



The Coastal Passage

**71st Edition
March - April 2015**

***Percy Island cops Cat 5
MSQ: up to old tricks
Cruising Thailand
Japan Rally
More
More
More!***



photo by Sandy Wise

DELPHIA YACHTS and POWERBOATS



DELPHIA ESCAPE 1080

ESCAPE-----with the family or friends in this very economical motor cruiser, with optional interiors giving the choice of 2, or 3 double bed cabins.

Built with families in mind, high bulwarks around the decks keeps the youngsters feet aboard, and the easily worked well equipped galley will keep them fed.

Engine options from 50HP up to 180HP to suit your budget and cruising needs. Bowthruster is standard facilitating berthing and manoeuvrability in tight quarters.

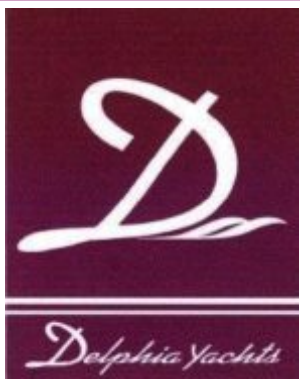
Advanced underwater hull design provides a very easily driven hull, providing good fuel economy and making it unnecessary to have large horsepower engine. Many options available, and Australian speced boat can be viewed on www.nqboats.com.au

TOWNSVILLE SLIPWAYS BOATSALES

 **DELPHIA**
AUTHORIZED DEALER™

07 47214472 0415 495 507
seacraft@bigpond.com
www.nqboats.com.au

DELPHIA YACHTS and POWERBOATS



DELPHIA 40-3

A comfortable cruiser/racer that is stable, manoeuvrable and easy to handle, a light touch on the helm in the gusts preventing her from rounding up.

Several Australian owners have taken delivery ex factory, in Poland, and sailed home, and the second known world circumnavigation is currently under way.

Interior options in the standard warm light mahogany timber finishes are 2 or 3 double cabin versions, and keel options from 2.3m, 1.8m and centreboard with twin rudders.

These boats really are comfortable, and a pleasure to sail. Proudly imported by Townsville Slipways Boatsales.

TOWNSVILLE SLIPWAYS BOATSALES



07 47214472 0415 495 507
seacraft@bigpond.com
www.nqboats.com.au

The cover photo:

Sandy Wise captures the beauty of an anchorage near a hong in Phang Nga Bay, Thailand. See inside for Sandy's story and more of her excellent photos.

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

Contributors

Susan Bett, *MY Scallywag*
Geoff Clarke, *Blue Lady*
Hans Clemmensen, *SY Seagoon*
Jan Forsyth, *u beaut crew*
Peter Kerr, *MC Makin Tracks*
Cathryn Radclyffe & the Percy Island crew
Warren & Glenda Stahel
Sandy Wise, *SC Southern Wing*



*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.



News n Views

By Robert Norson

TCP foiled MSQ's first attempt to use tenders to harass cruisers. Now they are at it again with an even crazier angle than before.

It seems MSQ are now attempting to create legislation (silly me, I thought legislation was created in the legislature?) that will forbid you from using your tender for any kind of "recreation". I can't wait for the bareboat fleet in the Whitsundays to all be fined for using their tender for sight seeing and fishing. Besides the **letter from Pete Kerr of Lizard Yachts in this edition**, I was told of this from other boats that were threaten for using their tender for recreation.

A couple years ago MSQ tried to make people register their tenders and/or enforce equipment mandates for tenders that otherwise wouldn't apply, using the "general safety obligation" or GSO. A legal expert looked into the law governing tender requirements and MSQ's reliance on the GSO and expressed doubts that it was proper. That article from TCP 51 and an unfavourable court decision relevant to the principle MSQ was using put paid to it. But now they are trying a new angle, even crazier than the first attempt. I think it is worth noting that the hierarchy of MSQ did not change in the last government. Who really runs this state?

I think they are running a game. I think their present ambition is to throw really weird shit out there then seem to retract some of it to appear "reasonable" and get what they wanted anyway, which is to require registration for tenders in contradiction to existing law. This would make a huge increase in the already high costs to cruisers to stay on the water.



The Coastal Passage

The Coastal Passage logo and lighthouse are trademark

www.thecoastalpassage.com

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

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

The Coastal Passage

P.O. Box 10, Beachmere, QLD. 4510

email: mail@thecoastalpassage.com

All text and drawings in this publication are copyrighted by Robert Norson, except contributions where noted. Delivering contributions infers permission to print. Contributions may be edited. Opinions expressed by contributors are not necessarily that of The Coastal Passage, & the editor assumes no responsibility for the accuracy or validity of information. Any party disputing facts contained within a feature are particularly invited to respond. Be prepared to explain or reference your assertions.



Are Australians being fed shit and kept in the dark? Absolutely!

That's why this paper came to be but it's gotten worse since then.

A friend mentioned he liked **Andrew Bolt** cause "he tells it like it is". Oh Really!??

I looked up his latest column (1) and pulled one little paragraph at random out of the middle of it.

President Barack Obama even told the United Nations "the future must not belong to those who slander the Prophet of Islam" and damned a YouTube clip "Innocence of Muslims" which did just that. The filmmaker was thrown in jail.

So speaking to the UN Obama said he supported militant Islam and criticized a film maker that insulted Islam and the film maker was thrown in jail for it. Is that it?

I got on the web and looked up that speech Obama made and what he said in context was: "*The future must not belong to those who slander the prophet of Islam. Yet to be credible, those who condemn that slander must also condemn the hate we see when the image of Jesus Christ is desecrated, churches are destroyed, or the Holocaust is denied.*"

Now that's a little different. And what of the video clip? Obama was softly critical of it but not in any speech to the UN.

And the jail thing? The creator of the contentious video was arrested for violating conditions of his release in a fraud conviction. Nothing to do with the video. (2)

Bolt's job isn't to report facts but to engender beliefs. There is a reason he was blasted in court for using these techniques for real race baiting. (3) But he doesn't care. He is the darling of the Murdoch controlled News LTD. "The most popular columnist in Australia". The paragraph was part of a program to portray Obama as an Islamic sympathiser and apologist. Islam is bad and so is Obama.

This is not a defence of Obama. I hate the bastard for what he has done on his watch to bring the US and it's little brother Australia to police states and panopticons.

But Obama faces some remaining free press. We are not so fortunate. Our press is either on side or cowed like the ABC after it's one little bit of

independent journalism cost them about 50 million\$\$ (4) for not being with "team Australia" according to Tony Abbott, or should I say Sir Tony?

Australians, YOU, need to begin questioning everything you see or hear in Australian media. You need to break out of this isolation that we are creeping into. If you want to create change, YOU MUST SUPPORT FREE MEDIA WHERE YOU CAN FIND IT AND REALISE THAT THOSE WHO BENEFIT FROM CONTROLLING YOUR INFORMATION (government, corporate) WILL DO EVERYTHING THEY CAN TO DISCREDIT AND ABOLISH INDEPENDENT MEDIA.

Bolt is just another tool.

Reference links:

- 1 <http://www.heraldsun.com.au/news/opinion/are-we-really-all-charlie-no-no-and-shamefully-no/story-fni0ffg-1227180871950>
- 2 http://www.nytimes.com/2012/11/26/us/from-the-man-who-insulted-islam-no-retreat.html?pagewanted=all&_r=0
- 3 <http://www.theage.com.au/victoria/andrew-bolt-australias-least-accurate-columnist-20111001-1U2zl.html>
- 4 <https://newmatilda.com/2014/11/20/abc-cuts-are-not-budget-tidy-theyre-about-revenge>



News

By Robert Norson
with photos supplied by
wikipedia GNU public license

What is stronger than steel, stronger than kevlar and capable of withstanding the same amount of pressure it takes to turn carbon into a diamond? Scientists have discovered nature's newest, strongest material, and it comes from . . . Limpet teeth.....

Imagine a fibre reinforcement for composite boat building so strong the laminate could be reduced by half and still be stronger than carbon fibre.

That is what some think may be in the future.

Professor Barber, who works at the University of Portsmouth in the United Kingdom, tested the tooth fibres for tensile strength - the amount of force they can withstand without breaking - by attaching each end of a very small shaving to a lever and pulling on the sample with an atomic force microscope.

He found that the material had a strength of five gigapascals, about five times the strength of most spider silks formally thought to be the worlds strongest.



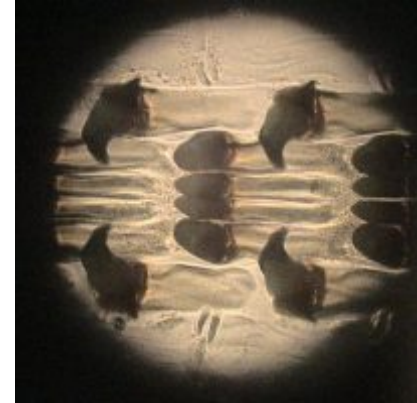
"People are always trying to find the next strongest thing, but spider silk has been the winner for quite a few years now," Professor Barber told the BBC. "So we were quite happy that the limpet teeth exceeded that.

The teeth, which are so small they must be examined with a microscope, are

composed of very thin, tightly-packed fibres containing a hard mineral called goethite. Limpets use them to scrape food off of rocks, but scientists in the UK think humans can adapt the technology to build better planes, boats and dental fillings.

But what makes Limpet teeth so strong??

"Generally a big structure has lots of flaws and can break more easily than a smaller structure, which has fewer flaws and is stronger," Professor Barber said in a university press release. "The problem is



that most structures have to be fairly big so they're weaker than we would like. Limpet teeth break this rule as their strength is the same no matter what the size." Barber said understanding the mechanics of limpet teeth could help engineers make their products sturdier - a process called "bioinspiration".



Whitsunday Ocean Services

The Whitsundays Premier Inflatables and Liferaft Sales and Service



Wok and Woody (Warwick and Janelle - left) are the driving force behind the success of Whitsunday Ocean Services. With their extensive experience in the region, they are able to assist you with any enquiry or need you may have in the field of inflatable boats, inflatable life jackets, liferafts, marine safety equipment, and protective finishes.

Whitsunday Ocean Services is the leading provider in the Whitsundays for all your inflatable boat, liferaft, marine safety equipment and protective coating needs.

Whitsunday Ocean Services is the authorised distributors for: • Barefoot inflatable boats • Achilles inflatable boats • AB Inflatable boats • RFD liferafts, safety equipment and services • Watty protective coating and marine products • PPC permanent painted coatings • PPG coatings

Whitsunday Ocean Services is the Whitsunday's only Authorised Service Centre for RFD Liferrafts, EPIRBs and inflatable life jackets for both marine and aviation. Whitsunday Ocean Services is a CASA approved centre for aviation and NOW have FULL SOLAS approval for international shipping. They can conduct your routine servicing and certification, as well as repairs and renovations.

Conveniently located right in the heart of the Whitsunday region at Jubilee Pocket in Airlie Beach, Whitsunday Ocean Services' well-equipped sales and service centre can carry out your service and repair requirements quickly and expertly. Drop in to our service centre, or give Whitsunday Ocean Services a call.

www.whitsundayoceanservices.com.au

info@whitsundayoceanservices.com.au



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

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

Notice to contributors: All contributions that purport facts in a matter of possible contention, should be ready to provide support for their assertions or the contribution may be refused at the discretion of the editor. Anyone disputing a matter of fact in any part of TCP is **invited** to respond as long as the discussion remains one of fact and the responding writer must also provide support for their assertions. Personal attacks will not be published and rude or offensive mail will not get a response.

Dear Bob & Kay, and seafarers,

Sadly I am back with news about the ongoing TENDER Issues.

Late last year when Boarded by our great Queensland Water Police in full armament, while anchored at Kingfisher Resort we were informed about the latest Marine Safety Queensland (MSQ) offering about Tenders.

It is now illegal to use your Tender for fishing or sightseeing; tenders are only to be used for ship to shore transport of people and stores.

I later followed this up with MSQ, and asked a few questions, via email. MSQ (Legal department) then rang me personally and discussed the issue for an hour. MSQ has had advice that all of the above is correct now, and they intend changing the actual legislation to include this, mid 2015.

I informed MSQ that I have always used my tender to attend to all boating activities on our home and vessel, including fishing and sightseeing and I fully intend to continue in the future. MSQ informed me that, I would first get a warning first then if caught again I would be prosecuted for both offences.

In my investigation I found out that Australian Maritime Safety Authority (AMSA) had changed their commercial domestic laws a year ago, making it illegal for any commercial tender to be used for sight seeing and fishing.

I asked why MSQ, WATER POLICE and FISHERIES are not informing the

commercial operators about this actual Law, but are hounding the private vessels with threats. MSQ response was that commercial operators must find out about this law by themselves.

Bearing in mind that every commercial vessel in the Whitsunday's for example has a tender, and is breaking the law, but the authorities are not even informing them of this.

I have recently asked Whitsunday operators if they know about the new AMSA law; they did not and treated my question as a joke, and this could not be possible. It is actual Law.

Where as the proposed new law for private vessels, in my opinion is only an MSQ official trying to validate their job pass down a memo. The actual Act that we must obey does not have any mention of this new MSQ standard.

I asked the question WHY? Is it for safety, or to stop fishing, just a good idea, or just to harass to private owners who are using there "Tender to" laws appropriately? MSQ: No answer.

Now down to the nitty and gritty. MSQ informed me that a "TENDER" is a small boat under 6 metres, is used to attend to a larger vessel. Basically any thing that can float and you can sit on it. For example: a paddle board, a rowing dingy, a dingy with "TENDER TO Vessel rego", and a fully registered tinny. Everything.

continued next page...



I asked how we, the public can get around this requirement. MSQ informed me that if you have another fully registered boat with full safety gear, is not attached to the larger vessel, you can use this boat for sight seeing and fishing.

But if you use this registered boat for attending the larger boat as a Tender you are back to breaking the law. It is not Catch 22, it is Catch MSQ. I for one can't work out what MSQ is about, (except harassment of the boating public).

I would like anyone that reads this letter to ask your self, is this right? (Don't forget that MSQ fully intends to change the law to include this mid 2015) If your answer is No, please feel free to contact your Queensland Politician and get a answer from them.

I will keep you all up to date as any more answers come in from MSQ.

**Regards,
Peter Kerr, MC Makin Tracks**

After further investigation Peter sent the following update

Boating information in relation to your Tender 25/02/2015.

I have been in conversation with MSQ since October over this issue, answers from MSQ appear to change with my new questions.

At this stage MSQ advised that boat owners will be warned first, then prosecuted on the next offence for both incidents.

Offence is for: **Owner/Master operate a recreation ship without registration.**

Fines are: \$ 227.90 x 2 on the spot fine for this offence = (\$455.80 on the spot fine)
Max penalty \$22,790.00
if you fight the charge.

This being 2x demerit points on the spot fine and max 200 demerit point fine
Demerit point is \$113.85.

I believe that at this stage this is an internal memo and might not be able to be prosecuted at this stage because it is not in the actual marine Legislation.

I have also been informed by MSQ, that MSQ intends to change Legislation mid-2015 to include this bizarre requirement. Also other changes. If this happens we will be prosecuted for catching a fish or checking the crab pot with our tender.

Commercial operators now have the ability under the National Law to apply to have these vessels listed as 'auxiliary' vessels as opposed to 'tenders'. This is new to the National Law and was not an option under the previous Queensland regulation.

It could be time for members of the public affected by this to contact local and state representatives of their feelings on this issue.

**Regards,
Peter Kerr**

TCP Note: See inside this edition for a reprint of Andrew Crawford's article "Yacht Tenders and the Law", published in TCP 51, November - December 2011 edition.

PERCY ISLES - The Cyclone Marcia Bruising



Dear TCP and Readers,

On the Wednesday morning, February 18 after checking the weather situation a decision was taken to remove an old beam from under the homestead ready for replacement and it was out by 3PM. At about 4PM Ernst phoned from the Gold Coast to tell us that there was a cyclone developing. We said "Yes. We know about that one but it's in the gulf and won't effect us down here." He said "No. Not that one, another one, north east of us and way out to sea". So we took a look at it on the internet. There it was all right but showing as a low, not a cyclone yet. A half hour later it was a slow moving CAT1. Nothing to worry about though, we'll check it out again in the morning.

On Thursday morning it was a CAT2 so we went down to the lagoon and put an extra line on "Maris" across to the mangroves opposite the wharf. The missing beam from under the homestead had to be countered so a large eyebolt was screwed into the biggest remaining beam and an eye was attached to the concrete floor so a lever block winch could be installed between them to hold that part of the homestead down.

By early afternoon she was a CAT3 and looking ever increasingly likely to come our way. We were tipped off about an American NOAA weather web site MTSAT which had a brilliant infra red image of the eastern seaboard with cyclone Marcia menacing. The eye was plainly visible and we were watching her movements closely. As she zigged and zagged around we would breath a sigh of relief whenever it seemed like somebody else was going to cop it. Late in the afternoon when they were forecasting CAT4 and she was coming straight at us we decided to get a couple of extra lines on "Maris" and "Silver Gull III" in the lagoon. We got the cyclone shelter ready in case we needed to use it. It's a small upside down iron water tank buried in a mound of dirt in the middle of the goat paddock.

continued next page...

PERCY ISLES - The Cyclone Marcia Bruising

By sunset they were predicting CAT5 sometime before it crossed the coast. The district National Park Manager, Thirsty Sound Coastguard, Stange Bay Marine, family, friends and others all phoned us to see if we were going to be all right. The extensive repairs and upgrades done to the homestead over the last 4 years gave us confidence that it would survive and even if it didn't, the top half might blow away but the bottom half would survive below floor level. We gathered up a few sheets of plywood and clamped them to the steel posts down stairs and then added various other pieces of sheeting and built a small room into which we moved our valuables and our essentials and a mattress so we could weather it out in comfort. Everything was removed from the verandas and all our electrical gear was stowed away.

We moved into the new room under the house about 1AM on Friday just as the winds were starting to build. This was our first "head on" cyclone and we were warned that the noise would be horrendous once the winds got up and it would be quite terrifying. Noisy and terrifying it was, like a freight train that

took 5 hours to pass. They say that there are no atheists in foxholes but I think that might also extend to cyclone shelters too. We prayed unceasingly for the angels to hold back the winds to a level that the homestead would bear. These prayers didn't fall on deaf ears for we were spared serious damage to all the domestic buildings, the A-frame, the boats in the lagoon, the water tanks, the bee hives and all the domestic animals. We lost the roof off the Telephone Shed and from our goat shed.

continued next page...





PERCY ISLES - The Cyclone Marcia Bruising

The destructive winds came predominately from the E, SE, S, SW and W. these winds brutalised the forests on the island. The Middle Island BOM Weather Station failed shortly after 3AM when the solar panels were ripped off and the solar charging regulator failed cutting the 12V supply voltage off all the weather station sensors, controllers and communications. The last readings indicated that the average wind speed at the time was just over 200kmph and the gusts were up around 250kmph.

Trees snapped off or were torn out of the ground all over the place. Many magnificent Hoop Pines were broken or destroyed. Many acres of vine forests collapsed under the weight and wind loading that the vines imposed on their host trees. We suspect that many goats taking shelter in these forests would have perished in them after they were trapped by fallen vines.

The lighthouse on Pine Islet disappeared over the western cliff face and the police / Ch83 repeater radio transmitter shack collapsed. The Pine Islet light will be replaced with a temporary light soon. The main radio modules from the radio shack have been taken to the mainland for inspection and testing to see if they are still functioning OK. The solar panels off the police radio shack have been used to get the weather station going again. The lighthouses on Pine Peak and On High Peak were also badly damaged and shut down.

continued next page...



The four Parks people (goodonem!) and the three civilian volunteers (one four legged) Well done!

PERCY ISLES - The Cyclone Marcia Bruising

Every road and track on the island became impassable for our vehicles and almost impossible to traverse on foot. The homestead was cut off from the outside world for the want of an accessible track down to the bay. We were faced with a huge chainsaw clean up project and only a handful of people with bad backs, knees, hips and shoulders to do it. The National Parks manager responded promptly to our request for assistance on Monday and dispatched a team of 4 rangers the next morning to help us open up the road to the bay to our vehicles. Before they left on Saturday morning we were able to open up about 5km of road from West Bay to the Homestead and beyond all the way to the airfield just beyond Mount Armitage. We could not have done it without them so we sent them home laden with Percy Island Honey and the warning that it was a highly addictive substance. They also took the radio transmitter components and some mail with them.

The bird and bat life seems to have suffered as well. There are far fewer sightings of the island birds and bats then there was before the cyclone. There are even fewer crows. The nectar eating birds have nothing much to eat on most of the island but we are hoping that they are finding sustenance from the vegetation on the northern side of the island which suffered less damage. We are hand feeding our bees with sugary water to replace the nectar and corn flour to replace the pollen, both of which were purchased and brought over to us by the park rangers.

continued next page...



Cate was pleased that the bees survived, Percy Island Honey is like no other, those bees are precious

PERCY ISLES - The Cyclone Marcia Bruising

Hoads of Blue Tiger butterflies have begun arriving several months earlier than their normal arrival time on their annual migration. We hope they find enough to eat or they might move further north. They are welcome annual guests here and we would like them to stay as they brighten up the broken trees that they frequent.

The cruise liner *L'Austral* called into West Bay 3 days after the cyclone hit us and two hundred guests and crew went ashore. These wonderful people cleaned up much of the beach and the ships carpenter reattached the Telephone Shed roofing as best he could with what he had. The same day skipper Mark helped to reattach the solar unit off the *Maris*. A big thankyou to *L'Austral*. The crew on *S.Y. Caprice* came to the rescue when they were able to attend to a few urgent tasks in the bay for us that we could not do ourselves.

When the cruising season commences after Easter there will still be much to do out here so we ask that our yachting friends come prepared to donate a few days to cleanup and repairs. We will need someone to repair the Telephone Shed properly and to bring repair materials with them if possible as we do not have what is needed out here and cannot afford to purchase it anyway. We can provide an accurate materials list to anyone who wants to take this on. We also need experienced chainsaw crews (with own chainsaws) to continue clearing the walking tracks, starting with the "Short Track".

continued next page...



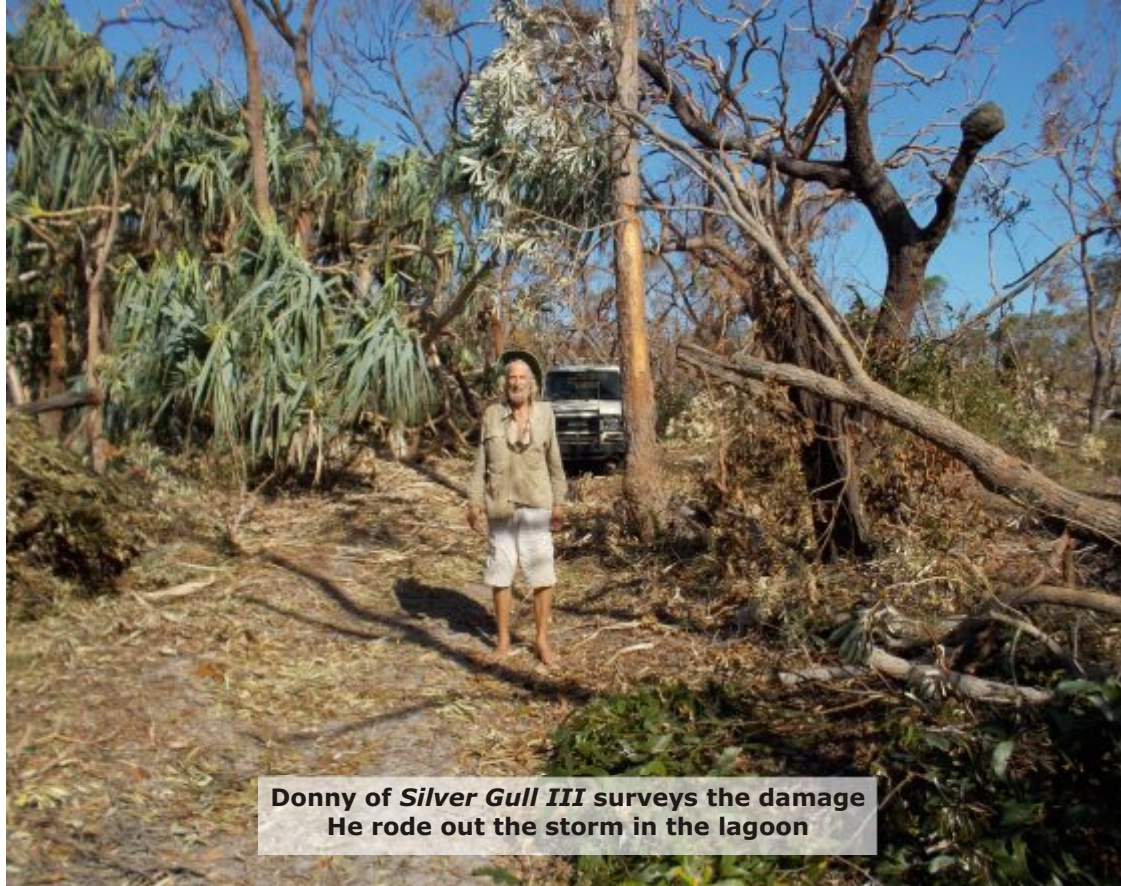
PERCY ISLES - The Cyclone Marcia Bruising

We would also like anyone walking up to the homestead along the "Long Track" to pick up the thousands of small branches and sticks that still litter the road surface and to throw them to the side. The Aframe and "Telephone Shed" artifacts" have taken a bit of a battering and need some care and attention. Sand drifts from windblown sand in and Aframe and the Telephone Shed may still need to be raked and spread around. We would also appreciate some help getting our goat paddock fencing repaired and our orchard could also use some horticultural expertise.

All we need now from "Mother Nature" is some good soaking rain to get the trees back on their feet as we have had a dismal wet season to date. Cate would also like to profoundly thank Queensland Health who gave her a new hip late last year. If she still had her old one she would not have been able to cope.

Regards,
The Percy Crew
cateradclyffe@gmail.com

TCP thanks Cate and the crew for the report and urges all to make a point of visiting Percy this year with some time up your sleeve. The sooner the better but it will take many months to restore best possible so come when you can.



**Donny of Silver Gull III surveys the damage
He rode out the storm in the lagoon**



ETCP 71, March - April, 2015



PERCY ISLES - The Cyclone Marcia bruising concludes

The Burnett River, Bundaberg - all ok after Cyclone Marcia



Hey TCP,

Three "EASY" cats in a row here in our safe haven and just a bit of debris floating down the river at a great rate of knots. Didn't get a shot of all the starboard and port lit markers taking a jaunt past and out to sea. Guess they got bored with sitting in the same place since the 2013 floods that a change of scenery was as good as a holiday for them. Navigating up the river now is by feel again and in daylight only. It's all been fun and we are so grateful Marcia didn't keep going down this coast as a cat 5 cyclone.

Dianne Challis, SC Elan

Hey Elan,

A storm in Queensland and Bundaberg didn't get wiped out! How refreshing... and unusual...

**Cheers,
Bob n Kay**

John Challis photo



Lawrie's Boat Services, located in the heart of the Sunshine Coast on the beautiful Mooloolaba Harbour. Mooloolaba, one hours drive north of Brisbane, is a thriving beach front resort widely frequented by both local and cruising yachts and power boat enthusiasts.

Established in 1982, Lawrie's Boat Services boasts clean, modern and spacious facilities conveniently located near shopping centres, banks, post offices, hotels, marinas, restaurants, coffee shops, surf clubs, and all types of accommodation choices. Many amenities are just a short stroll away whilst others are accessed by a reliable public transportation network.

Lawrie's has a variety of onsite tenants who can cater for all of your marine requirements including scheduled surveys, repairs and maintenance, antifouling, marine painting, shipwrights, mechanical and electrical repairs, mast repairs, riggers, hydraulics, boat covers, marine upholstery, sail makers, yacht brokerage, marine insurance and chandlery.

We pride ourselves in the knowledge that many clients return to our boatyard year after year. Our management team has a wealth of experience and it is our aim to make your stay an enjoyable one, so please visit us soon.

LAWRIE'S BOAT SERVICES

12 Orana Street

Buddina, QLD. 4575

Tel: +61-7-5478 1350

Fax: +61-7-5478 3966

Email: info@lawriesboatservices.com.au

Monday – Friday 7:30 am to 5pm

Saturday 8 am to 12 pm

www.lawriesboatservices.com.au

Yacht Tenders and the Law

By Andrew Crawford

Re-published from TCP 51

The Law:

There has been much discussion debate and confusion regarding the legal status of yacht tenders specifically with regard to what equipment should be carried and when. And judging by the emails between TCP's Bob Norson and the General Manager of MSQ much of the confusion appears to emanate from the regulatory authorities, in this case Marine Safety Queensland.

So lets go and have a look at the law shall we! We might even look at policy along the way and demonstrate that policy is nice but its the law we have to obey.

As always I must warn everyone that I am not a lawyer, solicitor or barrister or a person in any way qualified to dispense legal advice. You want legal advice, pay a solicitor. What I will do is what every citizen should be able to do, read the law that parliament has passed and try and understand my obligations.

Also I must note that all this discussion is predicated on the point that we are talking about recreational ships, not commercial or fishing vessels.

I am increasingly frustrated by the concept that we, the ordinary folk whose life is governed by the law are expected to resort to legal advice to understand the law. It should not be and indeed is not necessary, provided you take the time to carefully and thoroughly read the legislation.

The law on this matter is contained in the *Transport Operations (Marine Safety) Act 1994*. Also relevant is the *Regulation* under the Act, not surprisingly called the *Transport Operations (Marine Safety) Regulation 2004*. As an aside the whole suite of law relevant to what we do with our humble boats is somewhat convoluted and disparate. I recall for example when the Poo Police laws came out that I needed to refer to five different laws and regulations and one international treaty to just get started. Anyway, back to the subject at hand:

Part 4 of the Act deals with "General Safety Obligations", and there are many relating to construction, operation equipment and the like, the two sections we need to look at are 43 and 44. (both sections have more in them including an increase in penalty in certain circumstances).

Sect 43 of the Act says that:

(1) *A person involved with a ship's operation (including the owner, master, pilot and crew members) must not cause the ship to be operated unsafely. Maximum penalty 500 penalty units or imprisonment for 1 year.*

(2) *Without limiting subsection (1), a person causes a ship to be operated unsafely if the person causes the ship to be operated in a way that*

(a) causes a marine incident; or

(b) contravenes

(i) conditions of the ship's registration about safety; or

(ii) a provision of a regulation that is declared by a regulation to be a provision to which this section applies.

continued next page...

Section 43 refers to marine incidents and the definition of a marine incident is in Sect 123 which says....

- (1) *A marine incident is an event causing or involving*
 - (a) *the loss of a person from a ship; or*
 - (b) *the death of, or grievous bodily harm to, a person caused by a ship's operations; or*
 - (c) *the loss or presumed loss or abandonment of a ship; or*
 - (d) *a collision with a ship; or*
 - (e) *the stranding of a ship; or*
 - (f) *material damage to a ship; or*
 - (g) *material damage caused by a ship's operations; or*
 - (h) *dangerto a person caused by a ship's operations; or*
 - (i) *danger of serious damage to a ship; or*
 - (j) *danger of serious damage to a structure caused by a ship's operations.*
- (2) *A marine incident also includes another event prescribed by regulation.*
- (3) *However, a marine incident does not include an event declared by regulation not to be a marine incident.*

Sect 44 says that:

The owner or master of a ship must not operate a ship if

- (a) *the ship is required by a regulation to be equipped with safety equipment;*
- and
- (b) *the ship is not equipped with the safety equipment.*

Maximum penalty 500 penalty units or imprisonment for 1 year.

Part 5 of the Act deals with Registration, Licensing, Permits and Accreditation. Sect 56 (in that part) says that a regulation may require the registration of ships. Sect 60 says that a regulation may require a person to hold a licence to undertake various functions.

So - now to the regulations. Part 2 of the Regulation has a large amount of information, but what is relevant to this discussion is contained primarily in Part 2 Division 5. That division is the law on other safety equipment for recreational ships and states:

Sect 27 Application of div 5

1) This division applies to the following ships

- (a) *a ship registered under this regulation as a recreational ship;*
 - (b) *a ship that is registrable under this regulation as a recreational ship but is not registered;*
 - (c) *a recreational ship mentioned in any of paragraphs (a) to (l) of section 60(2), other than paragraphs (f) and (i).*
- (2) Also, this division applies to a commercial ship or fishing ship to the extent necessary to give effect to sections 18 and 25.*

That short section has a lot in it, but fundamentally Sect 27 requires you to carry various items of safety equipment if the ship is registered, or is registrable or is one of the many mentioned in various parts of Section 60 (2), but not including (i) yacht tenders operated with 2 nautical miles of a recreational ship.

Part 2 Division 5 of the Regulation includes the detail of what is required to be carried on vessels mentioned in Sect 27 of the Regulation.

Section 29 talks about lighting devices and fundamentally says that all recreational vessels, including yacht tenders, must carry a light signalling device between sunset and sunrise (e.g. a torch).

Section 30 deals with safety equipment in smooth waters and you must have a PFD 1, 2 or 3 for each person on board, (and fire fighting equipment if it is longer than 5 metres).

continued next page...

Yacht Tenders and the Law

The life jacket requirement however does not apply if you are in a river, creek stream or waters inside a breakwater (e.g. most marinas) and you have lines you can grab onto and the vessel has positive flotation and that is in a statement in the approved form.

Section 31 deals with safety equipment in partially smooth waters and beyond and you must have a PFD 1 or 2 for each person on board, (PFD 1 if beyond partially smooth waters, fire fighting equipment if it is longer than 5 metres, V sheet, & handheld red flares, 2 handheld orange smoke signals. The flares and smoke signals must conform to various codes or standards. And of course you have to pay to get a copy of the Australian Standard.

Sect 34 says that tenders REQUIRED TO BE REGISTERED also have obligations. These are contained in sections 36, 37, 38 and basically mirror what is in 30 and 31, but provide that these vessels don't need this stuff if they are operated within 1 kilometre of the "mother ship" and there is a flotation statement. This section is really confusing, everywhere else we talk about 2 nautical miles and here we talk about 1 kilometre, the legislation is not even consistent about which measurement system they will use.

The key here is Vessel that is required to be registered. If it is a recreational ship that is not powered or a recreational ship that is powered by an engine of less than 3kw (roughly a smidgin over 4 hp) then it doesn't require registration. Also a tender to a registered recreational ship does not require registration if it is operated within 2 nautical miles of the recreational ship.

Finally the definition of tender is important:

tender means an auxiliary ship, other than a lifeboat, that

- (a) is not more than 6m; and
- (b) is employed to attend another ship; and
- (c) is smaller than the other ship; and
- (d) is operated only in the proximity of the other ship.

What does it all mean?

Fundamentally after much reading and scratching of the forehead, what I think is clear is that:

a vessel that has a 4hp or less motor is not registrable and thus the safety equipment rules don't apply (apart from the need to carry a light at night), further a tender to a recreational ship is not registrable irrespective of motor size provided that it is under 6meters, is tending a larger ship and operated within 2 nautical miles of the larger ship and as such does not have to carry the equipment apart from the light at night.

But what about the General Safety Obligation? It appears that MSQ think that in some way this can be interpreted to require the carriage of the equipment. I don't believe that is the case. The general safety obligation is a broad, indeed ridiculously so, provision that cannot in my view be used to cure apparent "deficiencies" in the legislation. There are specific provisions in the legislation about which boats need to carry what equipment, those specific provisions in my mind exclude the construction of General Safety Obligation to require this equipment.

There is a fundamental principle of criminal law (and let us be clear that we are talking about criminal law here, see the definition of offence under the Criminal Code for example) that requires specificity in interpretation. As others have pointed out, the Transport Operations Road Use Management Act exists to, among other things, provide for safe use of roads, but speed limits are still mandated in the Road Rule Regulation.

continued next page...

Yacht Tenders and the Law

If I was in my tender and MSQ/Water Police etc decided to charge me with a breach of the general safety obligation as a result of not carrying flares or similar I would be contesting it and the prosecution would need to prove that (a) the GSO could be interpreted in spite of the specific rules regarding safety equipment and tenders and (b) that my failure to have the equipment meant that the vessel was being operated unsafely.

Finally there is some discussion about marking tenders with "TENDER TO" Section 79 of the Act talks to this and a few things are clear, If the tender is not generally registrable, then no markings are required, i.e. your 2.4 metre rubber duck with a 4hp motor is not registrable and thus needs no markings, if the tender is only not registrable because it is normally registrable but is being operated within two miles etc, then it has to be marked with TENDER TO (REGO NUMBER OF SHIP), i.e. not Tender to the name of the vessel, but rather tender to the number of the vessel.

Again just my view, I am not a solicitor or admitted to practice law in any way. My final piece of advice is be sensible, take care and if you are pinged get some quality legal advice before you rush off and pay the fine.

Your Editor showing some friends around Bums Bay in year 2000. Then no problem, now about \$2400 in fines. What BOZO is running this show?



MACKEY MARINA- WE'VE GOT IT ALL!

Cruise into Australia's renowned Mackay Marina Village and Shipyard, your friendly home in the north

Mackay Marina Village is an award-winning Marina, Shipyard and lifestyle precinct at the gateway to the Whitsunday Islands and the Great Barrier Reef. We offer everything you need for a short stopover or long holiday in one beautiful location.

- 479 berths, available for purchase or rent-including 102 purpose-built multihull berths of varying size, six x 50m Mega Berths
- 12 x Big Boat Berths for 30m+ monohull & 25m+ multihull
- Easy berth fuel dock with 13 pumps

- Laundry, wireless internet, showers, toilets & security, hire cars on site
- Waterfront esplanade of shops, restaurants, cafes and bars
- Sandy beach and seawall walk, Yacht Club with pokies
- Luxury four & a half star hotel
- Five minutes from Mackay city centre
- 15 minutes from the airport

www.mackaymarina.com

Marina: (07) 4955 6855 info@mackaymarina.com

Latitude-21deg.6min.25sec. south Longitude-149deg.13min.54sec. east VHF Channel 16

How easy it can happen

Words and photos by Sandy Wise SC Southern Wing

We had been waiting on an engine part to arrive from Australia and were anchored in our favourite place, Telaga Harbour, Langkawi, Malaysia. It was our favourite place because we could take Sarsha for a walk on one of the man made islands; the vegetable man came once a week to the marina, and if we wanted other supplies we could hire a car quite cheaply and drive into Kuah, the main town of Langkawi. Also, the water in Telega Harbour was not as productive as Kuah when it came to fouling the hull, and more often than not it was nice and clear.

So, our part arrived and we were off to Phuket. Our plans were to meet my brother in Phuket for two weeks and then sail to the Andamans in the new year from Au Chalong.

From Telaga, our first stop was Koh Bulan which is a protected anchorage on all points of the compass for anybody who wants to go up into the pass between the two islands. There is plenty of depth but we have only needed to anchor at the southern end which is protected from all point except for the southerly points. There are monkeys on the beaches, tropical forest, rock cliffs and a beautiful pass between two islands. Around the corner you can take the dinghy to the local village. All in all, a magic place to spend a few days relaxing. From here we spent a day sailing up to Koh Muk and this is where the adventure began.

continued next page...



Southern Wing

On our way to Koh Muk the water pump belt on our port side motor broke. No problem, switch the motor off and start the starboard motor. All good. It was a really hot day with little sailing and major motoring, so it was too hot to go down into the hull and replace the belt in the middle of the day. Phil decided he would do it after we were settled into our anchorage that afternoon, and that was the problem.

We arrived at one of Koh Muk's southern most anchorages. We decided on the SW anchorage because it was a light south westerly in the afternoon changing to a north easterly during the night and then remaining NE until lunch time the next day. This was the daily forecast pattern for the next 3 days. Also, any storms would come from the NE and usually came late afternoon or during the night so the SW anchorage was the better one for the weather at the time. However, our anchorage was an onshore breeze and swell to begin with.

So....We pull into the most beautiful little bay with a couple of restaurants, a white sandy beach with a small on shore westerly swell and the sound of monkey warnings in the background. No problem. About 5 local long tails anchored close to the beach so we had to anchor out a little from them. We have only the starboard motor that is working so not so good manoeuvrability. Also, we have had some odd sounds coming from this motor which we decided was the folding Gori propeller. We drop the anchor and start to dig it in but it just jumps across the coral/rock bottom. Phil says he will pull it up and we will re anchor. We have rock on both sides of the bay and sandy beach in the middle. We are drifting back towards the rock on the southern side of the bay so I put the motor into forward. No response.

continued next page...



ROLLY TASKER SAILS
INTERNATIONAL SAILMAKERS

The name you can rely on!

**REPRESENTED IN:
QUEENSLAND • VICTORIA
NORTHERN TERRITORY
TASMANIA • SOUTH AUSTRALIA**

**Call for a quote before you order your next sail,
You'll be amazed at what you save!**

DG Marine - Australian Distributor

www.dgmarine.com.au

dgmarine@bigpond.net.au

0438 563 164

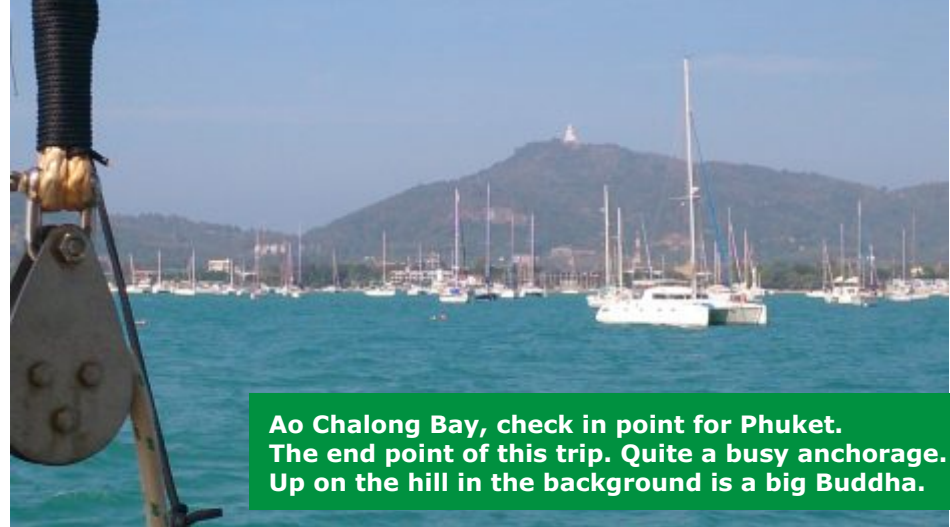
The anchor is still jumping across bottom, getting closer to the rocks. Phil is in the process of pulling up the anchor. I try forward and then reverse, again but no response from *Southern Wing*. I yell out to Phil "nothing's happening". He says try again. Nothing happens and the current is taking us closer to the rocks. We still have time but if we don't do something we will continue onto the rocks.

Me? Panic stations. Phil says he will drop anchor again. I say, "But what if it doesn't take again?" I want to yell out to the neighbouring Long Tail to be ready to push us off the rock. Phil infers, "Don't panic, we will drop anchor and I will fix the belt on the other motor and then dive over to see what's wrong with the starboard prop."

Fortunately, *Southern Wing* stops. Phil goes into port hull and starts to replace water pump belt. I put on snorkel and goggles to jump over and see what is wrong with prop, but at the last moment remember that I cut my foot that morning and it is not a wise move to put it in sea water.

So, I wait until Phil can go over. While waiting I notice that there seems to be something on the starboard prop. Yes it looks like twine. I yell out to Phil, "It looks like something is on the starboard prop". He says don't bother him he is busy trying to fix the belt. I feel a lot better because we were worried that there may have been something wrong with the prop or shaft.

By the time Phil had finished replacing the belt the rope had come adrift of the prop. Phil went over to check and all was OK with the prop, came back on board and we dug in the anchor properly with two functioning motors. All was good.



**Ao Chalong Bay, check in point for Phuket.
The end point of this trip. Quite a busy anchorage.
Up on the hill in the background is a big Buddha.**

Fortunately at the right time the anchor caught on something. Later, when the long tails had gone home for the night, we were able to anchor closer to the shore in the sand.

A rocky bottom? Long tails anchored for the tourists hence we could not anchor where the sand was! One engine out of action. Onshore wind and swell until night fall. Small bay with rocks on each end and the main contender, a piece of bailing twine that fouled the one good prop at the wrong time.

How easy it can happen!

More photos from Sandy Wise



A beach at Rai Le. Accessible by track and boat only



A local hanging around

The area is also famous for its stalactite and stalagmite formations



One of the many hongas that are in Phang Nga Bay. For many of them you have to wait for the tide to drop before you can get in.





This photo is of the Phallus Shrine at Phra Nang Cave, Rai Le Beach, Krabi. The legend says that it is the home of a mythical sea princess. Fisherman believe that their offerings will bring them success and the princess will protect them from the dangers of the sea. The phallic symbols are believed to help with fertility and .. er.. a delight for tourists.

Sarsha on bird watch duty, sunset, at Rai Le Beach near Krabi, Thailand



***Sandy is continuing her adventure in Asia on Southern Wing with her best mate Phil and second best mate Sarsha, their dog. Sandy's excellent photo's always show the beauty and appeal of the areas they travel. Thank you Sandy!
Kay & Bob***



Sailing the Setouchi Sea, Japan in the Setouchi International Yacht Rally - Fantastic!

Story & photos supplied by Warren & Glenda Stahel

In August 2014 we (my wife and I) were asked by our friends Barry & Maryanne if we would like to participate in the forthcoming Setouchi International Yacht Rally, 4 weeks sailing the inland sea of Japan. They had sailed their 42 Ft Catalina Toroa 111 to Japan in May 2014 departing from Cairns and going via PNG, Guam arriving in Okinawa in the southern islands of Japan.

We agreed that this was a once in a life time opportunity to explore Japan by yacht. We had spent 5 years living on board a 40 foot catamaran so were very familiar with life at sea and the chance to participate was, we considered a unique experience.

We arrived in Osaka with a few days to explore Japan's third largest city, albeit briefly. We were overwhelmed with how well we were treated. Each time we opened a guide book, there would be a local attempting to help us find our way. As it was a holiday to celebrate and honour the aged we thought it was our grey hair that initiated such kindness but we were to learn that this was to be the norm throughout our trip.

continued next page...



A gathering of "rallyers" 2014

Catching the "Shinkansen" to Hiroshima, where the rally was to begin was in its self an amazing experience of Japanese organizational skills, with strict adherence to set of rules for orderly boarding of a train whilst practicing a level of politeness we are unaccustomed to. Good manners are emphasized here.

We were fortunate to have 3 days in Hiroshima with Barry and Maryanne prior to the rally starting and as they had already spent three months in Japan and sometime in Hiroshima they were able to introduce us to places and customs we would have taken a lot longer to discover on our own. These included our first visit to a Onsen, a mineral spring's bathhouse, a Kabuki play and Hiroshima's version of okonomiyaki (Japanese pancake).

The rally started at Hiroshima Kanon Marina where a total of 18 boats were to participate. The rally was in its 2nd year and along with Japanese boats there were cruising yachts from Canada, Singapore, New Zealand and two from Australia.

All the boats arrived in time for the welcoming party which included traditional Japanese dance. Each of us introduced ourselves in English and Japanese. There was much laughter over our attempts to speak their language. Once again we were deeply impressed by the kindness of the Japanese & their sense of humour.

The organizers of the rally not only planned the sailing route and berths for the 4 weeks but numerous dinners, civic receptions, (parties) plus many wonderful tours. Most were only available to the rally participants, some run by the sailors themselves giving us an insight into Japanese culture that we wouldn't have otherwise experienced.

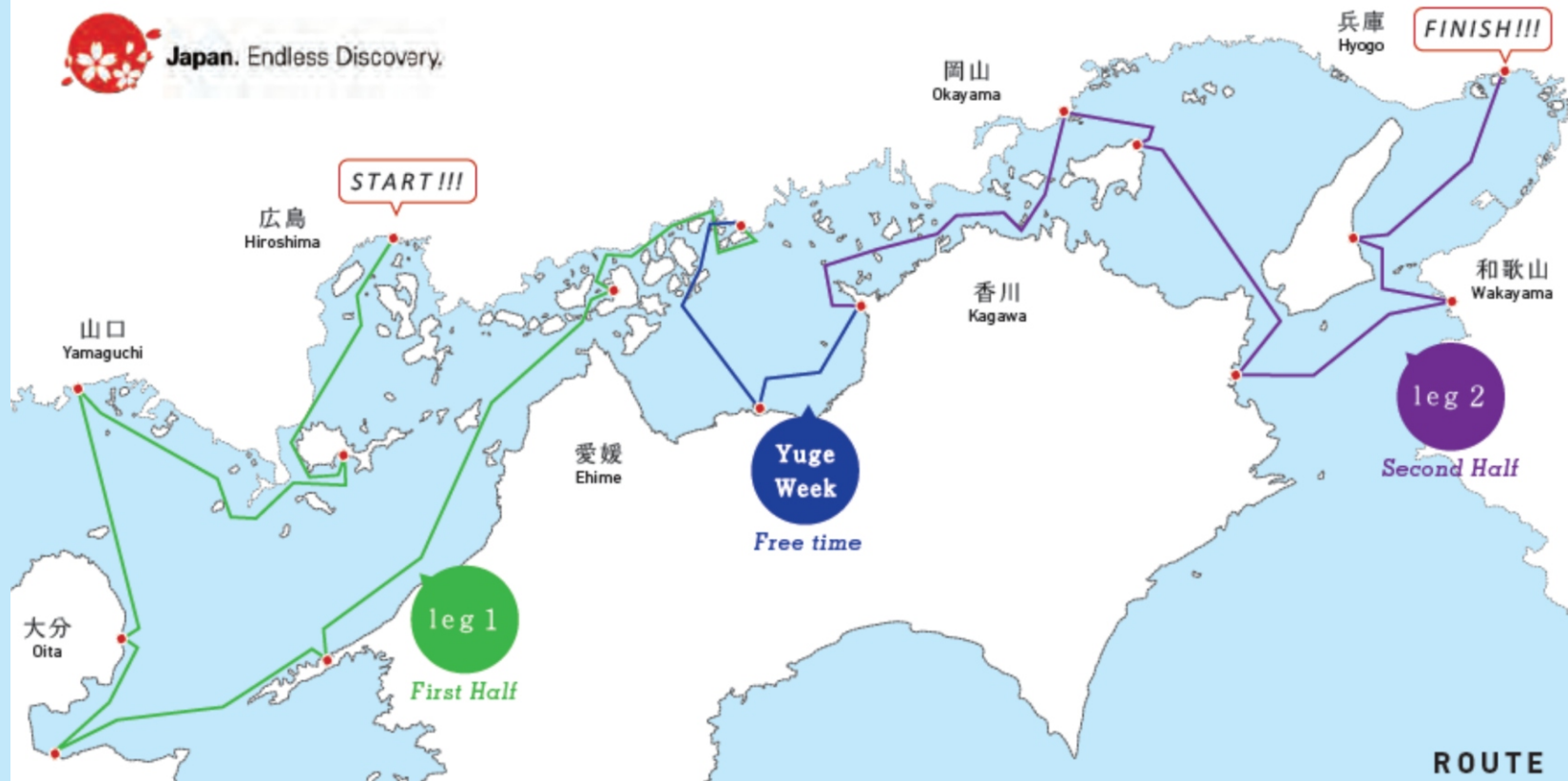


The rally consisted of four legs each lasting 1 week with yachts being able to complete all 4 legs or as little as one. This flexibility was appreciated by visiting overseas yachts that were continuing on or couldn't join until part way through the rally. Also for some of the Japanese sailors who have limited annual leave.

continued next page...



Japan. Endless Discovery.



As there are hundreds of islands in the Setouchi Inland Sea there is no need to sail overnight, in fact there seemed to be fishing ports every few miles.

The rally visited thirteen places with each stop lasting 2 to 3 days, with tour & excursions before finishing at Tannowa Yacht Harbour a short distance by train from Osaka.

Some of the tours and activities included:

The Peace Park in Hiroshima - the site of the 2nd world war nuclear bomb explosion.

A fun race against a local yacht club with the usual festivities after racing.

Visiting many small village and towns with local guides, some who were friends of the organizing committee. These included explanations on architecture, history, culture and religion, all fascinating and enlightening.

A visit to a Maritime College with the students acting as hosts.

Visits to Shrines and Temples, learning the differences and the importance of each to the Japanese.

A tea ceremony.

Participation in a local town's harvest festival; very unique!

Long boat tuition and then a race.

Every morning one of the Japanese sailors, a tutor in Tinouk I kou, a Japanese form of exercise, conducted a session for early risers.

A visit to the oldest "onsen" in Japan (a public bath in a natural hot spring) staying overnight in a traditional Japanese Inn (Roykan). Bathing is like an art form to the Japanese, an experience not to be missed. Once experienced you will go back again and again.

Delicious food, sharing some wonderful restaurant meals where local knowledge was at its best. Presentation of the food and the rituals

associated with eating are very important. We weren't sure of some of the things we ate, however we had some of the most wonderful tastes ever!.

Many demonstrations from martial arts, shooting a Japanese long bow, the traditional making of the Samurai swords and daggers, traditional

dances and music, watching school plays and the list goes on.

The negatives, if there were any, were that there was only one day when we managed to get in a full days decent sailing. The majority of the time was spent motoring, either up wind or due to the lack of pressure, and of course we must not forget to mention the typhoons of which there were three during the four weeks. However only the third typhoon rated above 30 knots.

Bathing is like an art form to the Japanese, an experience not to be missed. Once experienced you will go back again and again.

continued next page...

At all times the organizing committee erred on the side of caution, even organizing off boat accommodation during the third and last one. At no time did we feel unsafe nor concerned about the boats.

In fact in Japan you feel safe and so are your belongings. Imagine leaving your bikes in the Marina carpark unlocked overnight and find them still there in the morning, or leave your backpack together with your iPad in a restaurant and find it still there four hours later!

The knowledge that was so willingly shared, gifts given, welcoming parties, farewell parties and friendships developed throughout this time resulted in sailors who have become very firm friends. This was one of the most revealing and positive overseas cultural experiences we have had in our travels, a culture so wonderfully different. We felt humbled by the politeness, respect and generosity shown to us.

As Japan does not have a charter boat industry it does require a large commitment to sail to Japan however the experience is well worth the effort.

The Japanese members serving on the committee for the Setouchi International Yacht Rally would be very willing to help you by answering question and assisting in any way they can if you truly wish to go there.

If you have never considered Japan as a sailing destination, think again. We will be going back, hopefully on our own yacht. This is a Yacht Rally not to be missed. But you better hurry as it starts in September...then again there is always next year.



A rally yacht ready to go.

Organizer:
Long Distance Voyagers Association in Japan Setouchi International Yacht Rally
Website: www.wavewind.com/SIYR
Inquiry : siyr2015@wavewind.com

Solar power to the Islands of Paupa New Guinea and the Solomon Islands thanks to Hans, generous sponsors and you?

**Story & photos by
Hans Clemmensen, SY Seagoon**

Every year hundreds of yachts sail the South Pacific trade winds, visiting exotic paradise islands not visited by the general public. Along the way we all trade for fresh food, fish, cray fish and mud crabs. The most common trading goods have always been T-shirts, shorts, pencils, excise books, fishing line, hooks and for the kid's lollies, balloons and marbles; yes we could bring along anything.

Over the years this has changed with the introduction of the garden solar light. Suddenly there was a cheap way of getting light into the villages that before used open fires or kerosene. The islanders loved the idea but had a big problem looking after the batteries and they quickly broke down.

Later other yachts brought along better solar lights with separate solar panels, bigger batteries and lights. This again had its own problem as there was plug in wire and switches and again this broke down. I should know; in Papua New Guinea (PNG) and the Solomon Islands I have spent hours and hours soldering wires back to plugs so the unit could charge the battery again.

continued next page...



Hans, another boaty helping locals while cruising

In 2012, while cruising Calvados Lagoon, Milne Bay, PNG and after soldering wires on solar lights in every village, I sat down with Shire President Andrew Sigoyini, to talk about this problem and what we could do about it. That day Andrew told me about the PNG governments "Healthy Village Living Project" and the "Rural Electrification" program. We looked at it and wrote a submission to the local MP for Milne Bay asking for funding towards solar lights.

That year I sailed back to Cairns thinking that I was sure I could find LED lights and other parts which we needed on EBay or other sites on the internet, just as long as the MP for Milne Bay Islands would come up with the funding for the solar panels, batteries and volt regulators. Over the summer months I visited a lot of web sites in Asia and China looking for solar panels or LED lighting systems but found out it was too hard to import and then carry to PNG.

In Cairns I visited the company that installs and repairs navigation lights all along the reef from Townsville to Torres Strait. I spoke to the manager a few times in the past about second hand solar panels, but never had any luck buying them from him. This time they had a new manager and he had been visited PNG a few times so knew how poor the people were. He asked me to leave it with him and to get back to him later.

It turned out they had second hand 40 watt solar panels, 65 amp batteries and 8 amp volt regulators. He completely bowled me over when I turned up a couple of months later and showed me a pallet full of solar panels and batteries. All up 20 x 40 watt solar panels, 8 batteries and a box of volt regulators was donated.

continued next page...



Nigaho light project

In 2013 I have installed solar panels and lights in 9 villages. I had to select villages where the houses were built close together to save on cable run. We will find out next year is how good the people are at looking after the system and if the lights will last or break down. To prevent break down and damage I installed solar panel, battery, volt regulator, LED volt meter and switch for all the lights in one house. Educating one person to look after it all was easier than a whole village. At the same time all the gear is high up in the house to prevent kids playing with it.

2014 the solar project installed lights in another 8 villages.

On my return to Cairns I have spoken to a few people about getting more yachts to go cruising PNG and help me carry solar panels and batteries up to the islands. I am looking into flying a customs officer from Alotau to Misima Island in September, if we are enough yachts to share the cost. Quarantine officer is stationed at Misima.

So far sponsorship has come from Torres Pilot, Perry Sutton who has been very generous and I can't thank him too much for the help. North Queensland Recycler have helped with second hand cable. Maurie Morrison Electric has helped with pre fabricating solar regulators. Cairns Wholesale Bait helped with 3000 fish hooks. Australia Maritime Systems supplied second hand solar panels and batteries. Ingrid Salmon organized curry nights in Hobart and with her employer Hobart Private Hospital and collected enough money to buy lots of lights, volt regulators and cable for the 2015 solar project. Yacht *West Wind* brought up more cable late in the year when I ran out.



I have been cruising *Seagoon* since leaving Sydney in 1991, so far covered 62,000 nm in the South West Pacific. In the 10 years I have stayed around PNG and Solomon Island as I live in Cairns; too hard to head towards Vanuatu from here.

I have also written an electronic cruising guide to Solomon Island and The Louisiade Archipelago. If you are near *Seagoon* I can install it on your computer.



For more information regarding the solar project 2015, please contact me:

Hans Clemmensen
+61417 454 187

svseagoon@yahoo.com
www.yachtseagoon.bravehost.com

More pictures from Hans





Seagoon with school children onboard



Children play "kick the bucket" game (coconut)



Fixing clinic HF radio

**Installing new solar
at Nimowa Clinic**

Ingrid helping with first aid





Battery and solar regulator installation



Talking to Elders before installing solar

Setting up solar panels



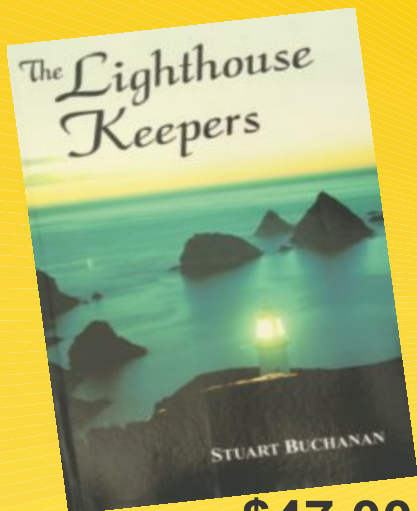


Sunset at Nimowa Island

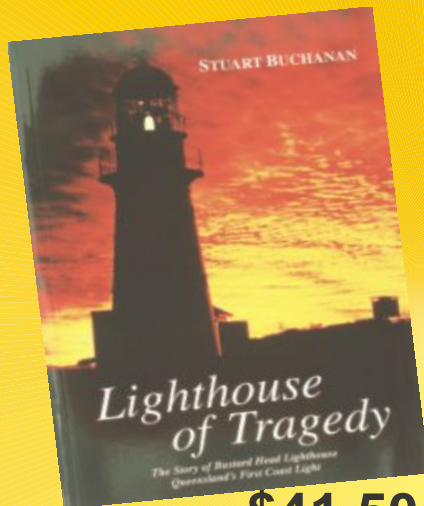


Trading for dinner and breakfast

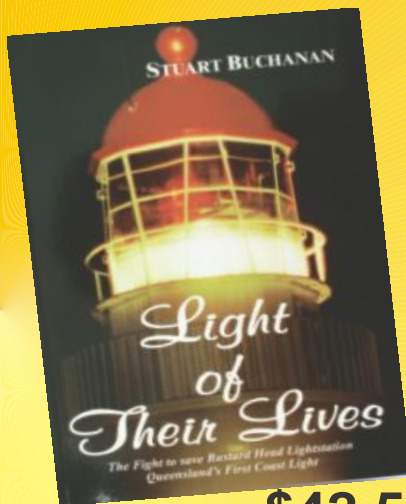
Books by Stuart Buchanan



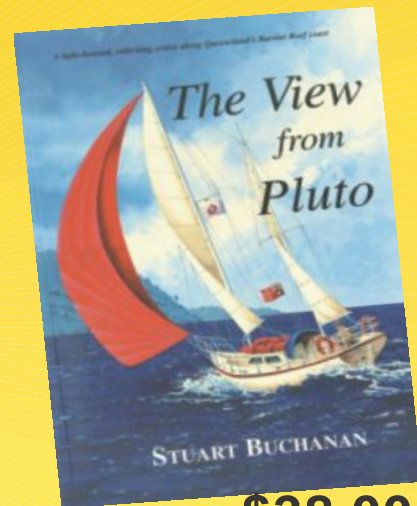
\$47.00



\$41.50



\$42.50



\$38.00

The TCP Ships Store

www.thecoastalpassage.com/storebooks.html

mail@thecoastalpassage.com

All prices include gst & shipping (within Australia)



Use your credit
card to order online!

OR

Use your creditcard
by calling TCP

0429 633 069

OR

Send cheque
or money order to:

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

Urchins of the sea

By Jan Forsyth

The Japanese love them and probably the Chinese do too, the Filipinos ignore them and undoubtedly Muslim countries avoid them, while many Australians have no idea of the qualities of the black spiked sea urchin.

It is interesting to discover the health benefits abounding in this remarkable creature. Said to improve virility and provide fibre, protein and an alternative source of Vitamins C, B1, B2, D and E as well as antioxidants and promoting blood circulation. As if all this is not enough, the urchin may also restore sexual energy.

Indeed, one has the impression that no home should be without a pack of the creatures in the fridge. In Japan especially, where for the cost of \$AU5 an urchin, most restaurants will have this popular item on the menu.

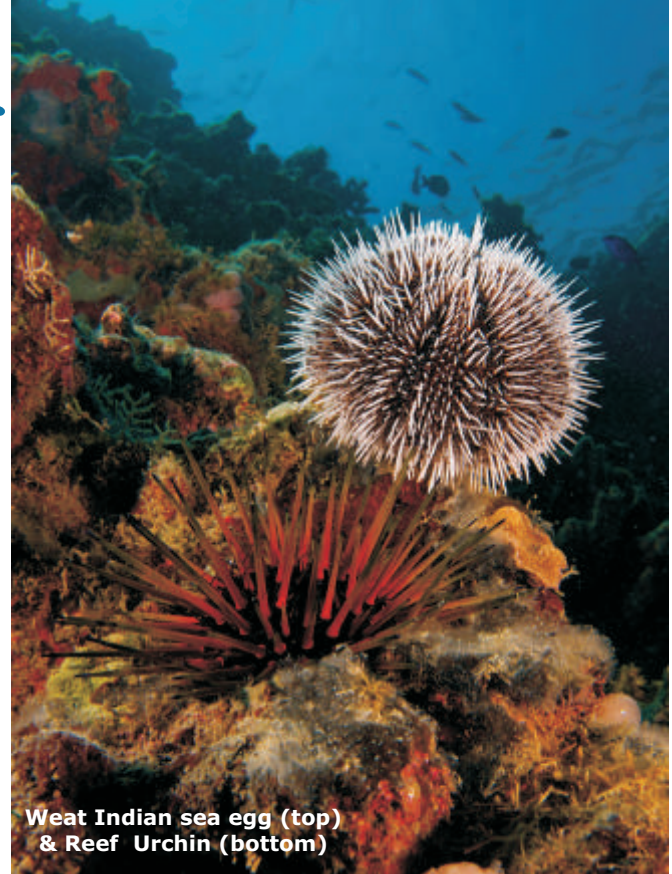
My first spiky encounter happened to be in a fancy sushi restaurant in Tokyo, where I set my chop sticks into a dob of bright orange carefully arranged amid other dobs of exotic morsels. Certainly the taste was salty and certainly I nearly spat it out when informed just what I was consuming - the sex glands of sea urchins.

The amazing creatures thrive in colonies on rocky reefs in most parts of the world. Hardly mobile to the eye, they gather to reproduce and do what spiky creatures do, which I don't think is very much as there is apparently very little brain to instruct or direct.

My second encounter with 'Spike' was in the Adriatic while trying to slip a stern line around a rock on a tiny island. This region is home to stern anchoring, due to unpredictable winds, traffic and currents and it is not a good idea to swing while at anchor. The procedure entails dropping the bow anchor then swimming a stern line to shore for added security and less movement.

On this occasion, gloveless and bootless I swam into the reefy shore with the line, located a suitable rock and tossed the rope around, grabbing the end as it splashed into the water. Suddenly my thumb seemed to scream in agony, it was as though a knife had sliced it. Yanking my hand from the water I found the thumb covered in black spikes.

continued next page...



**West Indian sea egg (top)
& Reef Urchin (bottom)**

photo by Nick Hobgood, courtesy of Wikipedia

Fortunately as the spikes were only superficial, I was able to pull most of them out. The worst part of that experience was I couldn't share my pain; I had nothing to show for my suffering, everyone on board was too intent in donning swimming gear and immersing themselves in the water to care.

Lessons should have been learnt after that encounter, but no, a number of days later clad only in a bikini, this time with gloves donned, I felt safe. Swimming to shore with the stern line, this time into a more inhospitable seascape, I searched for a suitable rock. The rock face was steep, little waves bashed their way over the reef as I landed on a submerged ledge. It was shallow enough to drop gently down into a kneeling position and as I gathered the rope I felt excruciating pain, I was kneeling on a colony of black spines.

Amidst pain, blood and panic the wind began to pick up, I didn't know whether to attend to my wounds or attend to the now badly yawing catamaran. Up I scampered onto the rocks with my black spikes leading the way and threw the line over a suitable holding and slithered back down into the choppy water.

By the time I reached the boat, hauled myself up and out I was almost comatose. However this time I had sympathetic assistance. Betadine and tweezers were applied while I sat back taking full advantage of the attention. Some of the surface spikes were easily removed but the iodine based solution excellent for most marine slashes and gashes is not at all suitable where



foreign objects are to be removed. The solution forms a skin over the wound preventing any expulsion.

In my case one of our guests was a Ukrainian Chemist who suggested a dash of olive oil/coconut oil be applied to the affected area to relax the skin, which would allow the spikes ease of exit over time. A light bandage was applied and by the next morning a good deal of the spikes had worked their way out. Those that remained in the days that followed became red and festered resulting in a week of sleepless nights and no swimming. Surprisingly the spikes did not dissolve but eventually worked their way to the surface where I was able to remove them. We now have a small bottle of coconut oil in the medical cabinet for treating such encounters.

Returning to Australia I found Southern Ocean sea urchins are available sometimes in the Sydney Fish Markets and Queen Vic Markets in Melbourne. If you are game to enrich your diet and catch your own wonderful source of nutrient be very careful in the preparation. Piercing the shell sends the spikes into a frenzy, so it is best to run the creature under hot water first. Another warning when you do open the shell the smell from the pungent oozing liquid therein will knock you over.

I think I'd prefer to take my vitamins from a bottle.

TCP Note: *Removing sea urchin spikes - another example of the benefits of coconut oil. See following pages with a TCP "Classic" story from Jan & Gloria on coconut oil.*

Magical, Mystical Coconut Oil

Story & photos by Jan Forsyth, SY Sea Wanderer

Swaying coconut palms, white sand, a blue lagoon, beach umbrella shading a cushioned lounge, and on that lounge a shiny body toasting in coconut oil.

There was a time long, long ago in my distant but memorable past I was informed that coconut oil was banned from sunning bodies, as it was suspected to boil on the skin and cause bad sun burn.

However, in today's better informed world I have found those findings misguided. We have been slopping coconut oil on faces and exposed parts for years now and find we attract little or no sun damage. The many chemicals and goodies that add up to the commercial sun blocks I found did the job and well, but my aging complexion suffered in the process.

continued next page...

So I'm thinking that perhaps it was the preservatives and heady perfume in those colourful bottles that did the broiling and not the pure oil.

Today we buy our coconut oil in used plastic water bottles from a little old lady sitting in a market stall. She charges about \$AU1 for her oil, and although we wonder about the sanitary of these bottles, the oil is pure and fresh.

We have various bottles on board in the heads for the hands and hair, in the galley for cooking and on deck for slurping over the body. The oil is very heat stable for cooking, and because of this it is slow to oxidize and resistant to rancidity.

Another interesting feature of this marvellous oil is that it prevents tarnish. For years I have worked my hands to the bone and lost layers of skin keeping the stainless on the boat up to standard.

A friend had suggested in my early days of cruising and polishing stainless, that scrubbing with Jif was so much easier than rubbing (and rubbing) with polish to remove the tarnish.

I immediately found a lump of plastic green scourer and bottle of Jif and set to. It worked, and in half the time of the polish, but I still had to apply polish when the white paste had been washed off with our precious water. My hands were a little raw from the paste as well, but I was satisfied with the end result and went on to use this method for a number of years.

Eventually laziness took hold and I left off the polish stage which meant I had to do the scrubbing more often to keep the sparkle.

One day as I sat on deck rubbing my heart out on the shining inundation on the bow, inspiration hit me why don't I use coconut oil on the stainless?! Certainly it wouldn't hurt if I tried.



Jan "enjoying" the chore of keeping those rails shiny with coconut oil. With the benefit of the oil keeping hands soft, well worth a try!

continued next page...

Jan's coconut story continues...

Grabbing a rag I tipped out a drop and rubbed the stanchion. To my delight after a minute of minimum effort I had achieved what had previously taken a good ten minutes and hard elbow grease to attain. Plus the oil not only cleaned off the tarnish it polished as well! My hands had never been so soft, and I didn't have to worry about nasty chemical build up in my system.

The Skipper being a man of tradition scoffed the idea saying that the stainless would be slippery and attract dust, so I made sure to work the oil so there is no residue.

I do realise though that I am currently living at the source of the coconut, as here in the tropics coconut oil is cheap as chips. But check it out if you can find a reasonable supply, you may be pleasantly surprised.

Coconut oil tips from Gloria, SY Blue Tang

HOW TO "MAKE" COCONUT OIL:

Scrape the nut. Soak the "meat" in water. Squeeze. Drain. Boil the "milk". Cool. Collect the floating oil.

HAND, FACE, BODY CREAM

Mix equal amounts of coconut oil and almond oil. If you can find it, gently melt the oils with a small amount of wool fat (anhydrous lanolin) until well mixed. Cool. Whip to resemble cream and refrigerate in hot climates. Keep away from the Skipper or he'll use it for everything!

"NATURAL" HAIR CONDITIONER

Add to a quantity of coconut oil a few drops of Essential Rosemary and Lavender oils. Dip fingertips into oil and massage onto scalp first

then through hair. Leave on at least ½ hour overnight is best (place a towel over pillow).

The natural oil lubricates and conditions the scalp, helping to prevent flakes and dry scalp without the use of harsh chemicals (men, try it on your beards) and the massage helps blood circulation in the head and neck area. Also helps strengthen the roots of the hair and nourishes the hair shafts, promoting new growth and strengthening existing hair. It helps soften hair making it more manageable, it helps protect the hair from sun damage over time, and it smells nice!

What's your coconut oil tip?
mail@thecoastalpassage.com



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

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

But it is in the South Pacific, when she becomes part of the world of oceangoing yachts and the people who have made the sea their home that she finally finds what she is looking for.

In this adventurous but somewhat dangerous world, maintaining her place sets new challenges, and she almost loses everything she has gained.

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

Afloat and Adrift is now available at
The Coastal Passage Bookstore
for \$29 inc gst & s&h in Australia:
www.thecoastalpassage.com/storebooks.html
Or buy direct from the author.
Email: janforsyth@yahoo.com.au

The truth about Ciguatera poisoning

By Susan Bett, MY Scallywag & Author of Great Ideas Galley Guide

We cruising people love our lifestyle. We love the freedom, the wide open spaces, the adventure and discovery. And we especially love to eat the free bounty from the ocean in the fresh fish we catch.

Sadly though, some reef fish are likely to make us very sick. These fish are found in the coral reef waters around Australia, the Pacific Islands and coastal Central America. They carry Ciguatera a type of food poisoning. The naturally occurring toxin is found in many of our favourite fish; red snapper, amberjack, coral trout, trevally, red emperor and Spanish mackerel.

The poison is produced by a nasty little organism called a "dinoflagellate" which attaches itself to algae growing in warm ocean water reef areas. The poison accumulates in predator and carnivorous reef fish when they eat the smaller plant-eating fish, which have in turn consumed the toxin-producing algae growing on coral reefs.

Harmless to fish but poisonous to humans, Ciguatera is odourless, tasteless and also heat resistant so cooking and/or freezing won't destroy it.

Symptoms begin around 6 to 8 hours after eating the contaminated fish. The time before onset of illness and the range of symptoms can depend on how much fish is eaten, how much toxin is in the fish and the individual susceptibility of the consumer. They include nausea, vomiting, diarrhoea, joint and muscle pain, headache and fatigue. Hot and cold sensations are reversed and in severe cases, skin rash, itching (worsened by drinking alcohol - nothing good about this toxin!) and shortness of breath.

If you are unlucky enough to experience these symptoms, seek medical attention asap. There is some evidence that a Mannitol drip may give significant relief but this has not been verified by controlled studies as yet. Some symptoms can last several months but most will normally disappear within days to a few weeks.

Having said that, about 10 years ago when cruising the Ozzie coast both my husband and I ate most of a large mackerel which we caught around Hervey Bay. Add numbness around the mouth to the symptoms mentioned above and to this day if I drink white wine in particular, my ankles tingle. My doctor tells me this is down to some Ciguatera toxin remaining in my body.

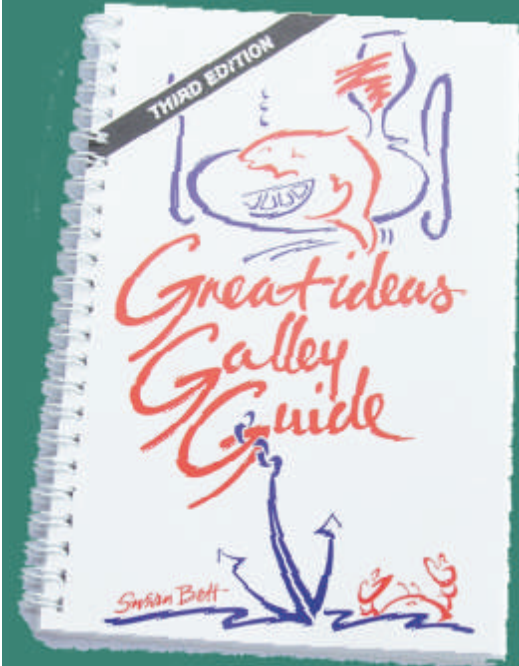
To minimize the risk of Ciguatera, avoid eating large warm water fish. The head, roe, liver or other viscera is where the toxin is concentrated - pan sized fillets from smaller fish are probably safest.

Establish where the toxin-carrying fish are situated. Your local Public Health Unit will have some information but it would help all of us on the water to have more comprehensive detail about Ciguatera and its distribution in Australia.

People recovering from Ciguatera should avoid eating warm water ocean fish for at least 6 months. Alcohol should also be avoided for 3 months as it can cause the poisoning symptoms to recur.

I'll stick to crayfish and crabs in a Ciguatera known area, drink a good red and avoid any fish I haven't caught myself!

Great ideas Galley Guide by Susan Bett



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

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

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

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

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

only \$25.00!

inc. s&h & gst in AUSTRALIA

The TCP Ships Store

Use your credit card to order online! Go to: www.thecoastalpassage.com/storebooks.html

OR Send cheque or money order to:
The Coastal Passage,
PO Box 10, Beachmere, Qld. 4510

OR Call us: 0429 633 069
We can now take your credit card payment via phone

Visit the “Restaurant at the Beginning of Time”

“Words & photos by Geoff Clarke, *Blue Lady*”

Nestled away in a small cove, on a remote island in the Northern Division of Fiji, and just a short distance east of the 180th meridian, is a most amazing restaurant serving beautiful and imaginative food to the local people and visitors alike. If you're sick of on-board cooking after a long sailing trip, Kingz Restaurant on Rabi Island is the place to go.

There are only four ports that yachts can clear Customs and Immigration in Fiji, three in the south and one in the Northern Division, at the town of Savusavu on the southern side of Vanua Levu.

Savusavu has a sheltered port and a couple of good marinas, and a town which will satisfy the needs of most vessels after a long voyage. It really hums during the sailing season (April - December).

On leaving Savusavu, quite a few yachts head east to the small island of Rabi (pronounced “Rambi”) where there is good protection from weather from the east through to the south east in Elizabeth Bay on the north western side, and from west through to east at Catherine Bay in an indent on the southern side. There are no tourist facilities on Rabi, but yachts are welcome in these bays.

Rabi is unusual in that it was settled by people from Banaba Island, south west of Kiribati (the Gilbert Islands) after the Second World War, as their own island had been devastated by phosphate mining and the effects of the war itself. The 5,000 people of Rabi are proud of their Banaban heritage, and



Approaching Naselesele Settlement across the reef towards the boat harbour. The building on the left houses the generator and fish freezers.



Kingz Restaurant.
Excellent food in a remote part of the world

have named *the island's four villages after the same villages on Banaba, and have retained their own language and customs.*

One of the best kept secrets of the island is Kingz Restaurant, at the settlement of Naselesele, on the western side as one heads into Catherine Bay. It was opened in 2013 by a doctor, Eritara (Eri) Tekieru, his wife and son, when Eri retired from practice in Australia. Eri and Teresia are genial hosts, and son Kingking (after whom the restaurant is named) is an excellent chef, and a competent operations manager, also running a boat hire and fishery business.

The restaurant is spotlessly clean and decorated in what might be called “suburban Chinese”, with lanterns over the lights and plastic covers over the tablecloths. It is painted in bright primary colours and has a warm, friendly feel.

continued next page...

They have an extensive menu containing fish, chicken, meat and vegetarian dishes. My favourite on a recent visit was the fish freshly caught and cooked in a variety ways, often lightly spiced to enhance the flavours, and beautifully presented. Perhaps the highlight of our visit was a skipjack tuna, caught as Kingking was motoring down the coast one afternoon, and turned into exquisitely prepared sashimi and kokoda for that evening's meal.

Be careful, though; the serves are generous. The menu offers small, medium and large serves, the last of which would feed a large family. The prices are reasonable too cheap by town standards. One thing, though the island is largely alcohol free, although BYO is permitted at the restaurant.

Kingz is located right on the coast at S 16° 31' 47", E 179°59' 37". The 180th meridian passes through just a short walk down the coast, which is why we've dubbed the place "The Restaurant at the Beginning of Time".

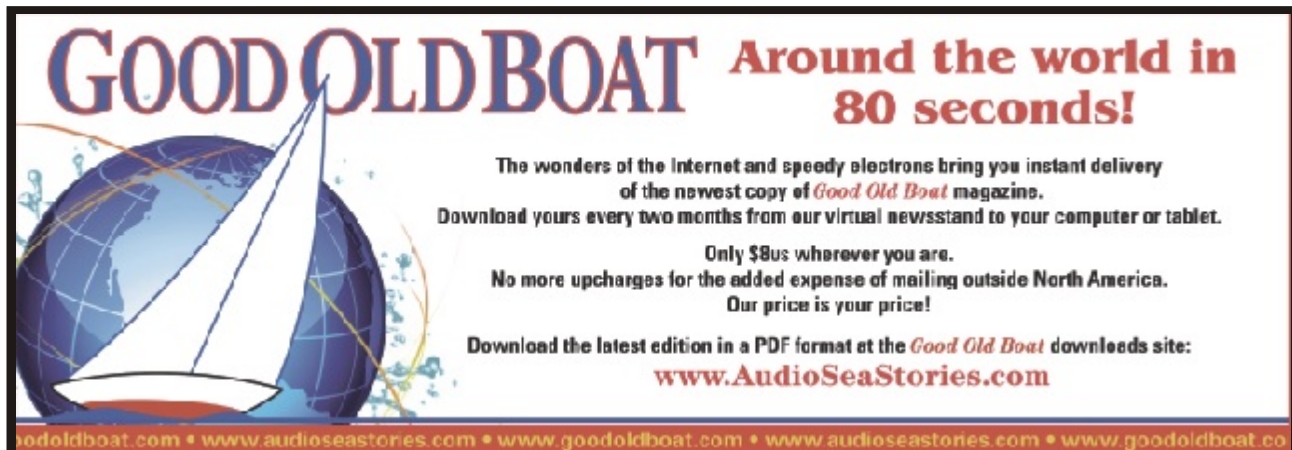
There's a reef which runs out for about 100 metres along the coast, and Kingking is working on placing a buoy on the edge in a direct line with the restaurant. One plan is to anchor off the reef for breakfast or lunch, and travel in by tender, or call Kingking to bring you in. The reef dries at low tide, and it is easy to walk in and be ferried out again. Alternatively you can anchor in Catherine Bay, and Kingking will arrange for you to be ferried back to the restaurant by motor vehicle perhaps a better idea for dinner.

If the tide is right, the folk at Kingz will direct you to a lovely little waterfall, just a few

metres away, where a stream flows down the hillside and tumbles over a rock wall into the sea a great place to view the bay and Tavueni Island to the south. You can get there by dinghy or on foot.

Kingz also boasts a small trade store which offers all kinds of necessities which you may have forgotten at Savusavu everything from torch batteries to tinned goods, flour, rice and life's little luxuries. There are plenty of frozen, refrigerated and fresh goods, including meat, milk, butter, eggs and vegetables, to name a few. They carry some diesel to power the 12.5 KVA generator and outboard fuel for the boats, so that some emergency fuel can be supplied if needed enough to get back to Savusavu or Taveuni Island for more.

They are looking at installing VHF radio this year, but in the meantime, call them on mobile phone numbers 9003113, 9353722 or 9320316, or just drop in. You'll be received with quiet island friendliness and a lovely meal, whatever you choose.



GOOD OLD BOAT Around the world in 80 seconds!

The wonders of the internet and speedy electrons bring you instant delivery of the newest copy of *Good Old Boat* magazine. Download yours every two months from our virtual newsstand to your computer or tablet.

Only \$8us wherever you are. No more upcharges for the added expense of mailing outside North America. Our price is your price!

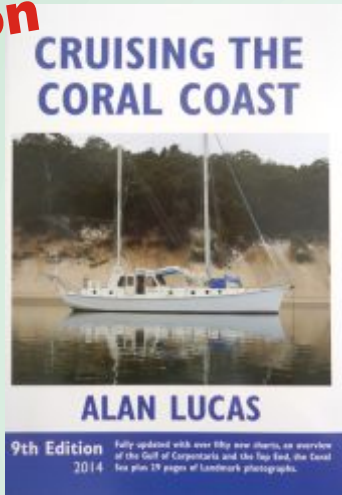
Download the latest edition in a PDF format at the *Good Old Boat* downloads site: www.AudioSeaStories.com

goodoldboat.com • www.audioseastories.com • www.goodoldboat.com • www.audioseastories.com • www.goodoldboat.com

“Must Have” CRUISING GUIDES by Alan Lucas

NINTH Edition
out now!

Fully updated with over fifty new charts, an overview of the Gulf of Carpentaria and the Top End, the Coral Sea, plus 29 pages of landmark photographs.



\$80.00

Sixth Edition



\$80.00

“OFF WATCH”
(a boatie trivia book)
by Alan Lucas



\$25.00

SPECIAL DEAL:
Buy both
Cruising Guides
& OFF WATCH
for only **\$155.00!**

all prices include gst & free shipping in Australia!

The TCP Ships Store

www.thecoastalpassage.com/storebooks.html

mail@thecoastalpassage.com



Use your credit card to order online!

OR

Send cheque or money order to:

OR Use your creditcard by calling TCP

0429 633 069

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

Honda Bf20D & BF15D outboards, service tips introduction

This article is intended for those with some mechanical background. If you can change oil and spark plugs you should be ok but if that's all you can do this will take you to new levels. It also assumes you have a reasonable tool box and if you have a torque wrench in there, all the better.

This article is all about short cut and focus on a particular goal that you aren't going to find in the workshop manual. But having said that the manual is a very good thing to have. If you don't have one, send me an email and I'll give you one, no charge. bob@thecoastalpassage.com

An important item for this article is the substance of choice for corrosion protection. I was recommended to use lanolin but I have also had good luck with 'Anti-seize'. Read the article and make your own choice. I think both items should be part of any boats equipment but there is lanolin and there is *lanolin*. Naturally lanolin is a lighter-yellowish colour similar to the sample at far right but I talked to a production manager for

Woolube brand that I use, the darker one, and he claims they remove moisture to improve the corrosion resistance. In any case I feel the darker-thicker type is better for use on a boat.

The Anti-seize at right is a 18 year old container, I left a lot of it on the Perkins on our old boat. I used it for fasteners on our fore beam on *Scrappy* instead of Duralac (barium chromate) and so far so good over two years on.

So pick your poison or choose your slime!
All of it is better than what Honda used!



Begins next page - 8 more pages in all

Honda Bf20D & BF15D outboards, service tips

By Bob Norson

In a sailing paper? You may have one on your trailer sailer, you may have one on your dinghy, you may have one on your Tri or like us you may have a pair on your catamaran. Or you may just be looking for mechanical tips with broad applications. I took the time and trouble to produce this article for you sailors.

The Hondas are popular. They are relatively light, economical to run, "grunty" and reliable.... but nothings perfect.

Corroding fasteners

"Bob, take every fastener out and coat it with lanolin. Those Honda fine threads will corrode and be a big job to do later". This was from a professional outboard mechanic retired after 30 years. I had a full service coming up so I had to get in anyway and while I was there I would have a look at the fasteners and if I saw anything suspicious I would do the lot.

What mine have that your's may not

I have the extra long leg identifiable by the 6 inch spacer indicated by the red arrow in the photo at right. I also have power tilt mostly hidden in the transom mount. My motors have forward controls and finally, I have the black wingy things that help prevent cavitation bolted on just above the prop. I will mention in text, wherever those things may differ in procedure from the standard.

Strip the beast

In a job like this one where you are going to have to anyway, strip off the plastic covers first. Remove the upper cover by releasing the latch and then remove the latch itself by releasing the stopper ring to allow the pin to be removed (yellow arrow). The pin is the pivot for the latch and also is one of the things that holds the two side covers together. Next the screws...

continued next page



Honda service tips

The visible screws that hold the two halves on are shown by the white arrows. Except for minor details the covers are mirror image. The two screws on top of each cover (green arrows) are inside of the top cover and not shown but the arrows should give you enough direction that you will spot them. No corrosion was spotted in this stage. All the cover screws were removed in an oil and filter change soon after launch and replaced with a coating of anti-seize on them as is my normal practise.



Lower unit/Water pump

First thing, tilt your motor up unless you have a lot of ground clearance to drop the lower unit off the long studs, and put the motor in reverse gear.

Disconnect shift linkage

The linkage between the lever on the motor and the gear box is a rod that splits to allow separating the lower unit. With the machine in reverse the lock nut set is visible in a gap just under the lower cushioned mount on the forward side of the leg. The bottom nut is the set nut and the upper is the lock nut. When separating, **do not turn the set nut.** Put a spanner on the set

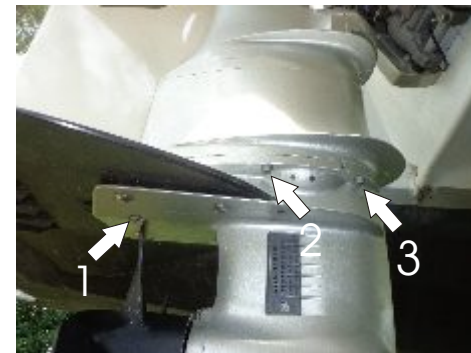


nut to hold it but only turn the lock nut as shown below. If you do it this way you won't need to adjust the linkage later, merely reverse this process. 10mm spanners.



Main fasteners

I like to use a star pattern for loosening fasteners as well as tightening on any large item with four or more fasteners (see page 6 of this article). The lower unit is held on with five nuts, 10mm spanner size. There are two nuts on the opposite side matching numbers 2 and 3.



continued next page

Honda service tips

When you are servicing the fasteners in proper order, check them for signs of corrosion. I found some. Below is a photo of a larger bolt that shows the damage better than the little stuff on the lower unit.



The turquoise coloured stuff on the bolt is apparently meant to be the Honda corrosion inhibitor that does not work. The white stuff on the bolt is what's left of some of my aluminium outboard after being converted to white powder (oxide) by galvanic corrosion. I caught this in time but considering how short a time my outboards were in the water I would suggest this is an important issue for Honda owners.

Don't expect the lower unit to drop off just yet. Chances are you are going to have to insist. It's

Hammer time! Don't use a hammer directly on the metal. Place a wood block against the inside edge of the fin, not the outside edge, and use firm but careful taps to free the unit from the upper section and the studs.



Often times, as shown, this can bring the extra long leg extension with it. The tube in the red circle is the water pipe from the pump to motor. The rod with the dog leg is

the gear box shift linkage. The thing in the yellow circle is the drive shaft bushing support. You can see the shaft protruding through the very top. Non-extra long motors do not have this bushing.



In the photo above is the assembly on the ground. The bush is under a circlip rather buried in grease, as it should be as there is no other lubrication other than water. this bushing will be on my maintenance watch list. So with another hammer and wood block session we have the water pump.

continued next page...

Honda service tips



Water pump/impeller

You now have the lower unit removed. Four bolts on the plastic impeller housing and what you see below that is the impeller liner (white arrow) and inside that is... the impeller. (at right)

These semi-consumable items can last for many years.. or not so it pays to have a look at them occasionally or at any

time you have run them dry or some other misadventure. These are fine so going back in. I didn't disassemble the water uptake parts below the impeller because I didn't have the gaskets to replace and didn't anticipate a problem in there. I did however, remove each fastener in turn and coat with lanolin. Be mindful of the large O ring on the underside of the housing.

The impeller has a slot on the hole to match a little key that fits loosely in a flat spot on the shaft. I used a dab of lanolin to hold it there whilst I slid the greased impeller down. Then comes the liner which is a fun game squeezing the impeller arms into it in the right direction whilst not loosening the key.

On top of the liner is a crescent shaped aperture with tabs on either side. See red circle. The tabs locate the liner to a corresponding aperture in the impeller housing that directs the water up to the motor via the tube. Might take a bit of wiggling but don't even force it.

Grease all fasteners liberally with your choice of slime and tighten.

continued next page...



Honda service tips

Torque specifications/retightening fasteners

The greatest risk an amateur has of trouble here is over tightening and stripping threads. After years of turning wrenches on racing motorbikes and outboards I have a torque wrench built into my right arm and a genuine Snap-On item to back me up. If you don't you should invest in a decent one for working on these motors.

To get specifications... If you don't have a workshop manual for these motors (BF15-20D) send me an email and I will send you a copy free. bob@thecoastalpassage.com In general, fasteners that use a 10mm wrench should not exceed 10 lbs torque. 12mm to 15lbs and 14mm to 20 lbs. There will be exceptions to these but it is a good guideline.

Find threads and slime em!

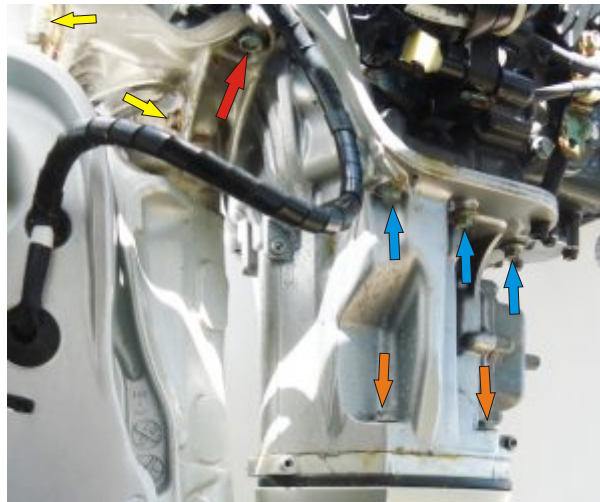
We'll save mounting the lower unit for a while and tend to the greasy

part of the mission. The lower unit studs are held in with a thread lock but if you can twist them out with a vice grip pliers or by locking two nuts against each other, grease them. Failing that I would recommend greasing where the stud and case join in reassembly.



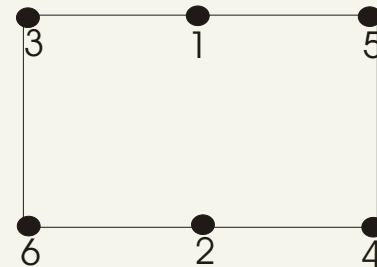
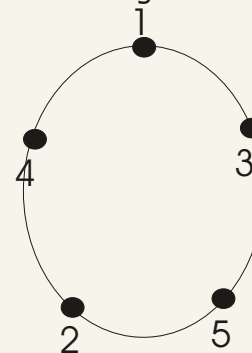
The arrow in red indicates a bolt that I found with heavy corrosion and a hard one to see. The yellow arrows indicate position locking hardware used in cat installation. Mine showed corrosion as they were hastily installed without slime.

All these fasteners are duplicated on the other side of the motor. Rather than just grabbing at random I recommend treating fasteners by sets of what parts they are securing and in a star pattern.



continued next page...

tighten sequence order, reverse order to loosen on rectangle items



Honda service tips

Since you are treating each fastener **one by one** - loosen-slime-tighten - the star pattern isn't as essential as if you were loosening all the fasteners of a set at one time but it is a very good habit to develop as it prevents distortion of the parts.

More on Star Pattern:

The patterns shown on the previous page are a good general guideline and will due in leu of specific manufacturer information. The round or 'star' pattern is how you should tighten your lug nuts on a car wheel. The rectangle is what you would use on a cylinder head for example. The more cylinders the more bolts but the pattern remains the same. You start in the middle and work out to tighten, the reverse to loosen.

Back to the job at hand: As you are going back and forth in your star pattern to service the fasteners that connect the power head to the leg an exhaust part gets in the way and must be removed to allow one of the upper bolts to clear, as indicated by my pointed finger in the photo at upper right. The gasket appears reusable.

All the hardware above the pointed finger is within the engine cover, subject to better, if not



perfect protection. I used visual clues to pick some bits to treat such as the cover screws just above the finger and some bracket bolts because the brackets themselves showed corrosion and I wanted to smear them with lanolin. *Hey Honda, it couldn't cost much to make those brackets stainless or even aluminium because your blue/green stuff that is meant to protect steel from corrosion doesn't work well enough as illustrated above right.*

There are a few more screws on the leg that aren't specifically mentioned previously, like the

ones by the shift linkage rod (below) and the transom mounts. The rule for all fasteners below the motor cover is if you can see it - grease it and the ones inside the motor cover are suspect and bare watching.



When reassembling the lower unit onto the rest of the leg, dab some lanolin onto the water pipe and the shaft bush. The lanolin will ease the joining of the rubber sleeve and metal water coolant pipe and the bush for obvious reasons.

continued next page...

Honda service tips

Valve Lash Adjustment....

So now you have re-assembled the lower unit and greased all the fasteners you could spot... you did reconnect the gear shift linkage didn't you?? ... And while you have the covers off it's time for engine maintenance. This is one time where I must advise.... **Do Not consult the Manual for this Job!** Honda has been doing this wrong for 44 years that I know of. They will instruct you to remove the rope pull and whatever else to get at the timing wheel connected to the cam shaft which is a bigger job than the valve adjustment and the instructions are complex and create opportunities for error.

Here is how you do it....

With the engine cold, put in neutral and pull both spark plugs to make it easier to spin the motor. Pull the 4 bolts that fasten the black plastic valve cover to the engine and pull it aside. It is not necessary to remove the hoses. That gives you the view as of the photo at near right.

Look inside at the cam (blue arrow), directly under the rocker shaft (yellow arrow). Honda had done things slightly different from normal in that the same wide cam lobe (the high-bumpy part) actuates both valves of a cylinder but bends the rocker arms around more to create the timing



required. Now that you have identified the parts get a wrench to fit the lock nuts on the rocker arms (green arrows) and the special tool from your tool kit to fit the adjusting screws (pink arrows). If you can't find it a pliers will do.

See what valves are "off the lobe" entirely. There should be some play between the



rockers and the valve stems that you can feel by giving the rocker a wiggle. Now check to see if that wiggle is in spec by inserting the appropriate feeler gauge between the valve stem and the set screw face on the rocker end. Adjust by backing off the nut until the set screw can be turned to adjust. When the adjustment is reached, the feeler gauge is just snug but can still be easily removed, tighten the nut while holding the set screw firmly and check again as sometimes the adjustment can change when tightened. . Rotate the motor by pulling the start rope until all valves have been checked and adjusted.

exhaust valves on the left, adjust to .21 - .25mm
intake valves on the right, adjust to .15 - .19mm
VIOLA! Done.

continued next page...

Honda service tips concludes

Honda Warrantee

Your warrantee is good even if you do all your own service but do record what you do in your owners manual or some other log. I always make a point to exceed factory specifications.

How to interpret valve wear

Your valve adjustment in first service (20 hours) should be within spec from the factory. If it isn't I wouldn't wait a year till the next check in case you have a factory defect that could leave you stranded somewhere.

Loose valves; except for first service generally means wear of the cam, rockers or valve stems. Look for lubrication failure. Crap oil? Oil not changed often enough? Contaminant in oil?

Tight valves; This can be caused by "packing". The valve head can be deformed outward from slamming into the valve seat forming a tulip shape and/or the valve seat can be mushroomed inward. All causing the valve to protrude inward toward the cam. The cause for this is excessive RPM over a long period. Check your prop pitch.

And one last hot tip.....



How to properly use a hand impact wrench

This is a must have tool if you service your own outboard motors. Don't even **think** about trying to change your lower unit oil without one. Also if corrosion seizes a fastener this could be your last desperate hope before a gas torch!

For screws such as is typical of gear oil drains/filler, make certain your bit fits the screw. If the screw has been damaged or just to get a good fit perfect, remove the bit from the tool and put it in place and give a few taps with a hammer, then leaving the bit in place, bring the tool to the bit and when fitted, firmly rotate the tool handle in the direction of rotation, (counterclockwise for loosening) until it comes to a stop and then hold against the stop.



Then give **one solid tap** with the hammer. If that doesn't break it all the way loose then repeat. It is technique rather than brute force that wins this game.

**Southern
Seas
Marine**



**Supplier of QUALITY
MARINE EQUIPMENT**

www.southernseasmarine.com

**Southern Seas Marine
Gold Coast City Marina
A6/58 Waterway Drive
Coomera, QLD 4209**

**Ph: 07 5502 9666
Fax: 07 5502 9777**

Sailboat Specialists



The Coastal Passage

See the web site for more information and payment details.

www.thecoastalpassage.com/boatsforsale.html

Boats & stuff for sale & rent

**email TCP: mail@thecoastalpassage.com
with photos and text. We do the rest!**

SY New Song



\$45,000 ono



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

2 MARINA BERTHS FOR SALE

14m Absolute Freehold

at Hope Island Marina, Gold Coast

This is a **double pen berth**, ideally suited for Catamaran or use as two single berths. Walk to restaurant's, hotel & shops.

\$190,000

CALL: 0415 162 951

EMAIL: djjokerswild@gmail.com

MARINE INSURANCE

*Are you getting the run-a-round trying to find the right cover?
DG Marine is able to help!*

**From Ferro to Multihulls-
(including Blue Water Cruising)
Also Third Party only!**

get an online quote:

www.dgmarine.com.au

DG Marine - Australian Distributor

dgmarine@bigpond.net.au

0438 563 164

"ARIES" Bruce Roberts "Spray 41" cruising yacht



written valuation \$100,000, will take \$75,000 or nearest offer

Please contact Heather Phone (07) 4156 5323 Email: felicityr48@gmail.com

For more details & photos see: www.thecoastalpassage.com/monohulls.html

Current Australian and Queensland Registration

6mm plate hull, Bilge keels, 1.4mtr. draft with an added fly stern deck. Keel cooled UD4 diesel motor, 175 hp supercharge. 650mm brass propeller with shroud, spare prop. Automatic anchor winch with 300ft galvanized chain. 2ea Anchors. Displacement - 18,000kgs, gross tonnage - 19,500kgs.

Mast is 55ft., 1main sail and 3 furling jib sails, plus 5 onboard winches. Front boom. Enough extrusions for making reefurfs.

10ft Walker Bay dinghy (poly)
with 2 1/2hp Honda outboard motor.

HF & UHF radio
mounted compass
depth sounder
automatic bilge pump
autopilot

engine monitor instruments

GME model GX 558A Electrophone transceiver

Codan HF model 8528 SSB transceiver.

2ea 24 volt batteries for engine starting,
1500 watt inverter, 5ea 60 watt solar panels,

6.1KVA generator,

6 blade wind generator

6ea 12volt Trojan storage batteries.

Oxygen mask for cleaning bottom, fire extinguishers

6 man life raft, (inflatable) & life vests

AQUARIUS 35



One of the cleanest you will find anywhere! Designed by the well known and respected designer Clem Masters. Powered by a Perkins 240 hp diesel, with a top speed of 15 knots, this is a perfect bay boat, particularly for someone who loves fishing.

Moored at Beachmere, Caboolture River. \$110,000 ono
Currently on the hard being serviced and antifouled
Contact Rick: 0413 733 143 email: suebett@bigpond.com

For more pictures and details see: www.thecoastalpassage.com/motorvessels.html



MOULDS FOR SALE *and/or* **SHED FOR RENT**

52 feet Burgess Catamaran

*Would you like to
build one of these?*



**18x12mtr. / 60x40ft.
Power & water
Quiet & clean
Located near south
Tweed Heads, NSW**

**For more info:
ph: 0418 746 773
email: bobburgessb52@gmail.com**



**Finished boat available for
inspection near Tweed Heads, NSW**

**For more info:
ph: 0418 746 773
email: bobburgessb52@gmail.com**

Build A Catamaran



This site will feature building projects from as great a variety of materials and build methods as possible. If it's a cat or any project that relates or enlightens we want to feature it here. How about yours??

Share your experience or learn from others



www.buildacat.com

LIZARD YACHTS

Peter Kerr designs

Plans For the Amateur and Professional Builder
In ALUMINIUM to Survey standards if required
POWER AND SAIL 7m - 15m



www.lizardyachts.com.au

pete@lizardyachts.com.au
0428 857 336

Mobile Yacht Fitout Specialist

* Available on your build site *NOW*

* Design, fabricate and fit of all vessel interiors



Phone: Randall: 0419 448 230

email: <mailto:randall@randall.asia>

Website: www.randall.asia

RainSnare™

Adventurous Duo Launching New Portable Rainwater Collection Concept

Imagine yourself stuck at sea because of mechanical issues, 15 days into an eight day crossing! What would you do if you discovered that your carefully managed and very limited supply of fresh water has been contaminated by salt water?

This is what happened to Australian Captain Martin Papay and his two man crew in 2010 during an ill-fated crossing from Australia to New Zealand.

Every sailor knows that rainwater is pure and drinkable; luckily there was rain, the challenge was how to catch it. It's really not as easy as you might think!

This experience inspired Marty to create a compact, easy to use device to collect rainwater without contaminating it. The result is RainSnare™ (www.rainsnare.com).

RainSnare™ is a portable, foldable, rainwater catching device that can be used on yachts of all sizes to top up fresh water supplies while at sea, or to catch fresh water in an emergency situation; where watermakers or power to them fails; or



water tanks are compromised. RainSnare™ is made of food grade materials; all rainwater caught remains clean and potable.

Marty designed RainSnare™ in Australia and then travelled to China to meet with manufacturers and had prototypes made.

Just as Marty was struggling to come to terms with the complexity of patent law and marketing plans, a Canadian born motorcyclist rode into the Panamanian marina where he was anchored.



Jayne Davidson was in the middle of a 60,000km ride from Alaska to Argentina with her brother Phil when she met Marty. There is no road between Central and South America, therefore the Canadian duo were looking for a boat to take them and their bikes from Panama to Colombia. While they were making arrangements for their passage, they met Marty in the bar at the Marina, and he was soon explaining his invention.

Jayne and Phil had just spent two weeks in the San Blas Islands aboard a 38 foot sailboat called Diva (<http://ultimateride.ca/?p=5091>). Diva is not equipped with a watermaker, and the Canadians learnt first-hand the importance of replenishing fresh water supplies at every opportunity. They had even unsuccessfully tried to use a plastic tarp to direct rainwater into a bucket during a storm.

continues next page

RainSnare™

advertisement

"The moment Marty showed me RainSnare™ I realised that every yacht should have at least one on board. It's not only for emergencies but very practical for day to day harvesting of rainwater. It has also proved invaluable to island based communities who have limited or difficult access to fresh water." Jayne was instantly sold on the potential and using her marketing experience started to help with the patenting process and business planning.

Video of RainSnare collecting water:
<http://youtu.be/5aP-TMgalrw>

A year and a half later, after achieving international "patent pending" status, this pair of unlikely traveling business partners are proud to be launching RainSnare™ to the Australian market.

RainSnare appeals to sailors who live aboard their vessels, both as a way to keep fresh water tanks topped up, and as an excellent gift to bring to island based communities who otherwise struggle to maintain a supply of clean, fresh water.

RainSnare™ gave samples to a community of Ngobe Indians who live near Bocas del Toro in Northern Panama. The mothers had been having trouble with their babies repeatedly suffering from diarrhoea due to parasites in the water collected off the thatched roofs, and the worry and expense of doctor's visits. After being shown how to use the RainSnare™ and to make sure to keep the water catching surfaces clean, the community has been enjoying clean drinking water. The RainSnare's are still being used with great success a year later.



"RainSnare™ is already making a difference, it is a beautiful thing to bring something helpful to the islands" says Marty. "We are looking forward to offering our product for sale through chandleries across Australia."

People can buy RainSnare™ for their yacht and/or to donate one to communities in need at www.rainsnare.com



ADVERTISE IN THE ONLINE COASTAL PASSAGE!



The Coastal Passage



Formatted for easy viewing and reading on computer screens and tablets, but still the same *Coastal Passage* boaties world-wide have come to love!



AD RATES for ETCP (inc GST)*

- Full page... \$200
- 2 full pages (per edition): \$350
- Three full pages (per edition) \$400
- 1/2 page... \$150
- Two 1/2 pages (per edition): \$250
- 1/4 page... \$100
- Two 1/4 pages (per edition): \$175
- 1/8 page: \$75
- Two 1/8 (per edition): \$125

"HOT LINKS" on your web site and email address on your ads - no charge!

*There may be extra charges for production depending on the complexity of ad.

For more information on advertising in the E-TCP go to:
www.thecoastalpassage.com/adweb.html

**Deadline for TCP 72:
April 20, 2015**