scene and was bellowing abuse at him on the dock for allowing me access to their water supply.

By this stage I was feeling like Homer Simpson on a bad day, how much more could go wrong? My skipper arrived back with the brawny skipper and his meaty minder to examine the damage.

No they would not pay, no they were not interested in negotiation in any form.

continued next page...

"Call the insurance company." was their parting words as they tried to stalk off, a difficult manoeuvre when alighting across a sizable gap between boats. Nevertheless their point had been made, and as they were brashly bigger than us, we could do nothing.

At the pinnacle of my despair and frustration the, by now amiable restaurateur returned to assist our exit. He threw a line to his off sider standing on the bow of the boat from hell, who then hauled us over and off the lines of the neighbouring boat. My skipper gave the two outboards full throttle just after the restaurateur jumped ship and we slowly moved away and out of trouble.

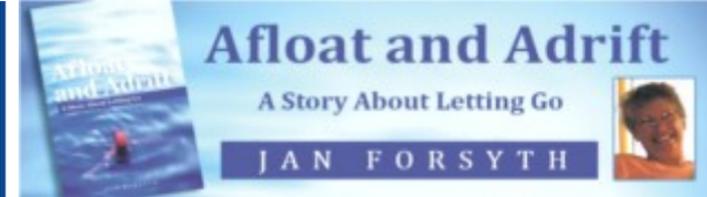
It was with remorseful discretion that we motored to the very bottom of the inlet, dropped anchor and surveyed the damage. It was ugly, but mendable, not sufficient for an insurance claim but an unforeseen expense that would cut well into the cruising budget.



Jan testing the salt at Ston

So somewhere in the middle of the Adriatic, became somewhere significant in the middle of the Adriatic, indeed there were good lessons for an innocent cruiser there.

Stay away from difficult manoeuvres when the wind is mean, stay away from yachts chartered by bullish blunderers and know that in some instances it is OK to lose your temper.



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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.

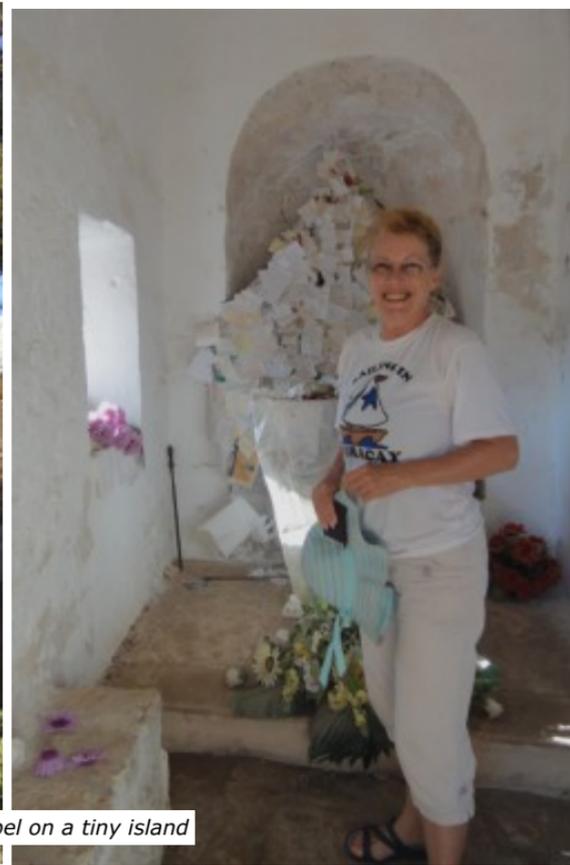
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More photos from Jan Forsyth,
Someewhere in Dalmatia



A tiny chapel on a tiny island



Local musos in the city square



unknown and unmarked craft at anchor off island



Jan and friend dwarfed by the walls of Dubrovnik



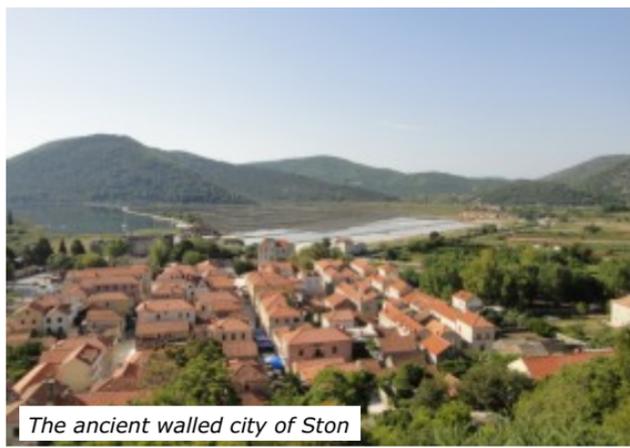
The way to the local wine shop



A colourful Character of Dubrovnik



A lace maker in market place



The ancient walled city of Ston



Alley of Ston



Fortress Walls of Ston



Sunset over the Adriatic

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Save gas & time - Cook under pressure!

From Great Ideas *Galley Guide* by Susan Bett

Experienced cruising folk accept the pressure cooker as part of the lifestyle. Often it is the only sure way of cooking a hot meal in rough weather or a lumpy sea. The savings in gas used and time is an added benefit. Along with soups, stews, & meats using many recipes, pressure cookers can be used to cook bread, cakes and puddings in galleys with no oven. Here are a few recipes from my book, *Great Ideas Galley Guide*.

KEELHAULED CHICKEN CASSEROLE

1 kg chicken
1 large onion and 1 large carrot, sliced
60g bacon, trimmed and sliced
300ml chicken stock
salt, pepper and herbs to taste

Joint chicken and season well. Melt butter and add bacon, carrot and onion. Saute for 1 minute. Add chicken and brown. Pour in stock and add seasoning. Bring to full pressure on maximum heat and cook for about 9 minutes. Allow cooker to cool gradually. Thicken stock if required with a little flour. For tough boiler hens, allow an extra 5 minutes.

SPICY PRAWN CHOWDER

225g fresh cooked prawns, shelled and de-veined
1 large onion, chopped
3 stalks celery, chopped
1 small capsicum, chopped
1 bay leaf
½ tsp peppercorns
1tsp dried or fresh parsley
½ cup cooked rice
pinch cayenne pepper
1tbsp mixed spice
200ml milk
150ml water

Pour water into cooker. Add prawns, (reserve some for garnishing), chopped vegetables, bay leaf, peppercorns, parsley and seasonings. Close cooker and bring to full cooking pressure on maximum heat. Reduce to minimum heat and cook for 3 minutes. Allow cooker to cool gradually before opening. Add milk and cooked rice and heat for 2 minutes. Serve in individual bowls or sea shells, garnished with parsley pepper and one whole prawn.

Christmas Pudding Under Pressure

A favourite recipe from Patricia Lucas, SY Soleares

Ingredients:

1 cup whole meal breadcrumbs

1 cup SR flour

1 teaspoon each of mixed spice, ginger

grated rind of an orange

125grams butter

$\frac{3}{4}$ cup brown sugar

2 cups mixed fruit and add handful cranberries, chopped ginger, extra peel

1 large granny smith apple, grated

2 eggs

$\frac{1}{2}$ cup orange juice

almond essence

Soak dried fruit overnight in a little, or a lot, of rum.

Grease a pudding basin and place a round of baking paper in the base

Mix breadcrumbs, flour, spices, rind together. Cream butter and sugar. Beat eggs and juice together. Add essence. Add eggs to butter mix, fold in alternatively dry mix and fruit until well combined.

Pour mixture into pudding basin, cover with greased foil and secure the lid. Make a handle from some string and attach to the lid. Lower into the pressure cooker and carefully add 6 cups water.

Cook under steam for half an hour without the gauge. Put gauge in place, bring to pressure and cook for an hour. Refrigerate when cool.

On Christmas Day pressure for half an hour before eating.



Delicious pressure cooker cake from Leanne of MC Q cat



Leanne

125g butter
1c sugar
2 eggs
1/3 c milk
1 1/2c sr flour
(wholemeal is best)
1tsp vanilla
1/2tsp bicarb soda
1tsp lemon juice

Add either:
1c mashed bananas
1/2c chopped walnuts
or
1c grated carrots
1tbls cinnamon

Spray cake tin with cooking spray.
Mash bananas in bowl with fork.
Beat in eggs.
Beat in sugar.
Mix in flour & bi-carb.
Mix in milk, vanilla & lemon juice.
Mix in melted butter, then walnuts.
Pour mixture into cake tin.
Turn pressure cooker steamer upside down or place trivet in cooker.
Add water to just under steamer or trivet.

continued next page...



Delicious pressure cooker cake from Leanne of MC Q cat

Pleat a piece of baking paper apx 35cm. Flip over and spray with oil. Lay oil side towards cake mix and fix with a rubber band. With fingers, raise up pleats so cake can rise. Place cake in pressure cooker on top of steamer/trivet. Close lid, steam for 15min., then bring to pressure. Turn down and steam for 30 min. Steam should be rising out of pressure cooker. Turn off stove and allow pressure to drop. Remove cake and allow to cool. Ice cake if desired.



Note: Most cakes can be cooked in a pressure cooker. Cooking times will vary.

Examples:

Sponge cakes: 15min. steam & 25min. under pressure.

Fruit Cakes: 15min. steam & 45min. under pressure.



Kay's note:
Leanne made this cake for us and I took photos while she did. The cake was light and moist. Thanks Leanne!

This cake is iced with a cream cheese icing with walnuts:
125g cream cheese
1 cup icing sugar
1 tsp lemon juice
Cream together.

HOW TO COOK CRABS IN A PRESSURE COOKER

By **Leanne Ford, MC Q cat**

Use less gas and less time but more taste.

Firstly make sure your crabs are dead or well chilled so they don't shed their claws.

Place a trivet or turn over your steamer in the bottom of the pressure cooker.

Place two cups of clean sea water (or salted water) in the bottom, then place the crabs on top of the trivet or steamer. Make sure the lid fixes on properly.

Bring pot to pressure and turn down heat so you get even pressure .

Pressure cook for 10 minutes for mud crabs or 7 minutes for sand crabs.

It doesn't matter how many you have in the pot - as many that will fit.

Release steam quickly. Remove crabs and put in a bucket of sea water and clean them.

When cleaned refrigerate or put on ice .

Enjoy!

HOW TO KILL A CRAB EASILY

Secure the crab so you have access to the back of the crab gently lift up flap with the knife point and push knife from the tip of the v shape, in towards the eyes. The crab should relax and die quickly.

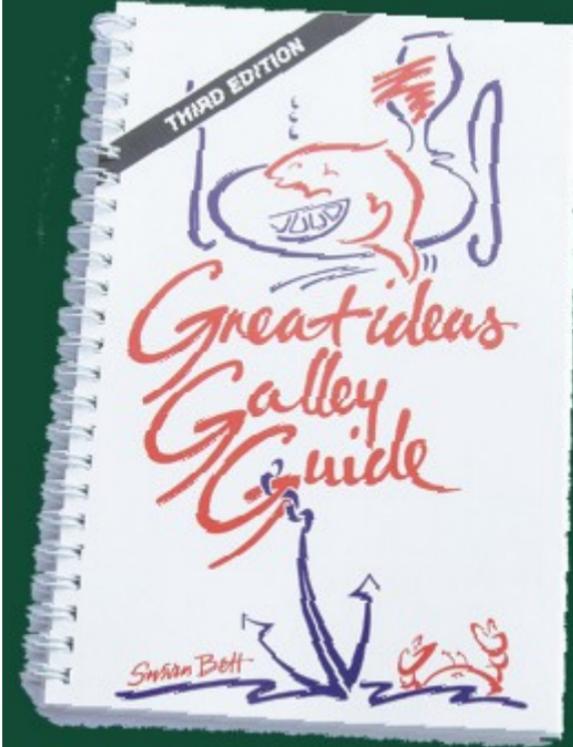


***What's your
pressure cooker recipe?***

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Great ideas Galley Guide by Susan Bett



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A maiden voyage

Story and photos by Dianne Challis, SC ELAN

Wednesday 30th July 2014 saw *ELAN* motor from her secure anchorage for the past three months off Rubyanna Creek in the Burnett River, destination, Fraser Island.

This was her true maiden voyage as she had never been out of the safety of the river since her launch in December 2013. The sails had never been up except when they were put on by the sail maker. On board was a dear friend Bob an experienced solo sailor of a Peter Snell Easy 10.6 metre catamaran named *Bobzaway*.

Mist was drifting across the top of the water with no breeze and plenty of condensation on the decks and windows. With the anchor up and mainsail sitting stiffly in all its glory for the world to see we glided down the river with the sun gradually stretching its golden rays skywards as it awoke on the horizon. As we passed the South Headlands just under the lighthouse at Burnett Heads 'Otto' the auto pilot was set into motion and our course had been set for Rooney's Point near the northern tip of Fraser Island.

Unfortunately there was no wind worth mentioning so both outboards were engaged and sitting at around 4000 rpm averaging five knots. It gave us a chance to play around with the sails. First the head-sail was unfurled and what breeze there was it filled with a gentle belly and tell tales streamed as they should. As that so called wind dwindled this sail was furled away and the stay-sail was then given the chance to show its tell tales. None of this improved the speed but it was all good practice in operating the winches and furling systems for both of us.

Meanwhile as we enjoyed the playing with our new toys our attention had been drawn to a dolphin swimming through the waves towards *Elan* turning sharply so it could ride in our bow wave. With a twinkle in its eye it looked up at us to make sure it had an audience. We knew that this would not be the first time that such things would happen but today it was special as this was a first for us and it was our maiden voyage.

***ELAN* is now sailing free!**

continued next page...



Whale heading towards Elan for a "visit".



Flipper ahoy!

Land slowly disappeared in our wake and open waters surrounded us. The turquoise blue of the ocean was a vast contrast to the brown murkiness of the Burnett River. We could not get over the colour and as we stood out on the foredeck admiring the vastness of the ocean we sighted whales splashing and blowing spume on the horizon. Was this a taste of what was to come? We kept motoring with the mainsail and head-sail up giving us just a couple of knots more to the output of the motors. The journey was peaceful, the weather clear and sunny with temperatures around 24 degrees Celsius. Ten hours later, at 1630 hours we had averaged 4.5 knots, and now the anchor was set in sand and aquamarine waters off the beach at Rooney's Point.

No sooner were we just about to settle down to a sundowner to celebrate our inaugural motor sail we saw whales coming towards the boat. There was a lot of slapping of large fins and exhaling of air as juveniles, mothers and calves frolicked behind us and to the side of us as they headed towards the point of this large bay. Bob was amazed as he stated that he had never seen as many whales this early in the season as what he was experiencing now. Bob had been coming over to Fraser Island for the past eight to nine years being one of his favourite getaways and he has never seen this much activity. All three of us were like children getting excited as we each pointed out a whale and our cameras were getting heated up as our trigger fingers clicked madly at this new experience.

Once we had settled into our anchorage John set up his fishing rods with intentions of catching a feed for tea. There didn't seem to be much activity in this sport here. It was reminiscent of the Burnett River where we feel that it is over fished by not only the recreational fisherman but even some of the professionals in well equipped tinnies.

All that seem to commit suicide on the hooks here on Fraser Island were loads of small grinders and several funny little furry bug things which seemed to devour bait and hook in one foul gulp. It was covered in a type of fur like a hairy caterpillar with an underside that looked like a slater bug. When John tried to remove the first of them he got the fur in the tips of his fingers and had trouble getting them off even with washing in the salt water.



The funny little furry bug things.

continued next page...



John holding his catch of the day.

After hearing the weather report with increasing south westerlies we decided that we would sail south across Platypus Bay down to Moon Point for the night where we could tuck up behind a sandbank that would dry out. It was yet again another motor sail as the breeze at this stage had not increased with the oncoming high pressure system we were expecting over the next couple of days. Our destination was about 25 nautical miles away.

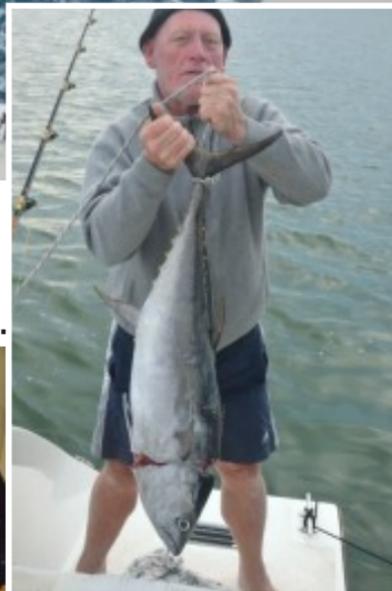
We had one motor going and the mainsail up for all the good it was doing. We were lucky to have seven knots of wind so it was a slow relaxing motor sail across the bay where we saw more whales on the horizon. As we approached the point near Coongul Point hand steering became the object of the game as we manoeuvred in between the shore and a sand bank. The gap between the two narrowed down closer to Moon Point and we had to be vigilant in regards to the depth of water we were travelling through. Once through this gap we were in deeper and more open water out of the lee of the island. After dropping the mainsail we motored into a section called Bridge Gutter which offered us reasonable protection from the evening south westerlies. Waiting for us were two lone sailors out of Bundaberg, Ashley from *Mahia* and Mike from *Elisia*. Once our anchor was down *Elan* became the entertainment centre for sundowners. Many laughs were had and the sunset was spectacular as it melted into the sea.

The night became roily as the south west winds blew across the Sandy Strait and Woody Island. The sand bank behind us gave us protection from the majority of the wind but when we arose and after our first cuppa we decided it would be time to return back around the corner from whence we came and settle down at Coongul Point. Here we would be protected from the strong south easterlies that were predicted and the current south westerlies. We navigated back around through the narrow channel and followed the ferry track on our GPS. We only had about five nautical miles to go and once around the bend of Moon Point we noticed the total difference in the sea state as it became calmer with just a slight swell from an incoming tide. We anchored in five metres of pristine water just off the shore of Coongul where campers had tents erected amongst the bushes and beach casting rods in hand at the waters edge. We settled down to a beautiful sunny day and enjoyed fishing of which there was no success.

continued next page...



**John reeling in and holding his precious catch - this one definitely was not being kissed and thrown back!
Beer cans give indication of size.**



While in this anchorage we once again sighted many whales but what disturbed us was a charter catamaran no larger than ours with a qualified skipper and about a dozen spectators herding up two whales close in to shore right in front of us. The skipper had the punters screaming, cheering and waving their hands as if this was what got the whales excited.

We were appalled at what was happening. If we had done such a thing the authorities would probably fine us and give us a right ticking off. There seems to be rules for one lot who are money making capitalists all in the name of tourism and rules for others like ourselves, people who care about the well being of these majestic creatures.

We had two nights at this anchorage but on the Sunday night the winds had picked up and with the wind blowing across the decks at around 20 knots and an incoming tide poor *Elan* was thrown around on her anchor. She held tight to her sandy bottom but it became very uncomfortable as we violently swung around sending a few things out of their so called safe places crashing to the floor waking us all up. I made a mental note that these items as in my cake tins could be stored in the oven where they couldn't make their escape. We were glad that we had made the decision to head back to the Burnett River the next morning before the very strong south easterlies set in.

At 0600 hours we weighed anchor and made a direct line via our GPS for the lighthouse on the southern bank of the Burnett River. The wind predictions were for 15 to 20 knot south easterlies. We left under motor and pulled out the head sail only as the wind was coming from our port aft quarter as were the seas. Within two hours of leaving the anchorage we cut the motors and allowed the wind and sea to move the boat through the waters as John reeled in his first catch he has ever trawled for on a boat of this size and out at sea. He had an awful lot of line out so it took nearly half an hour to bring in his catch. When it was gaffed we were astounded at the beautiful Yellow Finned Tuna which now laid on our bottom step. This 90cm speed machine weighing around 15 kgs had its throat cut and bled out on the rear step which I have now named the 'Killing Fields'.

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Once the excitement had abated a bit we put one motor on and averaged 5.5 knots. The winds were so variable, they were all over the place. At times we would have five knots then we would have 13 knots. The only constant was the waves and swell which continued to come from the south east. Sometimes we experienced large deep troughs which were followed very closely by another trough which didn't allow the catamaran to recuperate quick enough and she would start to round up. Dear 'Otto' the auto pilot worked hard and was truly put to the test. He never missed a beat and had the boat back on track quickly. We had the opportunity to cut the motor and go under head sail only and found that the boat averaged between five to five and a half knots. At times she would go down the front of a wave at eight knots but we felt more comfortable when she just did the old five knots. When experience and confidence prevails we know we will be ecstatic doing higher speeds but for her and our first time out we were happy to sit at what we felt was a comfortable speed.

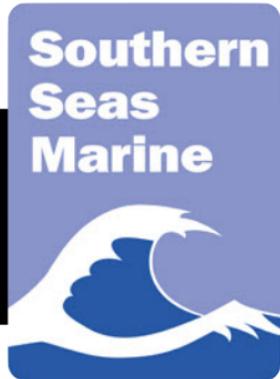
We were so happy with the way the boat and all the electronics handled. Our equipment did itself justice and we learnt more about their operations as we went on this maiden voyage and I guess that is what it is all about. Once we sighted the lighthouse and our GPS waypoint advised us of being there we pulled in the head sail and turned off the auto pilot and John then steered the boat through the swell around the point of Burnett Heads and into the river. Another half an hour had us back at our old anchorage just of Rubyanna Creek. The anchor was down and smiles spread across our faces as we appreciated how well our girl went.

It is always a worry when you have spent so long building a boat that you begin to question whether or not you have done things right. When you first launch you run around to see if there are any leaks in skin fittings. You ask did we seal that off properly? Did we put enough fibreglass there? Did we seal this bit off correctly? Will the electronics work? Have we got the wiring right? This trip proved we had got it right and now we feel more confident with this boat and her design. Once we took a deep breath of satisfaction we set to filleting the catch of the day. It was cut up into steaks, fillets and cubes. We set up the barbecue ready for our first meal back from our first trip from our first fish caught under way. What a great way to finish off our journey. We will be planning many more before the next sailing season in 2015 but then we will be heading north without contemplating about returning to the south.

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A Thai Adventure

Making it to the slipway

Story & photos by Sandy Wise, *SC Southern Wing*

The day came when we were to leave for the PSS Shipyard in Satun, Thailand. Our boot topping was too low for the waters over here and fouled easily so along with a few other jobs we decided to haul out.

Armed with a mud map from Irish Brian on another catamaran, we set off mid morning via the neighbouring island of Tarutao where we intended to catch up with our friends, Dave and On, on *Masquerade*.

Koh Tarutao (Koh meaning island in Thai) was once a prison for political prisoners around the second world war but I will talk about that later. Our trip to Tarutao was not without excitement. It looked like a great day for a sail but as we left the peace and safety of our little harbour the storm clouds started to form. Langkawi is a big enough island to produce its own weather and so is Tarutao. The result is that there are two local weather systems forming over each island and we had to sail between the two.

Southern Wing

continued next page...

As we sailed towards the northern end of Langkawi, the storm clouds gathered over the mountains and the thunder rolled in. We had one reef in the main plus genoa and were sailing along beautifully keeping an eye on the storm beside us when I saw a streak of lightning go down to the water in the storm cloud ahead of us over Koh Tarutao.



Tarutao Pier

A little apprehensively I asked Phil when we were going to drop sail. He said not for awhile as the storm ahead was a long way away, at least a couple of miles. Hmmmm ... looked pretty close to me and they can come in quickly you know, but Phil said he wanted to keep sail up as long as possible.

Some time later Phil saw the next streak of lightning and decided to drop sail. Just in time, because as we sailed between the two islands and the two weather systems the downpour was torrential. Thank goodness for chart plotters because we could not see a thing and there were two rock outcrops ahead. All went smoothly though and we anchored along with the local fishermen at the southern tip of Koh Tarutao and had a good night catching up with friends.



In our taxi leaving the local village

From here our friends were going to Langkawi and we set sail for Satun. Our mud map was a short cut for shallow draft boats and only at high tide. Our draft is .6 of a metre and Irish Brian said we would have no trouble. Which we didn't but once again, not without excitement.

As we got closer to the mainland we encountered more fishing traps and nets so we had to hand steer which was my job at the time. I pointed to a bunch of fish traps on the mud map and asked Phil do we go around them and he said, no we go through them.

I did not like that idea but we continued and wove our way through hundreds of traps. The map also said a sand bank was ahead but we did not know how far. We were rapidly going from 2.6 metres to 2 m, to 1.8 then 1.6, then 1.4.

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I was getting a little anxious by now that maybe we were heading for the sand bank. We were in 1.2 metres, while still weaving in and around sticks which are anywhere from 6 inches to 6 feet out of the water.

While we were focussing on getting around fish traps a storm was closely chasing us. If it had hit while negotiating the traps we would not have been able to see the sticks. Fortunately we made it to the marked channel and safely anchored at the mouth of the river to the shipyard before the storm. Never a dull moment on a boat.

We were not due at the yard until the following day and decided to go up the river and talk to the yard about how they would take out the boat. After a half hour chat they said OK, how about now.

Steering the boat under motor has always been my job and I was a little concerned that there was still 2 hours until the turn of the tide in the river which meant I had to bring the boat across the current into the concrete docking bay. With more apprehension on my part and some quick calculations of how fast and far we might be swept sideways, *Southern Wing* went nicely into the bay, Phil threw the ropes and the Burmese boys had her securely in hand. Phew.



Phittak Shipyard, Satun



Jia and Julie, PSS Shipyard Owners

Life in the yard was busy and the rain only held us up for one week. Every afternoon there were sundowners with the other yachty's at the yard shop and a trip to the local village market every

Thursday for fresh fruit and veg. Most groceries can be obtained in the local village once you know where to look, but for any Western type foods one could take a Songteow (local bus, being a covered ute) into Satun for 30 baht (A\$1.00). However, it does not pay to cook as the local restaurants are only \$2.70 for a meal, a drink and an ice cream inclusive.

The owners of the yard Jia and Julie took us for a complimentary arrival and departure dinner choosing local Thai dishes we would never have known to order. The boat yard shop was the best and cheapest we have come across in the area as they need to keep their prices reasonable for the local fishing boats.

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The best part of the experience was Satun and its people. Satun has not been spoiled by tourism. Everybody was very friendly and helpful and we never once were taken advantage of monetary wise as we often were in Phuket.

This brings me full circle after a month in the yard to going back in the water and to Langkawi. After waiting for the high tide and deciding against the short cut (never again), we arrived late afternoon at Koh Klang, a small island beside Koh Tarutao after a beautiful day sail.

The next morning we had planned to hire a bike and see the island but being the off season there were no bikes for hire. So instead, we went for a walk along the historical trail. A thick jungle track with the sound of the monkeys in the background.

For those yachty's planning a trip to SE Asia Koh Tarutao is a must. Today it is a national park but from 1937 to 1948 it was a prison for political prisoners and others. Prison life was very much like other places around the world at that time of the century, harsh and unforgiving. With the progress of the war, the infrastructure of Thailand began to break down and food, wages, and medical supplies became scarce and eventually non-existent. This led the prison officers and the inmates to band together and start pirating in order to survive.



Phil visits a confinement Cell Koh Tarutao

Initially merchant ships were captured and the people were released, however as the years wore on the prisoners began to murder their captives. Their reign of terror extended across the waters of Penang, Phuket, Langkawi and Burma from 1941 to 1948. In 1948 the piracy came to an end after the Thailand Government asked for assistance from the British Army in Singapore to put an end to the piracy. The penal colony was then disbanded.

So after another adventure we sit contentedly in our cockpit enjoying sundowners in our safe little anchorage of Telaga Harbour.

Until next time. "Loe jer ghan".



Sandy (left) is continuing her adventure in Asia on *Southern Wing* with her best mate Phil and second best mate Sasha, their dog.

Bities Bite!

The midge-sandfly-no-see-um...They all suck!

Australia is world famous for all the critters that live here; midges, jellyfish, snakes, crocks, even plants! They are everywhere that we like to be! TCP readers are invited to share their experiences. Is it time to start *Bities Anonymous*?

Story & photos by Jan Forsyth, *SY Sea Wanderer*

Here I am in paradise sitting under a coconut tree armed with the celebrated pina colada, oogling at the parade of budgie smugglers, warm crystal water at my feet; any girl's dream. Suddenly there is a little itch on my ankle, I scratch and scratch and scratch. I look down to see tiny black dots hovering over ankles and feet. They've found me!

Paradise forgotten I race for the water; the black dots follow, and then enmesh in my cheesecloth top. I dip down up further in the water, now they've found my head. It's like science fiction; the unseen invasion.

I write this article gripped in the throes of itching agony; the itch and agony of the midge bite, the throbbing red lumps that no amount of scratching can relieve the sleepless nights and even fever. How can something so small create such torment?

Many cruisers suffer midge bites from lonely beaches during their years of travel. The midge lives on these lonely beaches and thrives in the seaweed and debris that lay rotting on the water's edge. Distribution of the mighty midge is world-wide; usually in coastal areas, lagoons, estuaries, mangrove swamps and tidal flats.

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Jan and mates find another way to keep the bities away...mud baths!

For these biting loathsome insects; seaweed is an extremely attractive home as it is damp and warm, ideal shelter for it to lay its eggs. The female, like the mosquito, requires the protein in blood to produce her eggs. She has histamine in the saliva to prevent the blood clotting. They are known as pool feeders because they use their proboscis like a saw to create a tiny hole in the skin into which a pool of blood can flow. Saliva is injected into the pool to help the flow of blood. It is this saliva that causes the allergic reaction and itching! Yeck!



The insect then flies back to her seaweed or other rotting vegetation to lay anywhere between 30 to 100 eggs. The life cycle of the midge is about three weeks from egg to larvae to adult. It is inactive in windy conditions and will only disperse short distances for its meal.

It is usually the tourist or visitor to these areas that suffer as locals seem to build up resistance to the bites. Although I have been amidst their environs for many years and I still itch and burn. Probably due to my pure blood??

Rarely does anyone feel the bite; neither is it common to feel the itch until much later when the bite turns into a hard round pulsating lump. The bite can cause welts, rash and even fever; infection often sets in

from scratching as the bite can be extremely irritating. Nobody has discovered why some people, usually females and young children are more affected than males. It has been said that vitamin B is the answer, as men commonly drink more vitamin B enriched beer than women and that is why they don't suffer. However there is absolutely no proof of this.

I had even considered allowing the hair on my legs to flourish and grow to compete with the hairy legged men in my quest for freedom from the blight.

In some parts of the world midges cause life threatening diseases like Carrion's Disease and Pappataci Virus, and can also cause anaemia and damage to the spleen. There is no vaccine.

Prevention of course is always the best cure along with a good application of oil before venturing out into "no-see-um" territory. The best prevention is to dress in long slacks and long sleeves; but who wants all this garb when the weather is warm? So I broached the chemist who presented an array of medications and sprays that can work for both prevention and as a balm.

I found that coconut oil or pungent oil mixed with Detol prevents the sandfly from gripping, while the smell is most unattractive to the insect.

A concoction of tea tree and lavender oil works if you want to smell like a scented candle.

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GENERAL TREATMENT FOR THE BITE:

- **Wash the affected (as soon as you feel the bite!) area with soap and water.**
- Applying soap directly to the bite may remove the itch
- Cold compress
- Applying a paste of baking soda and water
- Calamine lotion
- Tropical antiseptic
- 1% hydrocortisone cream
- Witch hazel
- Aloe Vera gel
- Tiger Balm both as a preventative and a repellent
- There is even a school of thought that says even peeing on the bite may help, but I guess you have to be pretty desperate.

I also favour plenty of exercise to keep the blood circulating in order to carry away the toxins.

Paradise can be found again but come prepared. Forget about the suntan and showing off your beautiful body. Cover up as much as the weather permits and remember the oil and spray instead.



Anything that beats midges is worth smiling about!

MORE BITS ON BITES:

Biting midges are attracted to human habitation and rest on screens, fences and vegetation while waiting to take a blood meal. As the biting midge is small and easily blown about by prevailing winds, they prefer dull still days with high humidity when seeking a meal.

It is most likely that midge will enter dwellings on the leeward or sheltered side of the dwelling. Close leeward windows or keep openings small when midges are a problem.

As midges do not like to seek blood meals when a moderate breeze is blowing, ceiling fans or other air circulation devices that increase air flow may also decrease biting midge nuisance indoors.

As biting midges are biologically linked with the lunar cycle, take note of the lunar period when midges are most active in your area. Some species bite most actively in the few days following the full and new moon, so planning an evening barbecue around this time during the warmer months would not be wise.

Biting midges have a histamine like substance in their saliva which can cause intense itching in sensitive individuals.

continued next page...

More bits on bites continued...

To prevent acute allergic reaction and allow the body to develop its own immunity to midge bites vitamin B1 (thiamine) can be tried.

This vitamin has an anti-histamine type action. An adult dose of 200mg twice a day with meals, preferably starting 2 weeks before exposure to midge has been suggested.

As immunity is developed this dose can be reduced. The development of personal immunity generally comes with a regular exposure to low numbers of midge bites, not occasional heavy exposure.

Persons who have a more acute reaction to midge bites may require anti-histamine drugs at times.

You should consult your family doctor before trialing these drug therapies.

More tips on bites

"EAU DE SWAMP" from Sue Bett, MY Scallywag

200 mls Dettol
200 mls Baby Oil
10 mls Pure Lavender Oil
25 mls Eucalyptus Oil
25 mls Methelated Spirits
Put in spray bottle shake well.
Apply before exposure to bites or immediately after being bitten and the bite will go within 5 minutes.

From Lyn Mason, MY Lauriana:

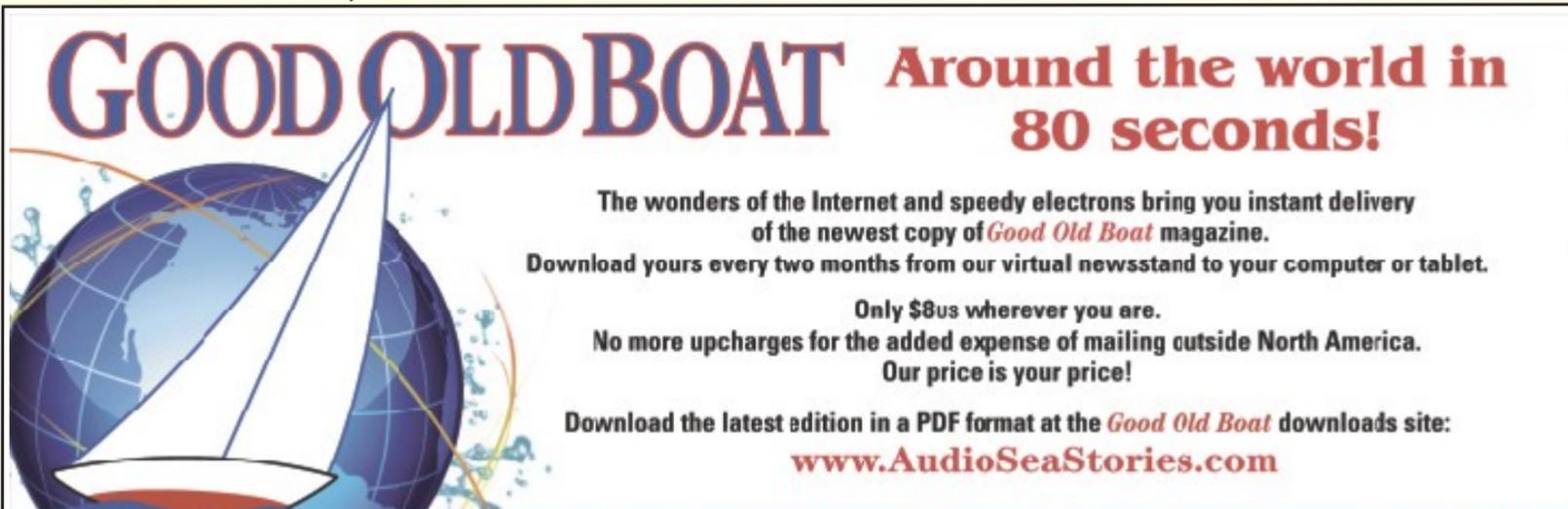
Sand fly bites: There are all manner of potions and lotions to prevent stings, but you usually get bitten before you think to apply any of them. So to stop the itch, put roll on deodorant on the bite. We have these containers in the dinghy and in our backpacks. There is always one in reach.

From PJ, SY Cheetah

Have you tried B-1 for bites? pure B-1, not a blend...we find it works amazingly. You get bit but the bites don't itch or swell so bad. Trust me - this works.

The ONLY repellent I would use in *bad* conditions is pure Deet (which you can get in USA anyway) or the next best is Bushman's - all the others are weak versions & 'natural' or homemade are not near as good in bad conditions. Tried all that 100 yrs. ago when we used to go to Caribbean all the time. The sprays don't cover well in wind so I prefer the gel stuff - Bushman's has dual purpose with sunscreen too so you don't have to put on two chemicals.

That said, if you are of child bearing age & wish to have a family, I wouldn't vouch for what these products might do to your genes!!



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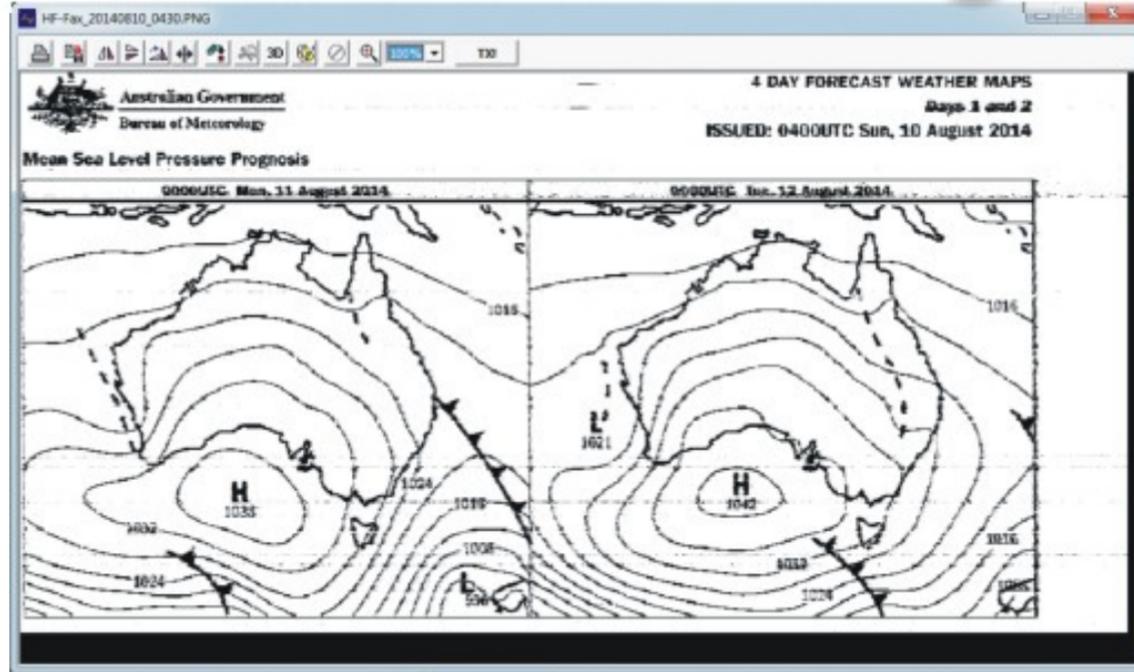
Smoke and Mirrors- receiving Radiofax

By Peter Giller, SV Tryphena

You may well have the opinion that interpreting the weather from a synoptic chart, as below, is a matter of wizardry. I'd be inclined to agree. But most of us like to have a sense of the "big picture" from a synoptic chart to help us understand what is going on when the weather forecasters tell us what to expect. The more experienced of us will no doubt draw our own independent conclusions and plan anchorages and passage making accordingly.

The "wizardry" addressed in this article however, is not about interpretation of the chart but about how to get it in the first place.

When you are in a remote sailing location say 50nm off shore at sea or anchored off a little cove in the Kimberley and you have no 3G or 4G phone data internet and no satellite phone, there is a zero cost way of getting synoptic charts. The magic is in using a HF radio receiver and your laptop computer.



The Bureau of Meteorology broadcasts its marine weatherradio services for the high seas and Australian coastal areas from HF radio transmitters located at Charleville in Queensland and Wiluna in Western Australia. The HF (high frequency radio SSB signal) provides both voice weather forecasts and Radiofax (weather fax synoptic charts). The call signs are **VMC Australia Weather East** (for services from Charleville) and **VMW Australia Weather West** (for services from Wiluna).

To receive radiofax all you need is a broad band receiver, a computer with a suitable program, a cable to connect them and some determination.

continued next page...

The Radio Receiver: A suitable **short wave broad band receiver** must be able to receive SSB (single side band) on USB (upper side band frequencies). The cheapest option that I have encountered and use is a portable Sangean ATS909 (or its current model). It is available from Dick Smith, Jaycar and Altronics stores as well as other suppliers no doubt.

Such radios also have Medium Wave AM reception (amplitude modulated signals), which are useful for receiving long range domestic voice radio say BBC world news or ABC Alice Springs when many hundreds of miles away from land. SSB (not AM) is essential however, for Radiofax and voice weather forecasts from BOM (Bureau of Meteorology) on Short Wave frequencies.

Antenna: The antenna or aerial for the radio needs to be between about five and ten metres long. The Sangean comes with a built in whip aerial and a plug in wire of an appropriate length. It is even possible to use a back stay (even if uninsulated) or ratlines but they must not be "earthed" to the sea or too long. Longer is not better.

Power supply radio: The Sangean accepts four AA batteries but is best operated from a 6V adaptor through the ship's 12V supply. This allows the radio to be left on "stand-by" indefinitely with preset clock timed to turn the radio ON automatically (on desired frequencies) when needed.

Computer: My experience is with XP through to Windows 7. There are several programs available to decode Radiofax but this article will address the JVcomm program. This program can be downloaded in its "Demo" version free of charge and works wonderfully. Just Google JVcomm and follow the download prompts. If you are satisfied with it, a registration fee can be paid.

A lead with 3.5 mm mono jacks at each end is needed to connect the **computer's microphone input** to the **radio "line out"** socket. The lead can be purchased where you buy the radio. Make sure that your lead is bought long enough to use the computer in a comfortable location. It can be many metres away from the point of installation of the radio if the lead is long enough.

The computer's sound card will digitise the radiofax signal from your receiver and the JVcomm program will produce the weatherfax or synoptic charts (as the one above). It is therefore necessary that the "microphone" is turned ON in your computer's settings. This is normally the default, but is sometimes turned OFF and accounts for some people's inability to get the system functional. It may also be necessary later to use the settings functions to adjust the input signal strength being processed by Jvcomm.

continued next page...

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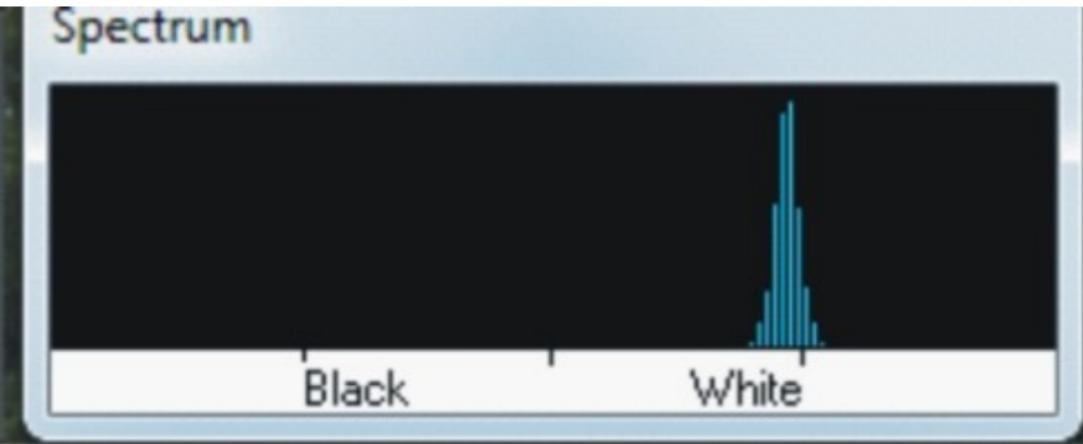
email: mailto:randall@randall.asia

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The program - Jvcomm:

When the program is first initiated, the drop down box on the left has to be opened and "FAX" selected. Along the bottom line, the following settings must be chosen: **HF Fax; IOC 576; LPM 120**. The centre button with the yellow surround ("auto start") should be pressed.

The Fax RX window will appear as well as a Spectrum display. With the 3.5 mm mono lead plugged in, you are now ready to bring in Radiofax signals and watch the frequency spectrum indicate what you are getting. Ideally a clean white line appears above the "white" graduation.



Usually however a fatter parabolic frequency distribution appears as above. The fatter the distribution, the poorer the quality of the fax picture will be.

Radio receiver tuning:

Short wave radio transmission relies upon radio waves being refracted by the ionosphere. The ionosphere however moves about during the heat of the day and cool of the night.

Different frequencies are therefore better at some times than others. In fact, as a general indicator of where to look, 10,000 - 12,000 kHz work best in the middle of the day and 3,000 - 6,000 kHz work best in the evening, night and early morning. The internet BOM site gives the frequencies below at which Radiofax is transmitted.

VMC Broadcasts on Frequencies (kHz)

VMC: Daytime (5am-7pm) EST 20469 kHz

Night-time (7pm-5am) EST 2628 kHz

Anytime 5100, 11030, 13920 kHz

VMW Broadcasts on Frequencies (kHz)

VMW: Daytime (5am-7pm) WST 18060 kHz

Night-time (7pm-5am) WST 5755 kHz

Anytime 7535, 10555, 15615 kHz

For technical reasons we have to tune our radio receiver to a number (frequency) 1.5 to 2 kHz below all BOM published frequencies.

continued next page...

Fax Broadcast Schedule

The Bureau's radiofax schedule is available at www.bom.gov.au
Below is a section cut from this published schedule.

Time (UTC)	Description of Item and Current Chart	Samples or IDcode
0430-0445	Australian MSLP 4-day forecast, Days 1 and 2	IDX0041
0445-0500	Australian MSLP 4-day forecast, Days 3 and 4	IDX0042
0600-0622	Asian (Area A) Gradient Level Wind Anal (Manual) Valid 0600	IDX0965
0623-0645	Asian (Area B) Gradient Level Wind Anal (Manual) Valid 0600	IDX0966
0645-0700	Asian MSLP Anal (Manual) Valid 0600	IDX0016
0730-0745	Indian Ocean MSLP Anal (Manual) Valid 0600	IDX0033
0745-0800	Australian Wind Waves H(m) Prog Valid 0600 (H+24)	IDX0049

Getting Started:

Suppose we want to receive days 1 and 2 of the 4 day forecast chart (synoptics) for Australia.

We see from the table above that it transmits for 15 minutes from 0430 UTC.

If you are on the east coast (time zone UTC +10) you need to try to receive at 1430 EST.

Since you are on the east coast you will use VMC frequencies for the middle of the day.

This will be 11030 kHz minus about 2 kHz.

Tune to 11028 kHz and listen for a rhythmic clicking and beating sound from your radio.

With the mono lead connected to your computer and JVcomm on the screen, look at the frequency distribution and fine tune your radio to get a line on the "white" position.

There will be a less conspicuous line against the "black" position each time the chart has black in the chart picture. You can save that fine tuned frequency to a memory on the radio to make it easier to find next time.

Picture/reception quality: Learning what frequencies work best and in fact accepting that at some times of day and some locations it will never work at all, is part of the HF downside. Even the mass of masts in a marina can reduce signal strength significantly.

Picture quality is degraded badly by radio interference from on board the ship. Inverters and some LED lights are disastrous. Wind generators under high load can also be bad.

My 6V adaptor for the radio creates some radio noise which reduces picture quality when HF signal strength is marginal.

The solution find out what is making unwanted radio noise in your boat and turn it off when downloading a Radiofax picture.

Although JVcomm starts and stops a picture transmission automatically and saves it automatically, you may need to start reception manually with the green button on the right hand side if signal strength is poor or you got started late in the transmission (after the setup signals have come through).

Wizardry: There isn't any really. No smoke and no mirrors either. Just a bit of gear and a dose of determination. Just like everything else on a boat.

Caframo.... what happened to you?

By Bob Norson, SC Scrappy

Ordering stuff overseas has it's risks but you would think that sticking to brand names of good reputation puts the odds in your favour. But it is odds, not a guarantee. Kay ordered 4 Caframo fans back when the Aussie dollar was high but only recently was it time to mount them. When the first one was secured and wired I was shocked (sorry) at the noise coming from my new installation.

First to get checked was fasteners but they were good and snug onto a piece of wood epoxy glued to a bulkhead. Then I tried a foam cush under the fan - nice idea - didn't work. Then I replaced it



with another fan out of the box - no easy task as the wiring was buried behind timber - and no improvement. Finally I had a look at all the fans and noticed that the motor shaft was loose on every one of them. I could wobble the fan blade back and forth several millimetres.

I had nothing to lose by pulling one apart. I was thinking defective bearings but what I found was that the motor itself was loose in the body. The fan being out of balance, was jerking the motor side to side every revolution making a sound like distant machine gun fire. I had some thin two sided tape at hand so stuck a couple pieces on the motor that would meet the supports from the body and whacked it back together. Viola! The fans can now be used at low speed with the whisper quiet that one expects from Caframo. High speed is almost there.

Another tip: make sure the screws holding the fan to your boat are tight!

I contacted Caframo for support or comment before publication but they have not responded.



Those thin brackets indicated by the arrows are the support for the motor. The red strips are the outside part of the grey two sided tape that you would generally remove to use. I just did it on one side of the motor. The fasteners that hold the body halves together are found under two white plugs.

At left is one of the fans installed. The wiring was placed under the wood plaque before it was glued in place. It was a gamble rewiring for the replacement that didn't work anyway.

I suspect ours were of a bad batch. I have used one before and it was great but if you buy a Caframo, I suggest you buy local and test it by holding it against a hard surface while running before you mount it!

Have You Ever Wondered.....

Have you ever wondered why you can buy a sounder for a runabout for less than a hundred dollars but for a yacht you add a zero?

By Bob Norson, SC Scrappy

I sure have! I looked over the technical information and it looked to me that a 200khz transducer is a 200khz transducer, at least as far as compatibility to a display is concerned.

Most people know that when I think I have a good idea I'm willing to put my money where my mouth is so...

I want a sounder on both our bows so I bought two different brands of cheap runabout sounders that come complete for about \$80. I also bought a yacht transducer only from a marine retailer for about \$110.

To test the theory I got a battery and wire and brought the lot out to a jetty and cut and spliced to find out. The high dollar marine transducer displayed on the cheap Lowrance fishfinder!

So... I decided to start cutting holes in the (gulp!) bottom of my perfectly good boat. A jig saw for

one and a hole saw for the other. I rigged up a piece of plywood with a release agent to act as a mould for some bogg to give the marine sounder more of a direct aim at the bottom. The fishfinder transducer just got tilted by eye when installing.

Though both installations were decored to protect and strengthen the composite panel, the fishfinder side was the trickier. It had no outside ring to resist being pushed back into the hull so when I was filling the decored panel I tack glued the transducer in place.

When the glue firmed up I filled all around it and heavily glassed in all around and above it. I didn't want to worry that an accidental grounding would punch the thing through.

Did it work!!!??? Don't know yet. See the next edition for the report. Obviously I *expect (hope)* it will work. I will be curious to see how well.

Below is a fishfinder transducer with the 'wings' for transom mounting still in place. They were cut off to make glassing over easier (see lower right) . At upper right shows the job with first coat of anti foul.



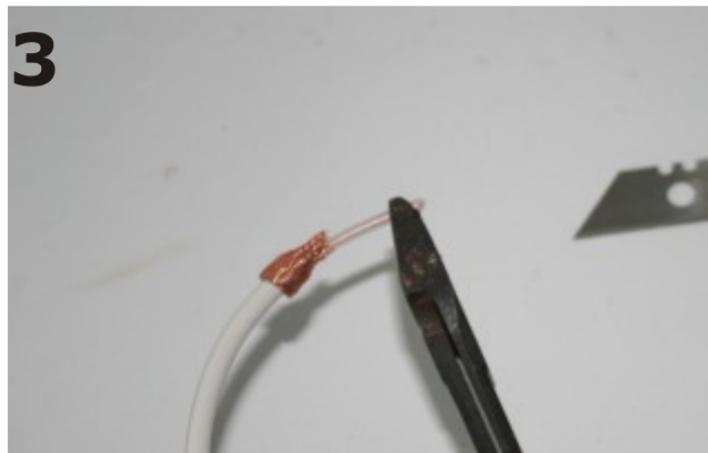
The fishfinder transducer is buried in and has become part of the composite of the boat rather than a fitted part.

How to splice coaxial cable

By Bob Norson, SC Scrappy

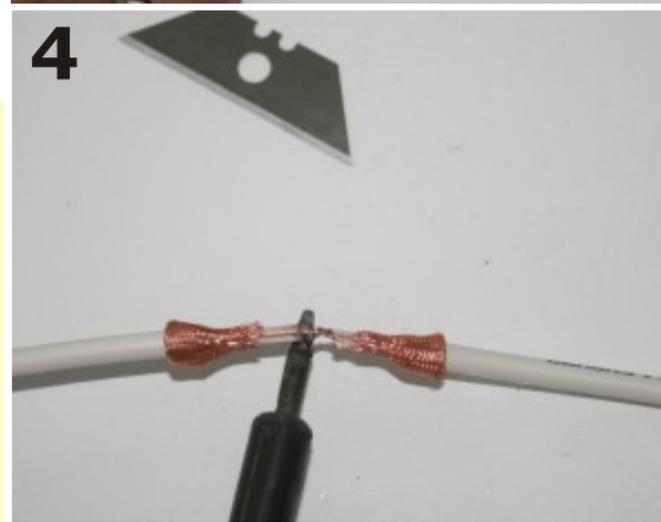
Some suppliers of gear including coaxial or shielded cable, like GPSs and sounders and radios, warn against cutting any of the cable. But I've been doing this since grade school (I was a nerd before I learned to become a juvenile delinquent) and it isn't a problem, but you have to do it right and the photos and captions that follow show you how.

The pics are of me shortening my GPS antenna lead because the connectors were too hard to get at. The GPS was tested after the splice and worked perfectly. If this had been a splice for outside use, I would have used a paint on insulation or even just Sika Flex in addition to the tape.

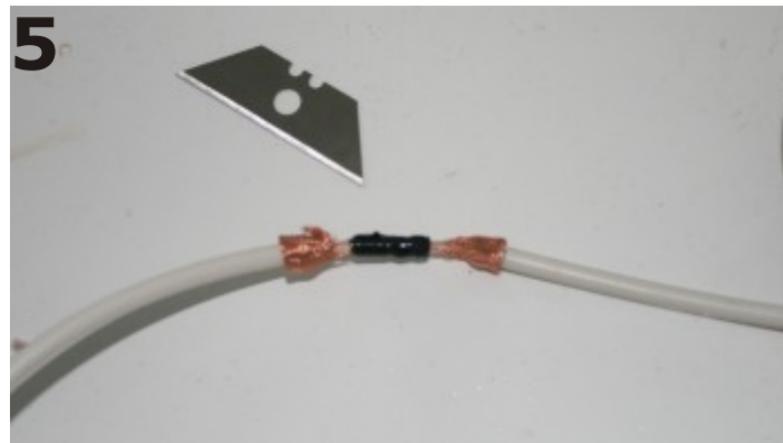


1. Cut the outside insulation with a knife then remove with snips or by hand. **2.** Pull back the shield wire by grasping at the end and pulling right back over the insulation, both sides. **3.** Cut off core about 6mm (1/4") both sides. **4.** Strip both ends of the core and twist the wires together in opposing directions. Make it tidy. Solder using a hot, powerful iron so the job goes fast.

continued next page...



How to splice coaxial cable *continues...*

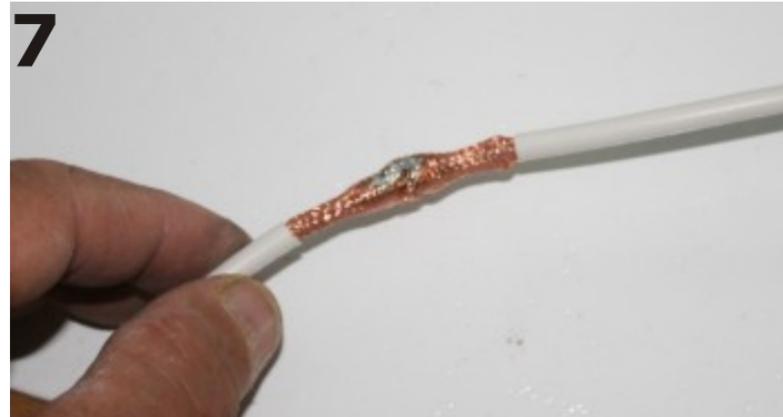
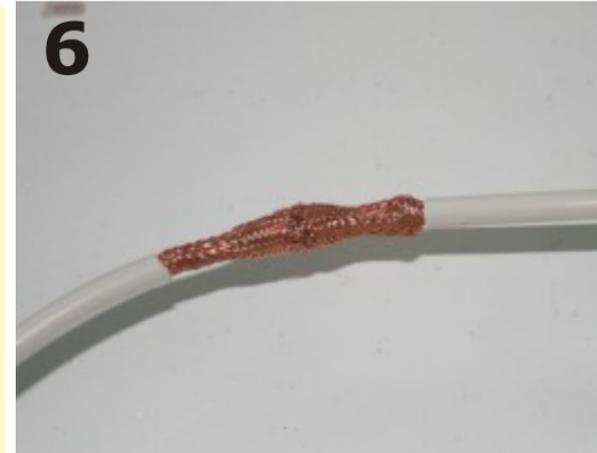


5. Give the solder joint a good serve of tape tightly wrapped.

6. Starting from white insulation side, push the shield wire forward, one side at a time. If you can get one side to ride over the other at the meet, all the better.

7. Using that hot iron again, solder enough on one side to insure conductivity and then get out before you cook the tape directly underneath. The iron I use is 40 watt.

8. Tightly wrap with good PVC tape and you are good to go.





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Its tough times selling boats

So look what you can get for the money!

By Bob Norson

The market is bad so a lot of the boats you do see are being neglected due to loss of interest and value. This one being what looks like an exception.

When the photos came in for an ad of this boat, and I saw they were *recent* pictures, I concluded this may be one of those that if you were in the market you would have to consider it unless you had a particular prejudice against ferro.

To address the ferro question: In my experience a good ferro boat is a good boat and with low maintenance. There is nothing at all wrong with a good one. I think the few very visibly bad ferro boats - the ones that were the genesis of prejudice - must all be gone now. There are few cheap places to store a rotten one anymore and who would equip and maintain a boat this long (it's been decades since they were common to build) knowing it was junk?

I know builders today that if they were building for themselves without considering market value, they would still build in ferro. But realistically, anyone building today, regardless of material faces a probable loss when sold. So maybe the best strategy is to be a bottom feeder. Look for the good boat at bargain price, value for money. Get the most enjoyment for your money you can and regard any resale value at all as a bonus.

With that strategy in mind check this one out. **New Song** appears to be one that was right from the start. The Samson is a well known and highly regarded design, fitted out very well, and now being sold..... to the right party.



SY New Song

see next page for more photos and details on **New Song**

New Song is for sale

42'6" on deck, 3.6 Mtr Beam, 1.8 draft, Samson cutter rigged ketch, Centre Cockpit.

45hp HRW Lister Diesel, Eutectic fridge, Radar, GPS, Electric anchor winch, 2x225litre fuel, 450litre water, Gas cooker, Hydraulic Steering, TMQ Auto-Pilot, Arco winches, Aquapro dinghy with 4hp Yamaha O/B, 60lb plough anchor on 10mm s/l chain (80m) spare 45lb plough.

New Song is a reliable passage maker and comfortable live aboard yacht. With double bunk, nav station and vanity aft. A "galley alley" leads forward to a spacious saloon forward of which is the head/shower, sail bin and tool area, the forepeak has a vee berth and chain locker.

Deck work is easy as most sail control lines lead to the cockpit. I have sailed many miles single handed.

We have moved to small acreage, and offer her for sale as a great opportunity for anyone interested in cruising, an extremely satisfying and enjoyable lifestyle. We would also be very negotiable to a buyer who would take her over and use her well. *New Song* is currently moored at Iluka, on the NSW north coast.

The vessel is probable worth 70k but the asking price is 45k ono, considering the current boat market, and my desire to see her carry someone else on their cruising adventure.

For more details & photos see: www.thecoastalpassage.com/monohulls.html or phone owner, Geoff on 0414 857 300



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ROLEX SYDNEY HOBART 2014 NEWS

Luna Sea denotes 100 entries for Rolex Sydney Hobart

One of the smallest, most audacious and memorable yachts in the history of the Cruising Yacht Club of Australia's Rolex Sydney Hobart Yacht Race, appropriately became the 100th entry. A mere 10.5 metres, James Cameron's Hick 35, *Luna Sea*, will again do duty as one of the pint-sized yachts in fleet for the 70th edition of the 628 nautical mile race.

Memorable and audacious she is; one of the minority 44 boats to finish the 1998 Hobart from 115 starters and going on to win the race overall after being tossed around like a rag doll in atrocious seas. Whoever would have thought? Named *AFR Midnight Rambler* then, she was in the capable hands of former owners Ed Psaltis and Bob Thomas.

In 2012, James Cameron bought the 2004 launched yacht (originally christened *Chutzpah* for Bruce Taylor), and finished the Hobart 26th overall and fifth in division. Together they braved the worst of the conditions towards the end of last year's race, but just before dawn on December 29, *Luna Sea* lost her rudder 53 nautical miles east of Flinders Island.

Unharmed, the Drummoyne yachtsman and his crew were towed over 100



miles to safety by the police vessel *Van Diemen*, whose crew was awarded the Rani Trophy for most meritorious performance as judged by the race committee three days later. "It's still fresh in my mind," said Cameron today, admitting; "being towed with no rudder, we were getting pounded in the swell with waves constantly washing over the boat it was back-breaking. Most the crew were sick, it was good to reach St Helens."

So unfinished business it is for the Drummoyne builder, who will have the company of the other small fry in the fleet to-date: Sean Langman's 9m *Maluka of Kermandie* (NSW), Nick Cannar's *Wilparina* at 10.1m and Shane Kearns' 10.4m *Quikpoint Azzurro* (NSW).

"*Luna Sea* is going well with its new rudder. It's a tough little boat. We've got a new larger kite and I'm looking at a new headsail. Half the crew are coming back this year and the main hope is to take a step up and make it from St Helens to Hobart and to place in Division," said Cameron who is sailing in the CYCA's Blue Water Point Score in the lead-up.

continued next page...

Moving up a few metres are some golden oldies. Martin Power's 36 year-old Peterson 44, *Bacardi* (Vic), lays claim to the most Hobart races by a yacht; this year will make 29. Simon Kurts' S&S 47 *Love & War* (NSW), is one of only two boats to win the race overall three times, and Ray White *Spirit of Koomooloo*, Mike Freebairn's (Qld) S&S 48 join *Bacardi*.

The three share history. *Love & War* and *Bacardi* finished first and second overall in the 2006 race. *Love & War* and Ray White *Spirit of Koomooloo* were designed by Sparkman & Stephens and were built by Australia's Quilkey Brothers.

Freebairn's wooden yacht was Syd Fischer's first *Ragamuffin*. Launched in 1968, she won the 1971 Fastnet Race among others and changed hands in 1988 to become Richard Purcell's Margaret Rintoul II. In the 50th anniversary Hobart, Purcell finished second overall in the 30 year Veterans division to the 1973 built *Love & War*. Freebairn is keeping his fingers crossed for a good result to mark the 70th race: "We haven't done the race since 2010 (finishing 18th overall to win Division 4), so there's a fair bit of work to do, but we hope to be ready come Boxing Day," he said.

But there is more than a good result at stake. "We'll be supporting the Australian Melanoma Research Foundation. We recently lost someone to



Love & War

photos by Rolex-Daniel Forster



Spirit of Koomooloo

Melanoma, hence the allegiance with this worthwhile cause," said Freebairn who will tick off his ninth Hobart race this year.

To commemorate the 70th edition of the race, the CYCA has extended an invitation to those yachts that have competed in previous Sydney Hobarts to participate in a Parade of Sail, which will commence at 10am on 26 December. Participants will motor-sail a short Harbour course led by the historic naval vessel HMAS Advance.

The Rolex Sydney Hobart Yacht Race starts on Boxing Day, December 26 at 1pm AEDT. Entries close on Friday 31 October 2014 at 1700hrs AEDT. 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.

By Di Pearson, RSHYR media

New super maxis gear up for Rolex Sydney Hobart

While Syd Fischer continues to prepare his super maxi Ragamuffin 100 for the Rolex Sydney Hobart Yacht Race after the new hull was delivered 19 days ago, American Jim Clark has launched his colourful new *Comanche* in the USA and trials are underway.

The 70th running of the Cruising Yacht Club of Australia's annual race is living up to expectation with 98 high-calibre entries received so far, from Sean Langman's 1932 built *Maluka of Kermadie*, the oldest and smallest boat at 9 metres, to the super maxis. The most talked about boat though, is the Verdier Yacht Design & Vplp 100 footer, *Comanche*.

Built at Hodgdon Yachts in Maine, and designed to break records, *Comanche* was sailed for the first time on October 13, and will be spiced with Australian flavour come the 628 nautical mile race in December; partly because her co-owner is Kristy Hinze-Clark, a former super model from Australia married to Jim Clark.

Her mainsail also reflects *Comanche's* Australian connection, as does Aussie crew; boat captain Casey Smith, Ryan Godfrey in the pit and Chris Maxted 'floating'. "Crew for this race is finalised," says skipper, Kenny Read. "As there is such a small window to work the boat, any good skipper knows the best thing is to surround yourself with people you know and trust. They're people I've done a million miles with," he says of other big names in navigator Stan



photo courtesy North Sails

Honey and New Zealand's Kevin Halrap on tactics. "We leave early next week for Charleston to put the boat on a ship next stop Sydney. We look forward to seeing you all down there," says Read, a world champion sailor of Volvo Ocean Race fame.

Jim Clark, an American entrepreneur and computer scientist, founded several prominent Silicon Valley technology companies, such as Silicon Graphics Inc. and Netscape Communications Corporation. He says: "I'm certainly excited about *Comanche's* potential to do what it was designed to do - break some speed records."

Clark has some reservations though. "It was not designed for the Sydney Hobart, which is an unusual race, especially in the past few years, as it's turned into a lighter air downwind race. In those sorts of conditions, I'd say *Comanche* is unlikely to have any commanding advantage. "In many other conditions, I think *Comanche* should do pretty well. However, the boat and crew will have had only a couple of weeks on the water before we ship it to Australia. There's a lot of work to do before the race start. In the short term, I don't have high expectations, but in the long term, I think this boat could really set a mark."

continued next page...

Ken Read is excited about the prospect of racing the yacht. Asked how it felt to sail a boat designed to push the boundaries of technology and to aim for line honours in all of the world's major races, he said: "We've only been out a few times, but I'm very excited to sail Comanche. It's an amazing boat that very quickly earns your respect. "Working out how we unleash the potential without breaking anything is going to be a steep learning curve for us all, and that transfers to the race as well. We need to be going at full throttle, but we also need to work out her limits."

Of their competition for the upcoming Rolex Sydney Hobart, their first major race, Read conceded, "The other maxis are all tried and tested in this race, so we've a lot of catching up to do I'm as anxious to see the results as anybody. We have to keep remembering there is a three-year schedule for this boat and this is just the beginning."

Ragamuffin 100's owner, Syd Fischer, is not overly concerned about *Comanche* or his other line honours rivals. At Friday night's Australian Yachting Awards, where he received the coveted Yachting Australia President's Award, Fischer said: "I'm happy with the boat I've got on the way and I'm looking forward to racing the other 100 footers."

CYCA organisers are predicting a world class fleet of up to 130 yachts will start the race on Boxing Day, December 26 at 1pm AEDT. Entries close on Friday 31 October 2014 at 1700hrs AEDT.

By Di Pearson, RSHYR media

"The mark of a superior sailor is one who uses his superior judgment to avoid situations in which he must use his superior skills."

Author unknown

Comanche deck layout



photo courtesy North Sails

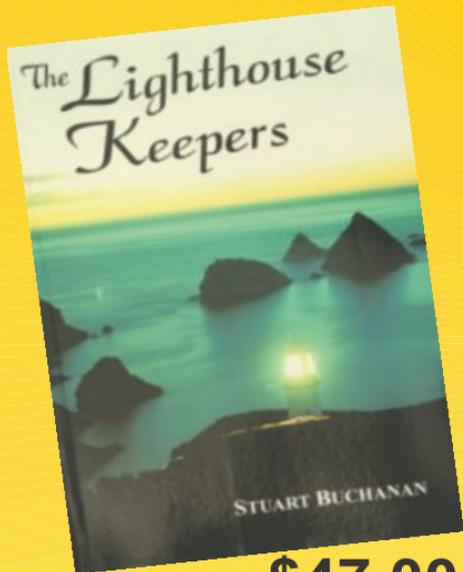
**The Rolex Sydney Hobart Yacht Race 2014
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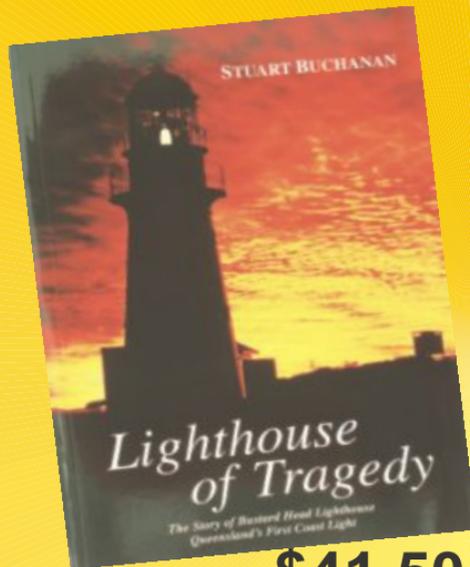
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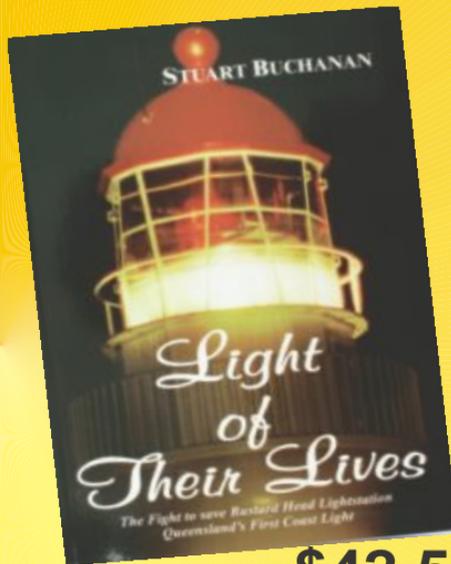
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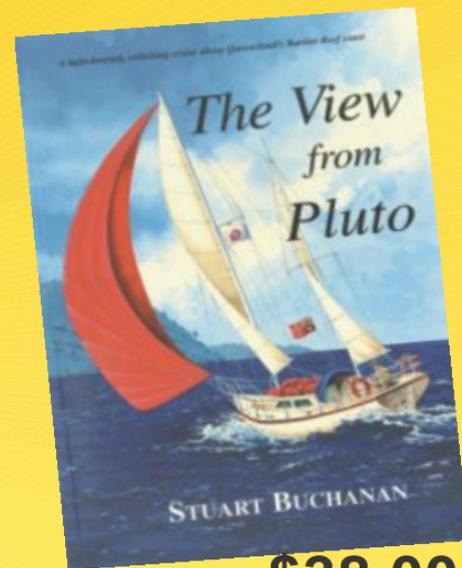
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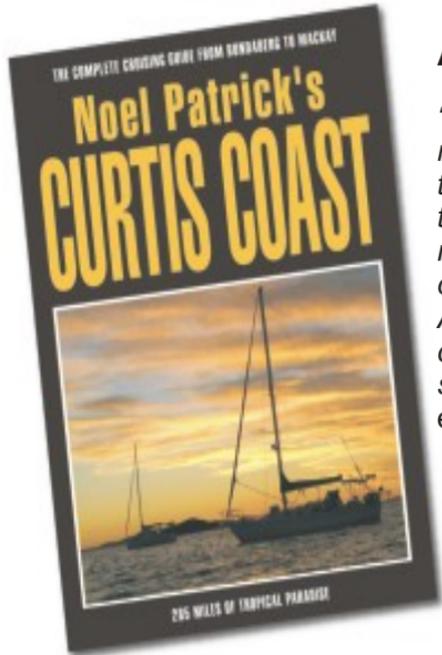
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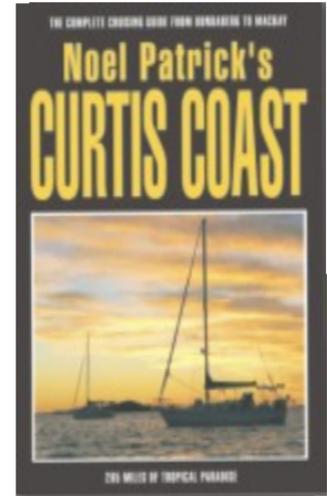
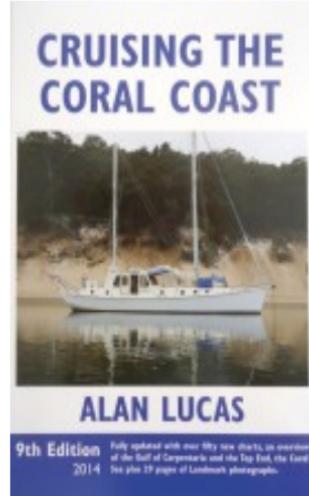


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