



72nd Edition  
May - June 2015

# *The Coastal Passage*



*photo by Jason Gard*



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# The cover photo:

Jason Gard's *Spirit* at "Majestic Anchorage", Fiji.  
See inside to read about Jason's way of navigating the world's seas.

## Contributors



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

Tony Beks, *SY Ragin Cajun*  
Susan Bett, *MY Scallywag*  
Stuart Buchanan, *SY Pluto*  
Jan Forsyth, *U beaut crew*  
Jason Gard, *ST Spirit*  
Steve Halter, *SC Cheetah*  
Sandy Wise, *SC Southern Wing*

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.

**TCP Note: All web site address have been  
"HOT LINKED" for your convenience.**

## 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](http://www.thecoastalpassage.com/issues.html)

**This issue, last issue etc.... Editorial by Bob Norson**

**I Told you So!!** Last issue I wrote an article on how Australians were being misled by media and used Andrew Bolt's bullshit as an example. I figured that for the majority of readers that article would get nothing but a big yawn and a few derisive comments. "There's Bob rabbiting on about some conspiracy again..." Yeah? Well this time an article in a Murdock/NewsLTD paper has aimed a knife right at the heart of every liveaboard cruiser. An article filled with time worn devices to represent opinion as fact- "It is believed..." or what seems to be quotes from fictional people - that if believed by the public will be the tool the authorities (in addition to draconian rules) will use to end our lifestyle for good anywhere on our coast or rivers they want. <http://www.goldcoastbulletin.com.au/news/gold-coast/authorities-powerless-to-stop-maritime-squatters-on-gold-coasts-broadwater/story-fnj94idh-1227280055333>

Fortunately a few liveaboards on the Broadwater have organised and may mitigate the damage. They should be supported and you should join their efforts by becoming members of Australian Liveaboards; we have. [www.australianliveaboards.org](http://www.australianliveaboards.org) I wonder what foreign yachts will think of the bums rush they will get as they sail into the Gold Coast or other "friendly" port.

\* Last issue's report on cyclone damage at Percy Island started a flow of email response that included one with some good photos which we have published this edition.

\* Navigation is up for discussion! A great article by Jason Gard and a very interesting piece by Tony Beks on navigation on the cheap.

\* And then there is the Golden Globe Race which could become the yacht race of the century! A message received today from the organiser states that entries are already pouring in after only a few days!

\* Either Jan Forsyth or Sandy Wise make an issue of TCP worth reading by themselves and we are twice lucky this time. And so much more. We are very proud of this one!



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

Bob Norson: sometime publisher, editor, journalist, advertising, photographer, etc...  
Kay Norson: senior volunteer, ETCP format organizer and semi - retired postie.

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## WIKIPEDIA SUES NSA

Wikipedia is suing the NSA over surveillance programs that involve tapping internet traffic en masse from communications infrastructure in the U.S. in order to search it for intelligence purposes.

The lawsuit argues that this broad surveillance, revealed in documents leaked by former NSA contractor Edward Snowden, violates the USA First Amendment by chilling speech and the open exchange of information, and that it also runs up against Fourth Amendment privacy protections.

In [an op-ed in today's New York Times](#) announcing the lawsuit, Wikipedia's co-founder, Jimmy Wales, and Lila Tretikov, executive director of the Wikimedia Foundation, cited the tens of thousands of volunteers who write and edit Wikipedia entries around the world.

Many of those volunteer contributors, they note, "prefer to work anonymously, especially those who work on controversial issues or who live in countries with repressive governments." The fear that the NSA could be collecting information on contributors, and perhaps sharing that intelligence with other governments, "stifles freedom of expression and the free exchange of knowledge that Wikimedia was designed to enable."

TCP did a web search this day, Mar 12, to find any media outlet in Australia covering this massive story but could find none...NONE!!! Every major media in the USA covered it, UK media covered it, India covered it, The New Zealand Herald covered it but so far no media in Australia.

As far as we know at time of uploading TCP is the exclusive source in Australia of this very important story.

TCP reminds readers that Australia's internal spying regime is at least as pervasive as that in the USA.

More at: [www.theintercept.org](http://www.theintercept.org)  
[http://www.nytimes.com/2015/03/10/opinion/stop-spying-on-wikipedia-users.html?\\_r=1](http://www.nytimes.com/2015/03/10/opinion/stop-spying-on-wikipedia-users.html?_r=1)

## CUSTOMS COVERS UP DOPE BUST OF ONE OF THEIR OWN

According to a recent report by the *Sydney Morning Herald (SMH)* one of Customs boys was busted in Sydney on the party with two mates when he was seen snorting coke on the bonnet of a car with 2 NSW plainclothesmen watching from 3 meters away! BUSTED! He was celebrating his role in a big bust of.. coke.

One mate ran away from the bust; the Customs agent refused to reveal his identity!

He copped a 2 year good behaviour bond and no conviction and resigned his job. That was in 2010. Customs withheld that information which was revealed only with an FOI by SMH.

The bust he was celebrating gets very strange and the accused are still on bail over 4 years later. They sailed into Scarborough Marina in October of that year and were allegedly busted with.. depending on who you believe 400 or 464 kilos of the stuff. SMH say, "The reason for the discrepancy is not clear".

The first trial for the "importers" was dismissed after AFP officers swore on oath some video did not exist but it was found on their own website... DUH!

Their search of a car involved in the bust was similarly unprofessional. They found coke in the boot but missed a bag in the back seat with 25 kilos! It turned up when the hire car company came to pick up their car. The car had been sitting in an unguarded car park.

## SEARCH FOR OIL IN "MARINE RESERVES"?

Tony Abbott and his boys have very quietly signed off on permits to allow a company to look for oil in marine sanctuaries. They are also reviewing the 40 new marine reserves.

The permits may lead to seismic testing off WA where no mining exploration could have occurred without the reviews. The company is from Oslo, Spectrum-Geo. They want to do seismic testing from Geraldton to the Abrolhos Islands.

Source:  
Sydney Morning Herald,  
Lisa Cox,  
April 16, 2015



Take the stress out of boating...



Mackay  
Marina Village  
Great Barrier Reef Queensland

**Breaking News**  
**\*Cruising Credit Package\***

See next page



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# Gold Coast Schemes to Evict Lawful Liveaboards

Hi TCP readers,

Interesting times on the Gold Coast.

Gold Coast Waterways Authority (GCWA) (managing body) have decided to set up a new model mooring system with a new Environmentally Friendly Mooring (EFM). A screw in type with a top rope and shock absorber.

They also want to set them up in a fore and aft buoy arrangement (high density) at Southport. All concerned find this almost impossible to use with limited crew in average weather conditions.

Further to this, they will update and renew their lease arrangements with the lessee (SYC at the moment). SYC have sent us a letter to say that if they get the lease renewal (every chance, as they are the

Info to hand recently - also seems that the Environmental Protection Agency (EPA) has been sicced onto liveaboards at Brunswick Heads with the intention of getting rid of about 15 of them too! They really want to f..... up our lifestyles here.

So we have formed the Association [www.australianliveaboards.org](http://www.australianliveaboards.org) We have met with the GCWA and told them their plan stinks, that their system has no focus on users, that they have discriminated against liveaboard user, despite legislation allowing this - and we have sent a letter to the minister of transport to tell them to tell the GCWA to pull their head in.

**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.

current lease holder), then they will have a "No Liveaboard" Policy on moorings. They also say that they are not going to increase the current level of liveaboards on the marina, effectively saying that all liveaboards currently renting swing moorings will have to leave... all 23 of us! Bugger.

I told you it was interesting times.

See the website here; <http://www.australianliveaboards.org/>, and our

facebook page here <https://www.facebook.com/groups/44365875579948/>

I will keep you all up to date with proceedings, but it would be best for all concerned to spread the word and get on the bandwagon before it comes to a waterway near you.

**Dave Edmondson,  
Yacht Balmaine**

**Thanks Dave,**

*We will try to build support for this. We hope your engagement with local and state government yield fruit soon.*

*Kay and I and most readers of this rag, have a personal interest in the outcome.*

*continued next page...*



# More LETTERS

*continued from previous page*

*Of particular interest was a link on website: [www.australianliveaboards.org](http://www.australianliveaboards.org) (excellent website BTW) to a "scurrilous" article by the Gold coast Bulletin, a Murdock/News LTD paper, regarding the issue. I could not imagine an article that better demonstrates yellow journalism that passes for news in Australia anymore as I complained of in last edition, page 5. I will have more to say on the subject in this edition! See editorial. And just to prove the old axiom... "ya can't please everybody", see below concerning that page 5 article.*

**cheers,  
Bob**

---

## BLOODY POLITICS!

**Hello,**

I have been a keen reader of this publication for over 10 years after stumbling onto a paper copy at a

service station at Bermagui. I really appreciate your efforts and I thank you for keeping TCP going.

I just want to say that I come from Canberra and we get enough bloody politics here. There is always some one promoting their political belief and I am heartily sick of it.

I can't see who wrote that piece in the latest issue but can you please remind them that this is a yatching (sic) publication and that I like many other fans of it love it because it is all about yatchs (sic) and the lifestyle not about bloody politics.

There are plenty of other places that author can vent his beliefs but please can we just focus on what is truly important in this world and that is sailing and the freedoms that come with it.

I thank you for your time and commitment to this great newsletter.

**Guy**  
by email

**Hello Guy,**

*You obviously did not read the article. It wasn't about the authors "political belief". Rather it was about how to spot a political point of view (political belief) hidden in misleading news columns.*

*Part of remaining free is to have confidence that your views, whatever they are, are developed from a base of reliable information. Like a course plotted from a bad chart, unreliable "news" can lead to disaster, or at least embarrassment.*

*"Ignorance is bliss" some say... that's not freedom, that is being a happy drone. Up to you.*

*In future, whenever there is information in TCP that you find distasteful from the headline, you have our permission and blessing to ignore it.*

*Since you are from Canberra, I assume you are in government? I notice you misspelled yacht and yachting in your otherwise tidy letter.*

*Thank you for your contribution and having the guts to speak up.*

**Cheers from the author of the article,  
Bob Norson**

*TCP note: there was no response to our enquiry, "are you in government". Imagine that.....*

*letters continued next page...*

**email received**  
**Subject: Re: Good job**

Nice work explaining this, best explanation on the net!

Thank you!

**Albert**  
**USA**

*Thank you for the kind words! But for which web article?*

**Cheers,**  
**Bob**

Splicing double braid rope.

**Al**

**Greetings Al,**

*Very much appreciated. Notice there are no paid ads on those pages so a nice mail like yours is my reward. Mind if we put above note in the next edition? Wouldn't hurt to remind readers the tutorial is up there.*

**Cheers,**  
**Bob**

**Feel free.**

I was raised by 2 rope makers, Father and Grandfather. In fact my Grandfather had a "rope walk" at our house where he would have his "helpers" make new designs of girth cord. (I also think he wanted to have an excuse to have the

helpers at the house who also did all the yard work, painting, etc).

If I was "good" I got to walk up and down and help the rope twist from 3 or 4 cords into the finished product. I also like to learn about knots and have a collection of really corny "knot jokes."

In my job now I have to be able to tie knots well since I am a surgeon.

**Al**

**Greetings Al,**

*Geez... that's great background!!! very interesting. can we publish this too??*

*And feel free to inflict a corny knot joke on us.... please!*

**Cheers,**  
**Bob**

As far as the jokes, I found them on a web site, don't remember the exact location, but I think they were all copyrighted.

My scoutmaster was a Professor of Civil Engineering, so all of our projects somehow involved pioneering, constructing towers, Monkey Bridges, etc. and he made sure we learned the fundamentals of stress, strain, basic materials science, etc.

Well, OK, not everybody in the troop "got it" but those who were interested got a pretty good basic grounding in this stuff.

I remember one day my Dad picked me up after a



scout meeting and he noticed that we were practising knots with some crappy sisal twine. The next meeting he had a 500 lb. box of rope odds and ends from the mill in the back of the station wagon.

Needless to say. we had a lifetime supply for all our troop's "rope needs."

Even then it was becoming almost impossible to survive financially because the Asian imports were being sold for less per pound for finished product than he could buy the raw fiber from Dupont to manufacture here in the U.S.

**Well, enough of my "yarns"**

**Al**

**Ed's note:** *The "Norson splice" on the TCP website continues to be one of the very top sources of instruction of eye splicing double braid rope in the world. The tutorial is for a splice of my own creation and is simplified so that most any sailor can 'get it'.*

**cheers to all you splicers!**

**[www.thecoastalpassage.com/eye\\_splice.html](http://www.thecoastalpassage.com/eye_splice.html)**

*letters continued next page...*

**Hi There,**

A very long time back when I was about 17, in Mackay, I was the boyfriend of one Sari Cummings. She was the daughter of Doug Cummings, an ex-Broome pearl diver who operated a trochus lugger out of Mackay. The boat's name was (then) *Sari Rizah*, and my (then) girlfriend was named after it, or the other way round :-), I can't now recall exactly.

I found a few pix of the boat, and a partial article saying she had later become the *Pacific Pearl*. I also found an article on the sale of the *Pacific Pearl* in 2010, I think after the owner had died.

There was mention in another article about 'The Islander' (TCP website > *The Percy Saga*) of the *Pacific Pearl*'s owner's wife living on board. Can you please update me as to where the *Pacific Pearl* is now?

**Pacific Pearl same boat Sari Rizah:**

<https://au.groups.yahoo.com/neo/groups/luggers-nq/conversations/messages/511>

**Pacific Pearl photo (facebook link):**

<https://www.facebook.com/pearlingluggers/photos/a.352239201549459.1073741829.352223871550992/352239511549428/>

Regards,  
Les Elmer, Auckland, New Zealand

**Hi Les,**

*I do not know where the boat is now but we can run your letter in the next edition of The Coastal Passage and see if one of our readers can enlighten us. We will forward any info we receive.*

**Cheers,  
Bob Norson**

*letters continued next page...*

**More  LETTERS**

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**Dear TCP,**

Re: Chris Freeman Letter Issue #69: "bad things about using wifi hot spots in its many forms to do banking overseas".

In Addition to Bob's Good Comments, this is what I have found and experienced:

Currently use Free programs Key Scrambler'. So Far, so good.

Also Good Anti Virus Program serves well, is Free AVG .

### **Keylogging:**

This is where hardware or software is installed on a particular computer to record all keystrokes entered via the keyboard. The keystrokes are then retrieved and the stolen login details used by criminals to access online. Keylogging is a risk associated with using the Internet on any computer without suitable or up-to-date anti-virus and anti-spyware software installed. Public computers, such as Internet cafes and libraries, (WiFi), have a higher risk of keylogging as can't be sure of the security measures in place or who else has had access to them. *(Editors note; Key scrambler is a program that encrypts your key strokes and decrypts them when needed by you BUT... it is a US based company so subject to interference by US, UK, NZ, CA, and Australian governments and they are biggest users of key loggers for data theft.)*

### **Phishing:**

Phishing is when users are tricked into revealing passwords and login details. Typically, customers are sent an email, supposedly from their bank or a company they transact with online, asking them to click on a link and confirm their login details. The link takes them to a fake page that looks like their bank's website, where their login details are captured and made available for criminals to use. Some emails are quite sophisticated and include logos that look legitimate. A good precaution is to never follow a link to our from an email-always type the address in or bookmark the site. Never open Attachments in emails unknown to you! . *(TCP agrees, this is 100% good advice)*

**Regards,  
Ian Murray, Langkawi .**

**Hi Ian**

*Good general information but I would caution that those programs may give a false sense of security. Probably effective against most of the criminals but not the more resourceful. AGV anti-virus failed to protect the last windows computer we used it on. And what other code is delivered onto your computer with any program except open source? (Open source are programs whose code is freely available for inspection by anyone, thus preventing insertion of malicious code as it would be detected).*



*And any security program marketed from the USA, AU, CA, UK or NZ are going to be compromised by the respective governments.*

*After living in Asia for most of a year and using public computers all of the time, I never had a problem that didn't originate on the Australian side.*

*Most people won't suffer the targeted attacks that we have had (that could only have originated from government) but with the government's belief that it has the right to monitor all devices, everyone should be concerned or this ugly bird will return to bite you in the ass someday, I promise this. The worlds greatest source of malicious code is our governments and they tend to lose control of who uses it once released.*

*Thanks for your contribution, they are all appreciated.*

**Cheers,  
Bob**

*letters continued next page...*



**Me (Geoff) using the yachties' shower provided by Andrew Martin on the beach.**

# Remembering Andy & Percy Island

Hi TCP,

I was reading with interest on TCP's website all the articles on the history and saga over Middle Percy Island , and it brought back memories of a visit I made there in 1976.

I was crewing (as a 17yr old) on the sloop *Galubra III* owned by Ray Lamb who had previously visited Middle Percy and met Andrew Martin and wanted to visit him again.

On our visit we stayed some three days. Andrew had us on his verandah at the homestead for a goat stew. I recall he wore a pair of red Speedos and walked around with what I believe was an old .303 rifle and a bandolier over his shoulder.

He also took us to a remote part of the island where there were some brumbies that he had semi-tamed and was able to whistle one over. He showed us a small dam in a creek where he was trying to generate hydro electricity for the homestead.

There was a hut on the beach then (before the A-Frame) with yacht names and we hung a sign there with our yacht name *Galubra III*. Ray's previous sign was still in the shed from his earlier visit.

*TCP note: Geoff Heath, the writer of this letter supplied some old photos that we had to give some space to. So his letter and photos are continued next pages.*

*TCP loves this kind of stuff and would be delighted to publish others remembrances and photos.*

More



LETTERS



The handwritten one was on the back of the photo with the yacht I was crewing on, which is "Galubra III".

At Middle Percy Island  
50 miles off Mackay.  
There is a "hermit" living  
on this island - he owns it in  
fact. He welcomes visitors and  
he ~~is~~ invited us up to his  
house for tea. He rides the  
wild brumbies on the island  
and kills goats, picks coconuts  
mangoes, papaws, oranges, etc, catches  
fish (eg. reef cod 40lb). For food.





**The owner/skipper of Galubra III, who had visited Andrew previously in 1971, is the man in the blue t-shirt hands on hips in front of the telephone shed. (photo at right)**

**Regards,  
Geoff Heath, Cairns**



*Thanks Geoff, and in the spirit of remembering Percy and Andy, follows articles by Stuart Buchanan and Allen Southwood that really hit the spot.  
Cheers, TCP*

*TCP NOTE: For more of the facinating history, lore and controversy of Middle Percy Island, click here: [www.thecoastalpassage.com/thepercystory.html](http://www.thecoastalpassage.com/thepercystory.html)*

**TCP #35, March - April, 2009**

# As Time Goes By

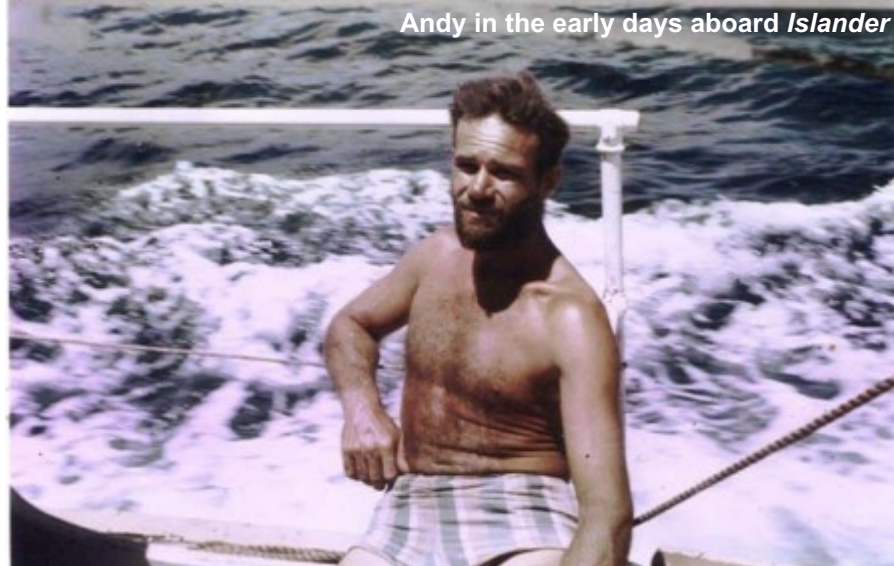
**By Stuart Buchanan, SY Pluto**

With crazily fluctuating fuel and food costs, worldwide economic turmoil, ever increasing traffic congestion, more and more bureaucratic restraints and the constant battle to adapt to new technology, it's often appealing to think of giving it all away and becoming a hermit on a deserted tropical island. Well, regular readers of *The Coastal Passage (TCP)* will be aware that Englishman Andy Martin did that in 1964 when he purchased the lease of beautiful Middle Percy Island 76 nautical miles south-east of Mackay. For 32 years, Andy was self-sufficient, growing his own fruit and vegetables, producing honey, eggs, goat meat and a foul tasting mead that could double for paint stripper.

He sold his excess produce to cruising yachties who called in to West Bay to experience the delights of the island and to leave plaques with their boat's name in the 'Percy Hilton', a large A-frame structure built beside the beach. Andy displayed and sold his produce there with an honesty box for yachties to leave their money. The Percy Hilton had a mezzanine floor almost covered with mattresses, where yachties could sleep in peace away from the sometimes uncomfortable swell that sweeps in to West Bay.

I first met Andy at Middle Percy in 1980 when my wife and I were lightkeepers at nearby Pine Islet. Andy was then an extremely fit fifty-three year old. He rarely wore anything but a brief pair of Speedos, which he even wore into Mackay on his infrequent trips to civilisation. On one trip to that then conservative city he was warned by police to "cover up" as he was a hair's-breadth away from indecent exposure.

Andy in the early days aboard *Islander*



Andy was extremely religious and believed that the end of the world was nigh. He told us that Middle Percy Island would be one of the few places on earth to survive and he, as a prophet from God, would feed and rule his followers in the Promised Land. There would be no doctors or lawyers in Andy's brave new world, because you see, Andy didn't like doctors or lawyers.

Andy's ramshackle homestead, built high on timber stumps, was 4 kilometres up a steep track from the beach. It was completely utilitarian, serving as a farmyard as well as a home. A dozen or so chooks and a few goats were always roaming around the kitchen.

*continued next page...*

Birds flew in and out at will to nest on Andy's extensive book collection. During one of our visits to Andy's house a bird kept flying into a wall cupboard to steal peanuts from a bowl. Andy stood up, waited until the bird was in the cupboard, slammed the door shut and thumped the hell out of the door with his fist. He then opened the door; the bird, dazed and disorientated, took off like a rocket, but five minutes later it was back again.

We arrived at the homestead one day just as Andy returned from somewhere deep in the bush. His two Labrador dogs were panting with exhaustion, long trails of saliva hanging from their mouths.

"Come up and have a cup of tea," Andy said.

We walked up the stairs to the kitchen. Beside the old wood stove, which belched out clouds of black smoke, was an old metal bucket filled with water. The dogs made for this and began frantically lapping up the water. Andy picked up a pot, scooped up some water from the same bucket and put it on the stove.

"This won't take long to boil," he said. "We'll have a cup of tea in no time."

Hygiene wasn't high on Andy's list of priorities.

One day Andy arrived unannounced at the lighthouse; he was carrying a large box of paw paws, limes, tomatoes and honey.

"I've brought over some fresh fruit and vegetables for you," he said.

"Oh, that's very kind of you Andy," I replied. "Thanks very much."

"Yes," Andy continued, "that'll be \$15.20."

We paid him what else could we do.

**A photo with the two Chocolate Labradors that were pets of the island and a couple mates over from Mackay**



Although Andy was almost self-sufficient in the food line, the fortnightly lighthouse stores boat sometimes delivered items such as fuel and flour. His homestead was visible from Pine Islet lighthouse and on stores day if Andy wanted the stores boat to call he would hang two bedsheets from his verandah railing one bedsheet meant he didn't want anything.

To make communications easier, I arranged for an old two-way radio to be sent over to his island. The lightkeepers installed it for him and tuned it so he could call Pine Islet lighthouse. But Andy kept fiddling with the knobs until it was unworkable and eventually we reverted to the old bedsheet system.

Every so often, someone from a yacht would be captivated by the beauty of Percy Island. They'd abandon the yachting life to live with Andy. But there was no lolling around on Middle Percy. Andy saw to that. He would work them hard from morning till night six days a week. Saturday, Andy's Sabbath, was their only time off. Andy wasn't the easiest person to get along with and so most visitors didn't stay long on the island.

One female visitor had a terrible argument with Andy. She packed her two suitcases and walked down the track to West Bay hoping that some kind yachtie would take her to the nearest port.

*continued next page...*



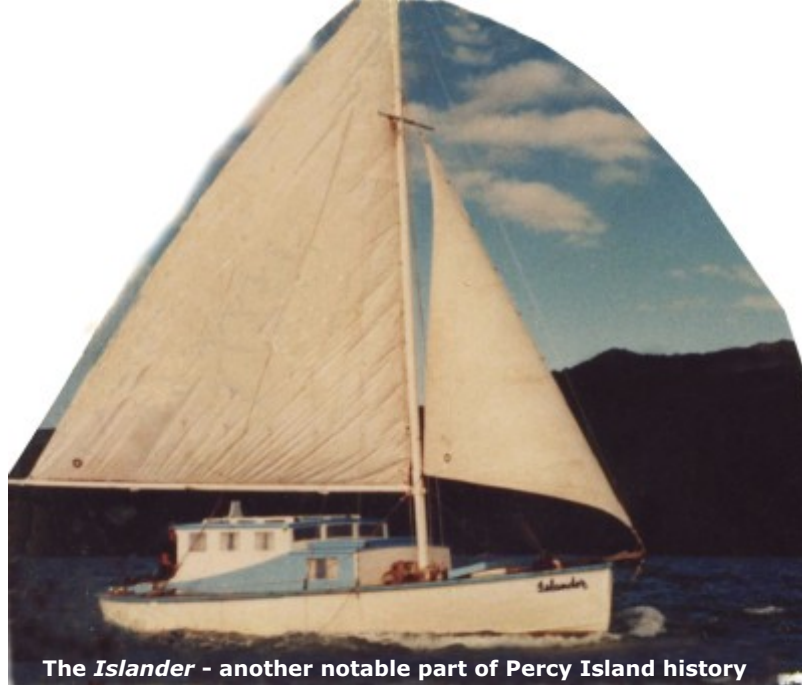
There were no yachts there, so she spent the night on the beach. Next day, as she was just about to swim 2 miles across the channel to Pine Islet lighthouse, she saw a dinghy heading towards the beach. It was Ted Myers, the Head Lightkeeper. Ted took her back to the lightstation, where she stayed until the lighthouse stores boat arrived the following week.

Andy had a few emus on the island, one of which he called his 'dancing emu'. Andy would squat down on the ground with a bowl of seed in front of him. The emu would stroll over to the bowl and begin to eat. Suddenly, with one hand, Andy would grab the emu by its long neck, jump to his feet and hold the giant bird at arm's length. As the emu tried to break free, lashing out its huge powerful claws in an attempt to disembowel his captor, Andy would hop from one foot to the other while going around in circles, singing:

"Take your partner by the hand!"

Eventually Andy would release his grip; the emu would vigorously ruffle its feathers and disappear into the bush, while Andy rolled on the ground convulsed with laughter.

Another emu had the bad habit of trying to mount anyone who crouched down. One bloke who was staying with Andy, was bending over cutting firewood with a chainsaw, when the emu did his thing. The bloke got the shock of his life, stood up and quickly turned round, accidentally cutting off the emu's head with the chainsaw. Well, that's his story – and he's sticking to it.



**The Islander - another notable part of Percy Island history**

tap dance with their hooves.

"I've given you the back legs," Andy said. "They're the best bits."

The young couple's eyes were nearly popping out of their heads and their mouths were hanging open in disbelief. To them, meat came in neat little polystyrene trays covered with clear plastic.

During one visit to Andy's, a young, refined and well-spoken couple arrived at the homestead. They told us they were returning to Sydney on a racing yacht that had taken part in the Hamilton Island Race Week.

"We've been told that you sell goat meat here," the young man enquired politely.

"Yes, that's right," Andy replied. "Would you like some?"

"Yes please," the young man and woman said enthusiastically.

"Well," Andy continued, "come up and have a cup of tea before I get it."

After the tea was drunk, Andy said:

"I'll go and get that goat meat."

A few minutes later there was a loud rifle shot that made everyone jump from their seats. Shortly afterwards, Andy, covered in blood, walked into the kitchen carrying two goat legs that still had the hide on. He tossed them into the stainless steel sink, where the legs continued to twitch, producing a nervous

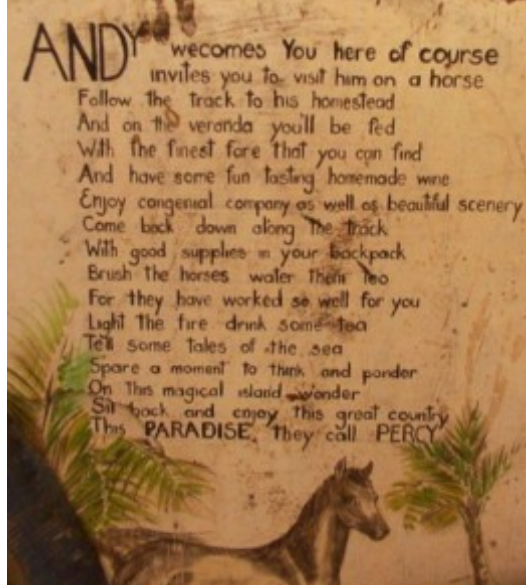
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Shortly after my first book *The Lighthouse Keepers* was published in which I described visiting Middle Percy and meeting Andy, Andy wrote to me saying he had been offended by my description of him as a 'hermit', and demanded that I never refer to him as that again. I replied saying that in the Macquarie Dictionary a hermit is described as 'any person living in seclusion' and thought that aptly described him. However, I continued, out of goodwill I'll agree to your request and from now on refer to you as a NUD (Non Urban Dweller). I didn't receive a reply.

The last time I saw Andy was in 1996. Years of hard physical work had taken its toll. He could do little more than hobble around aided by a walking stick. Fortunately for Andy, eight years earlier a young couple, Jonathan and Liz Hickling interrupted their cruising lifestyle to reside on the island and help Andy; they were now doing all the work.

Towards the end of 1996, Andy, who had written a manuscript about the approaching end of the world, returned to England in an attempt to have the book published. Before leaving Middle Percy he told the Hicklings that he would sign over the lease of the island to them.

Then along came Mick Cotter who, as a teenager, had lived for a while on Middle Percy Island with Andy. Cotter got Andy's address in England and flew over to see him. Cotter told Andy that the Hicklings weren't looking after his island properly and persuaded Andy to return to Australia and sign over the lease to him. He paid \$10, with the promise of a further large



A little message left behind at West Beach, Percy Island

sum that was never paid. At the time, the lease of the island was valued at \$320,000.

Disillusioned and dispirited, the Hicklings left the island. Cotter moved in and according to a television current affairs program he and some friends began growing a certain product that was much more than vegetables. Andy, after receiving some medical treatment for schizophrenia, sought legal advice about overturning the lease agreement. Andy died in 2003 a sad and broken man, but before he did, he bequeathed the island lease - if it was ever won back - to his cousin Cathryn Radcliffe.

After five years of legal proceedings, on 19 June 2008 a judge found that Cotter had exploited Andy. He ordered that Cotter leave the island by 31 July 2008 and that the lease be transferred to Andy's cousin Cathryn.

However, it's not yet time to break out the Percy Island mead to celebrate. The island's lease expires in March 2009 and the Environmental Protection Agency has expressed interest in taking over the island.

Whatever happens, Andy's era has gone forever. He might have been as mad as a hatter, but he was a unique and colourful character who, over the years, provided much enjoyment and hospitality to thousands of visitors. I feel privileged to have known him. There is no doubt the Queensland coast is a poorer place without Andy Martin.

# Percy Island before Andy Martin

By Allen Southwood, *Abrolhos Pearl*

On reading the last issue of T.C.P. (TCP #45, November - December, 2010) about the latest group on Percy Island it shook a few old memories loose in my decaying cortex.

My first visit to the island was about 1957 as a 16 year old deckie for the trip aboard the MV *Silverwake* with the owner, skipper Rex Risley, affectionately know behind his back as "Grisely Risley". The boat was a 48ft. sharpie v bottom, an ex fishing boat fitted out as a charter vessel and powered by a Gardner diesel. Her nick name was the "shiver & shake" although I did not think she deserved it. She was well maintained and regularly punched down to Percy Island & Pine Islet with stores in 25/30 S.E. , as it was when I signed on; I must have looked a bit frightened, Rex told me many years later.

After unloading our stores into the 15ft. dory on a net, then hitched to a boom on the cliffs of Pine Islet. As the swell lifted so did the load; it was a tricky operation. Then it was up anchor and move to West Bay at Percy Island

*Percy Island - beautiful then, beautiful now*



*Photo by Beth Freeman*

where we unloaded stores by dory, then we took the dory into the creek to be met by Claude White, one of the original brother's who held the lease. Claude had two logs ready to load into the dory, each about 12ft. long and a foot thick to go back to Mackay. They must have been valuable, as I think when they sold that payed the bills. It was not an easy task loading them aboard in the swell that inhabits West Bay.

We departed & caught a feed of Red Lippes at Sphinx Island on the way home and tied up at Paxton's wharf in the Pioneer River on the rising tide on Sunday night; not bad for a weekend s work.

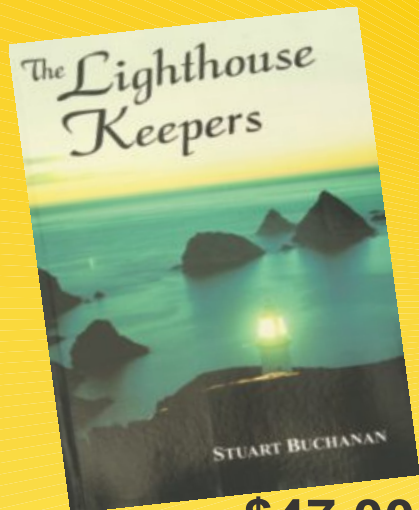
Sadly, Rex passed away recently. He wasn't so much "Grisley" as a straight shooter and over the years was a good friend to me. It must have been only a few years later Claude & his sister moved to the mainland due to old age & ill heath I suspect.

Soon after that Andy Martin arrived in Mackay Harbour aboard his boat *Southern Maid*," a steel 50ft.cutter or sloop; to me it was the ultimate.

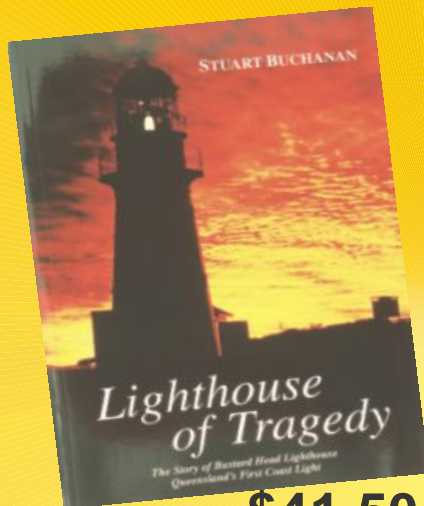
**AND THE REST, AS THEY SAY, IS RECENT HISTORY.**



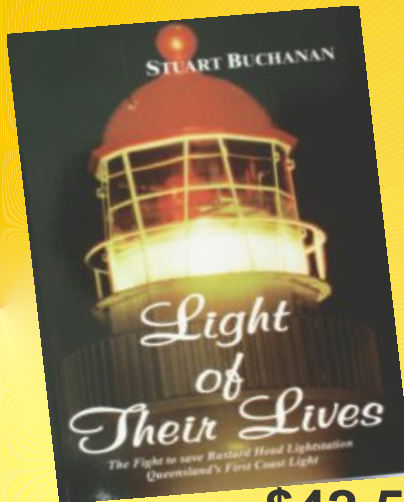
# Books by Stuart Buchanan



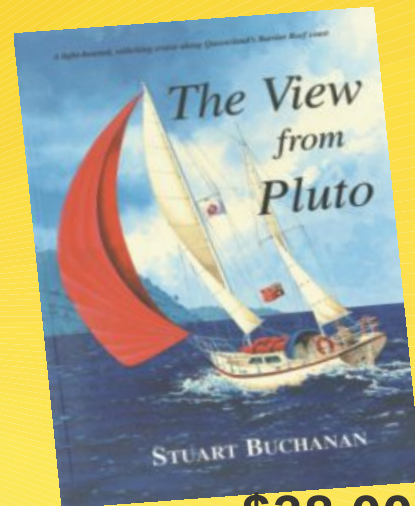
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# Stepping back to the golden age of solo sailing



**Robin Knox-Johnston aboard *Suhaili* at the finish of the 1968 Sunday Times Golden Globe Race**



**Photo: Bill Rowntree/PPL**

**Dateline: 22<sup>nd</sup> April 2015, London:**

**To mark the 50th anniversary of the first solo non-stop circumnavigation under sail achieved by Sir Robin Knox-Johnston during the 1968/9 *Sunday Times Golden Globe Yacht Race*, a new Golden Globe Race is set to start from Falmouth UK on June 14, 2018 the same day that Knox-Johnston set out on his epic voyage 50 years before.**

The announcement is significant, marking the 46<sup>th</sup> anniversary of Robin's victorious return to Falmouth in 1969, as the sole finisher in the original *Sunday Times* event.

The 2018 Golden Globe Race is very simple. Depart Falmouth, England, sail solo, non-stop around the world via the five Great Capes and return to Falmouth. Entrants are restricted to using the same type of yachts and equipment that were available to Sir Robin in that first race. That means sailing without modern technology or benefit of satellite based navigation aids. Competitors must sail in production boats between 32ft and 36ft overall (9.75 10.97m) designed prior to 1988 with a full-length keel with rudder attached to their trailing edge, similar in concept to Knox-Johnston's *Suhaili*.

Australian adventurer Don McIntyre, founder of this 2018 Race says: "The overriding aim is for a race where adventure takes precedence over winning at all costs; one where sailing skill and traditional seamanship, rather than modern technology and outside support, gets you round, and where the achievement truly belongs to the skipper."

*continued next page...*

# 2018 Golden Globe Race Chart



***"You can enter this GGR in a perfectly ordinary seaworthy boat". Sir Robin Knox-Johnston***







## A quote from Don:

*"I hope once again this will fire peoples imagination to get out into the real world and do things instead of following the virtual world."*

**Don McIntyre, the Australian founder of the 2018 Golden Globe Race**



**Don McIntyre's Tradewind 35, one of 13 traditional long keeled production yachts; the type approved for the Race.**

McIntyre who completed his first solo circumnavigation in 1991 and more recently retraced Capt. Bligh's *Bounty Boat* voyage from Tonga to Kupang, West Timor in a similar open boat with minimal rations. He intends to compete in the Race with his Tradewind 35 *Betty*, one of 13 traditional production yacht types approved for this race.

Another entrant is British yachtsman and adventurer Chris Jacks from Liverpool. Last Autumn, he climbed the summits of 92 Wainwright mountains within 40 days equivalent to climbing Mount Everest twice.

Two more sailors, one from Australia, the other from Germany, have so far expressed keen interest to compete and are currently finalising their plans. The 2018 Race is limited to a maximum of 20 entrants.

The challenge is pure and very raw for those who 'dare', just as it was for Sir Robin, navigating with sextant on paper charts, without electronic instruments or autopilots.

Sir Robin Knox-Johnston says: "I'm a great believer in the freedom of the individual. I think this race is a great idea, giving an opportunity for those who want to do something special with their lives. You can enter this race in an ordinary seaworthy boat and know that success will be down to personal drive and determination, and not to the biggest budget. I intend to be at the start with *Suhaili* to celebrate this anniversary and expect to be joined by two other yachts that competed in the original Sunday Times Race."

A prize purse of £75,000 has been budgeted for the 2018 Golden Globe Race, and all who finish before 15:25hrs on 22<sup>nd</sup> April 2019 (the anniversary of Sir Robin Knox-Johnston's finish) will receive a *Suhaili* trophy and a refund of their entry fee.

**For more details on this historic race see:**

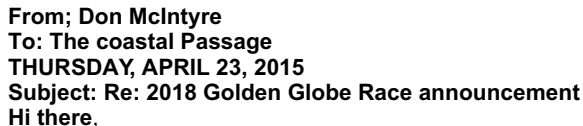
**<http://mcintyreadventure.com/goldengloberace>**



**When someone like Don McIntyre 'requests' that... you just have to take his word for it, so here it is.. unedited, 'RAW' and natural.**

## <<<Don McIntyre

**Bob Norson>>>**



I think you may get this Press Release already from our UK media manager??...but I love the coastal Passage and wanted to make sure you got it. All the very best

**Thanks,  
Don McIntyre**

**To: Don McIntyre**  
**Subject: Re: FW: 2018 Golden Globe Race announcement**

No we didn't get this yet so thanks for wrecking my day. I nearly cried when I read this...  
GOD I would love to be in it. I am glad that it exists at all though.

*So Betty will be put to good use. Good. We read on your web site about the disappointment in finding a crew for her (Voyage of Imagination - TCP 69). Things and people are different now then when we were younger?*

*We are producing a new edition now so it will be in it for certain. and thanks for your kind remark about TCP*

**Thanks!**  
**Bob**

Hi BOB..

We have not met but you sound like a guy from my own inkling...it shows through in what you do and what you put out to the people...a feel which is quite different than people doing things as a job...but rather someone who has passion...so keep at it hey!!...

Yes I am excited about the GGR...interesting is that it just went viral overnight...with some extremely favourable comments around the world so I recon we will have more than the original 9 at the start line...we had over 800 people check out the Youtube clip in the first 16 hours and we are now lifting off the sailing pages into mainstream media...I hope once again this will fire peoples imagination to get out into the real world and do things instead of following the virtual world...but also I am sure many will live their own dreams through this so all good...and yes BETTY is going to have some fun that is for sure!!!!...

All the best..and I will make sure I keep you up with what is happening..

**All the very best for now...Don**

continues next page>>>>>>>>

## McIntyre and Norson continues

**Hey Don,**

*Passion... well I am very pleased at that remark, especially considering the source. Anything less than 100% means you aren't doing it right or doing the wrong thing altogether.. one or the other. I look forward to meeting some day. I am encouraged that your response has been so hot right off the blocks. That says volumes of something good. It is so easy to be disappointed in the world lately... you've maybe planted a rose in a garbage heap.*

*"I hope once again this will fire peoples imagination to get out into the real world and do things instead of following the virtual world.."*

*May I use this quote?*

***Cheers,  
Bob***

Hi... :)  
Most definitely...my passion in life is to support adventure...  
all the best...  
**Don**

**Thanks  
Bob**

**Hey...just a special update for you..lol....**

Seven days after the launch of the 2018 GGR in the UK the race intro video has received over 4000 views and I have received emails from over 50 interested sailors. I now have

17 confirmed letters of intent with deposits ready to enter the race on July 1st when the Pre-Notice of race is issued and applications for an invitation to compete are officially available. They come from all over the world and without exception are from serious sailors, including two women and two high profile national solo world record holders and your average cruising Joe. I think we will need to increase the max fleet size! And we certainly have a race!

I need some sleep..lol..Just wanted to let you know

all the  
best..  
Don

*I knew it!! It's grabbed me hard and I can't imagine me being unique. I know the feeling you'r having I think. That relief of tension when you know it isn't just going to be ok but rather a roaring success! Will the boats display sponsorship logos/messages? It would be the only way I could do it. We've had some financial setbacks the last couple years and I couldn't afford to finance it alone. There must be a way.....!!!!!!  
Ahh, I can dream but deadly serious intent... if I can find a way I will go.*

***I don't know how you can sleep after tormenting me like this!***  
**Bob**

**HEY!!** wow...

Well if you are a dreamer like me get into it for sure..it is going to be fun!! So when you get a quiet moment get onto the [www.GoldenGlobeRace.com](http://www.GoldenGlobeRace.com) web site...and go through all the pages...it is all explained and also about sponsorship..we are opening up more exposure for individual sponsor on competitor boats...mainly adding to all the existing opportunities...all spinnakers are free to sponsors....One headsail can have hand written people signatures...there is a 2meter by 1 metre panel on the mainsail for sponsor -

*continues next page>>>>>>>>>>*



# McIntyre and Norson continues

exposure...along the gunwhale...on the boom and boom cover, any clothing, and flags are OK , boat name can be a sponsor...that is about it...but the first thing is read all the web site...there are a few good boats for sale in Australia too at the moment...another Tradewind 35 in Qld...a saga 34 in Victoria...a few Westsail 32's..a really nice Vancouver 34 in Sydney with DBY brokers... but just over \$200,000??..most are on yacht hub and dare I say it there are probably others in Queensland out there...you should get your readers to do a crowd funding for you...you may be surprised at the reaction cause I think there are many that know what and why you are doing coastal passage..you never know ..lol...

Anyway all the best...happy to chat any time...we currently have two Australians...I am one..and about three others seriously looking at the moment...

All fun...keep the dream alive hey!!...all the best for now and good luck...I really hope you do this.. :)

**Don**  
.....

*Ooohs more on your site than I caught, sorry to bother you with that. was busy reading your rundown of budget with Betty. So especially.. thanks for the info. Was thinking of buying boat in the USA and selling upon finish.. as I would not need it here anyway. just built a 12 m cat, very comfy for us. At least my boat building and refitting experience would help the budget part. You may go to sleep now! where ever you are?*

**Cheers,**  
**Bob**  
.....  
**Hi...**

United states is a good idea...but with the dollar at the moment UK and Europe are even better...if you can afford the capital ..you could very easily buy a Boat in UK...do the refit

and then sell it at the end and it would cost bugger all!!.....you just need to find the capital for the ride!!....good luck hey!!...

**Don**  
**HIU...**

Just for some more dreaming we are going to approve the OE#@ yachts ..they are pretty cool boats...so you can put these on your list??

**Maybe...Don**  
[www.sailboatlistings.com/view/12816](http://www.sailboatlistings.com/view/12816)

.....  
**Morning Don,**  
  
*that boat looks the business alright. I just buzzed briefly through boats for sale in Florida. Lots of em there and going cheap! This bloody TCP distracts from fun stuff. About 90 pages to proof read today.*  
*What kind of person poses for a picture of their boat for sale??*  
*I've got the bug, no doubt. I now must go through the stage of assessment and strategy, what will it take and how best to go about it. I did figure the boat should return most of the money invested in it.*  
*My health is good in fact ocean time would be beneficial to me with a condition that I have.*  
*Money will be the make or breaker. First how much would I need and how much can I expect from outside sources... but everything waits till the TCP work is done otherwise I waste your time asking questions already anticipated and answered on your website (again).*  
*A sail from US east coast to UK would be good shakedown. For me and the boat. \$US to \$AUD is improving lately.. I hear .80 cents. But keep teasing me with fresh info... I love the abuse!*

**Cheers,**  
**Bob**

**McIntyre and Norson**

**HI!!!!**

I am smiling here...you need to reproduce your emails to me in the Coastal passage NOW>>>as raw as it is.....it is a GREAT story...and your readers will love it all from day one..

I kid you not..it would be something FRESH and EXCITING..and as you say you are not like all the others out doing it for the advertisers.....it brings a VERY human face to it all and would inspire many...so I look forward to all this in your pages...keep at it..life is uncertain as we all know...and dreams only turn to regret from inaction but I must say..you have a great plan and you are obviously into it...you have already discovered one of the KEY ELEMENTS that I am protecting after the enjoyment of the sailor...that is to keep the boats as real boats at the end of the race so you get your investment back!!...this bit is another unique part...they are all great boats hey...

**Good Luck...I want to see this in your mag!!..  
Don**

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# The Andaman Islands



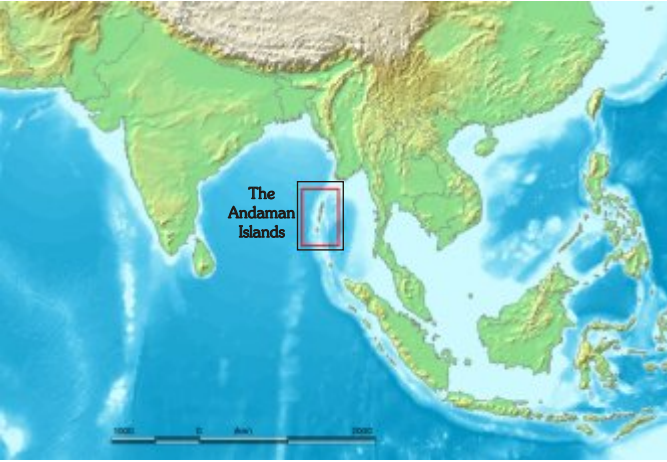
*Southern Wing (right) at anchor at Havelock Island*

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

**I had heard about the Andaman Islands many years ago before I had met Phil and thought they sounded very exotic. If someone had told me that one day I would be sailing to this picturesque group of islands in my own boat I would have said, "Yeh right, and pigs can fly!".**

**Back then I had read that you could not go to the Andamans because the indigenous people would spear anyone who stepped foot on their shores. While in Port Blair the authorities told us that getting speared was still on the agenda and that the North Sentinel Island group was out of bounds to yachty's. However, many other areas of the island group were open to visitors.**

*continued next page...*



The Andamans are situated in the Bay of Bengal to the south west of Myanmar (Burma) and to the east of India. From the Surin Islands in Thailand, which was our jump off point, they are approximately 350 nautical miles to the west. There are 325 islands that make up the archipelago. The islands are unique in that they are the home of the only known group of people (Sentinelese) who have no contact with the outside world (well so says Wikipedia).

I liked Port Blair from the moment we set foot ashore. The culture is very different from the rest of South East Asia. I was not aware until recently that the islands belonged to India. Port Blair was originally set up as a penal colony by the British in 1789 but was abandoned 7 years



**Arriving at the Andamans**

later due to disease. In 1857 the British government proposed another settlement to house the increasing number of political prisoners from the Indian freedom movement. This was situated away from a saltwater swamp which was thought to be the cause of the disease that closed the original colony. An infamous prison called the cellular jail was the home of many atrocities against Indians who had been fighting for independence from British rule.

*continued next page...*





**Main street Aberdeen  
Trucks, cars, motorbikes, Oh ... and cow**

Coming back to the present day, riding in the tuktuk to the local market in Aberdeen was an experience. Passing a bike that was passing a truck on a blind corner did not seem to be a problem. There did not appear to be any road rules and "whatever" seemed to be the go. However, there was one rule and that was... "Don't hit the cow!" Of course all the cows knew this. Goats also had a privileged position in the hierarchy of street life although the ones in the live market were not given the same consideration.



**A Port Blair taxi**

After having a good look around Port Blair we sailed over to Havelock Island. Here the water was beautiful and clear so we cranked up the water maker and topped up our tanks. After doing some washing and boat chores we went for a walk on the long white sandy beach which was lined with tall, majestic looking trees that had obviously escaped the the axeman's stroke of long ago. Inland from these trees, beetle nut and coconut palms had been planted. On our way back to the boat we took the path among the trees and ran into an elephant. Well, not quite. We actually had to step aside and let him pass. It was obviously his track and we weren't arguing.

*continued next page...*





The next day we hired a motor bike and the lady asked us if we knew that it was a holy day. Which of course we did not. She explained that it was a festival that celebrated brotherhood and love through colour, ie the throwing of coloured powder. She placed a dab of red colour on our foreheads and sent us on our way.

We got to the top of the hill and a group of young people came out into the middle of the road waving their hands madly for us to stop and proceeded to throw red, green and purple powder all over us, while shouting "Happy Holy Day". We were attacked by these happy, laughing, powder throwing, lollypops all the way over to the other side of the island. There we had lunch and after touring the island returned our



psychedelic bike to its home, apologizing to the lady for its condition. She just laughed and said "Happy Holy Day".

From Havelock Island we travelled around some of the other beautiful islands of the Andamans in the company of a couple of other catamarans that arrived at the same time we did. Jeff and Marin on *Amarillis II* were good company and made the trip extra special by welcoming Sarsha onto their boat every time we came to visit.

Our time in the Andamans soon came to an end as we were due to meet our friends on *BackChat* at the top of Sumatra to begin our next adventure down to Sibolga and the outlying islands of Sumatra's west coast, but then that's another story.

# More photos from Sandy Wise



**Three cool cats anchored in the beautiful waters off Henry Lawrence Island**



## Henry Lawrence Island



## Local fishing boats Havelock Island







**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**

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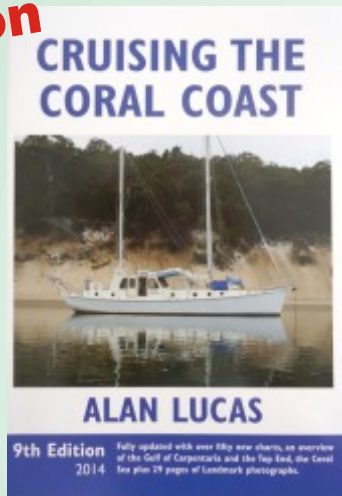
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# Navigation - what one sailor has learned

**By Jason Gard, *ST Spirit***

People often ask what our primary navigation method is. Over the years which, have entailed many boats not just *Spirit*, both small and large 24-60mts, we've come across a lot of different navigation systems.

Since the advent of satellite navigation and more recently the iPhone and iPad, things have seriously changed.

Now most marine navigation companies have released apps for iOS and also android operating systems.

So there's plenty to choose from and it really does depend upon what you like - they're all pretty good.



***Spirit* navigating around Musket Cove, Fiji**

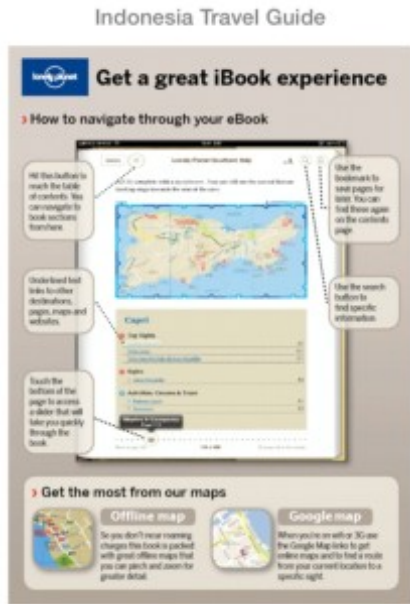
***Pat Wilkie photo***

*continued next page...*

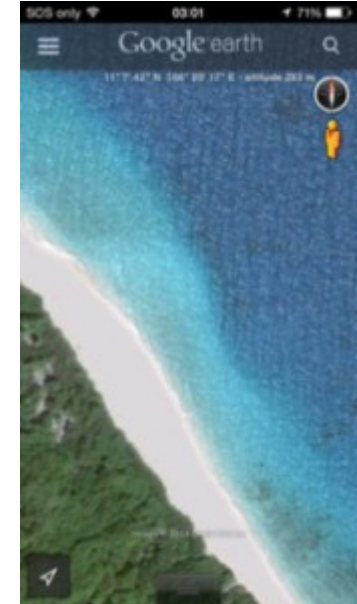
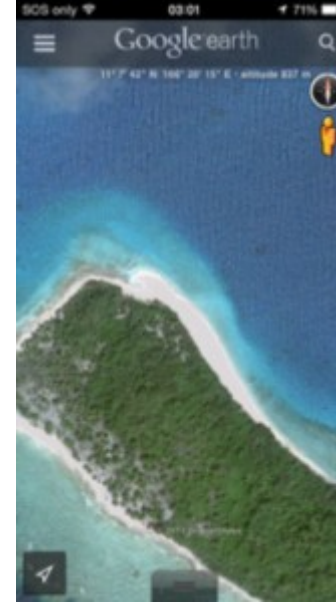
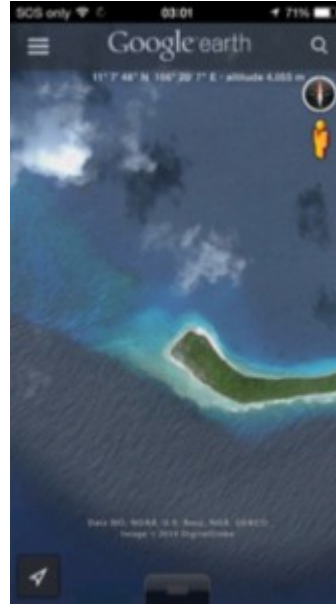


## "Navigation"

Onboard we use as many different forms as we can to find out as much as we can about the places we visit. We use guides and websites such as Noonsite, Imray(UK chart supplier)or, say for instance, the book, *Pacific Crossing Guide* to get the low down on places and the anchorages offered.



**iBooks copy of Lonely Planet Guide for Indonesia.**



We use Google Earth a lot to look for shoals and what bays offer the best protection, this is probably becoming one of our main tools to discover new places as the further afield you go the less accurate charts normally are and Google or any other mapping service shows every bay in true detail.

The photos above illustrate the high definition of some areas covered by Google. You can clearly see the nice anchorage to the north of this island. And by zooming in can see clearly there is deep water and no fringing coral off the beach making it a great spot to stop in winds from a southerly direction.

*(TCP note: Google states that their images are not to be used or relied upon for navigation. Jason uses their images in this discussion to embellish detail of navigation.)*

*continued next page...*

We use The Lonely Planet Guides to read up about the place, people and history and also Wikipedia as it has some great up to date information with interesting facts about population, main sources of income, historical facts and seasonal weather conditions.

SQS only 03:08 68% en.m.wikipedia.org

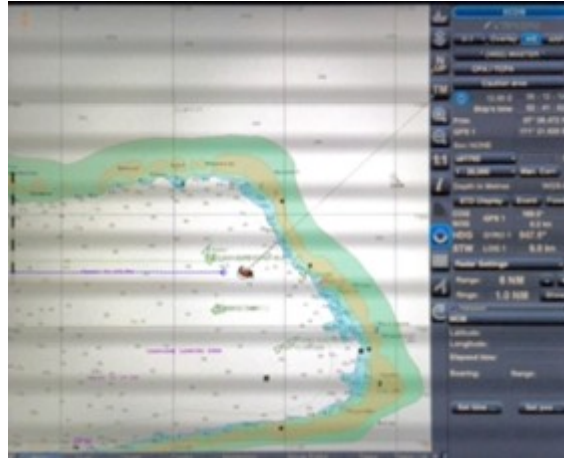
Marshall Islands	
Demographics	
Population	30,000 (as of 2008)
Density	2,618.56 /km <sup>2</sup> (6,782.04 /sq mi)
Ethnic groups	Marshallese

**Majuro** /*mædʒəroʊ*/ (Marshallese: **Mājro**, *[mæz(ɛ)ɾoŋ]*<sup>[1]</sup>) is a large coral atoll of 64 islands in the Pacific Ocean, and forms a legislative district of the **Ratak Chain** of the **Marshall Islands**. The atoll itself has a land area of 9.7 square kilometres (3.7 sq mi) and encloses a lagoon of 295 square kilometres (114 sq mi). As with other atolls in the Marshall Islands, Majuro consists of narrow land masses.

The main population center, also named **Majuro**, population 25,400 (as of 2004), is the capital and largest city of the Republic of the **Marshall Islands**. Majuro has a port, shopping district, hotels, and an international airport.

## Left is the Wikipedia page for Majuro in the Marshall Islands

When we approach a destination if it's during the night or if we feel it prudent we'll use our radar; this is a great way we are able to check the electronic charts against something independent from them. And we will use paper charts if we're in doubt of a place and not familiar with it or we're not happy with all the information we have at hand when making an approach. We also use paper for long passages with daily noon plots on passage.



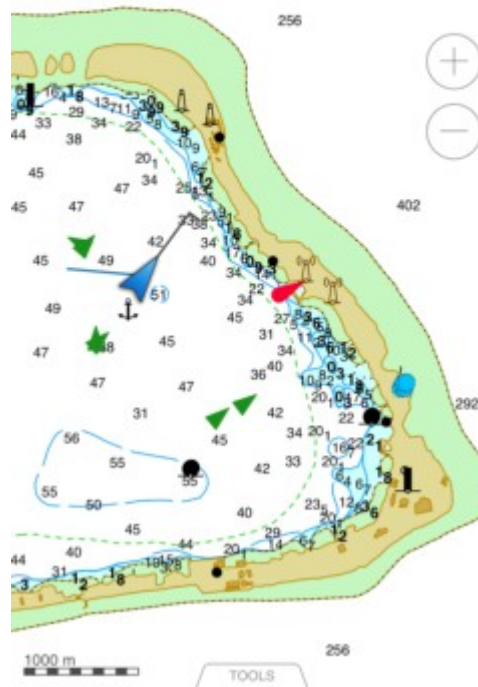
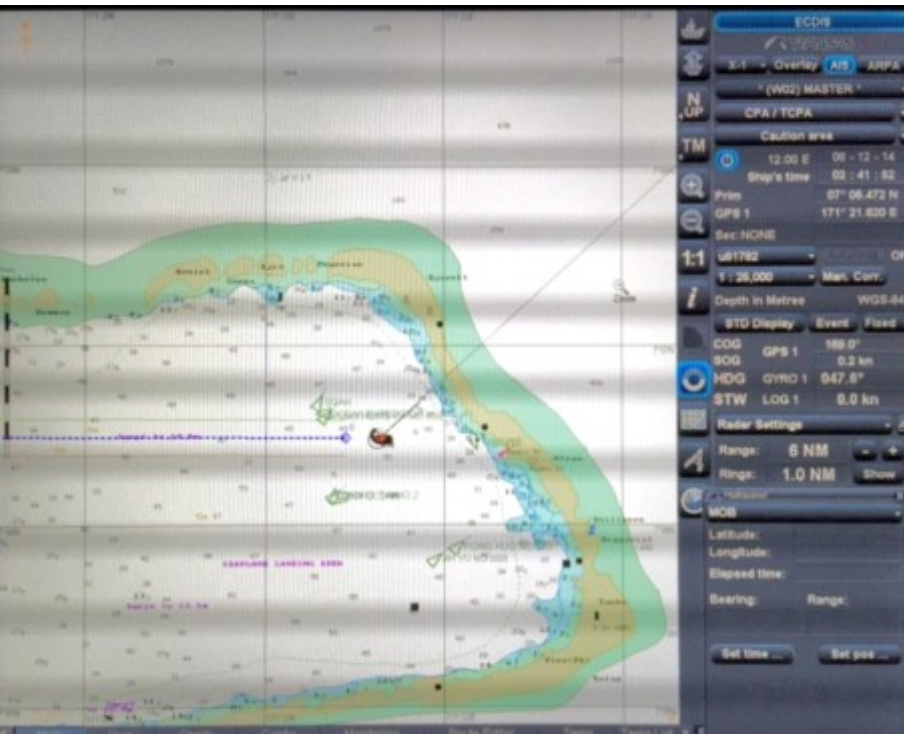
The two photos left give you an idea of the radar image and chart plotter image that you'd hope and expect to see when near land. They clearly correspond to each other.

Onboard we have six independent GPS navigation systems and they should always correspond to each other and to the surrounding information we are receiving from sounders, local navigation lights and the lands profile as we get closer.

With the recent Volvo running aground it seems crazy to rely on electronic charts but one must remember that when used correctly they can be incredibly reliable and accurate.

There are ships now running around the world that use only ECDIS (Electronic Chart Display and Information System) with no paper charts onboard at all, those systems all have to comply to strict IMO rules and regulations but this shows just how good these systems have become and some of the charting systems we will mention use these same charts.

*continued next page...*



Far left is a screen shot of a fully compliant ECDIS system and left is a screen shot of iSailor on the iPhone which uses basically the same electronic charts. Both systems are made by Transas.

To operate electronically it's better to fully understand the limits and use caution when passage planning to reduce the inherent risks involved.

When close to land or shoal water you have to be even more prudent.

There have been many yachts run aground because of zoom issues with electronics charts and the issues have only been there was lack of understanding when it came to knowing the programs limits.

*continued next page...*





Above you can see a zoomed out screen shot of iSailor showing the area around Tonga. Notice to the west of the Vavau Group the writing of Late - this is an island.



Above you can clearly see when zoomed in the island of Late that doesn't show up well in the photo at the top. The zooming issue isn't as bad with iSailor as it is right with the Navionics app.



These screen shots above show the difference in chart detail between the two apps and this is one of the reasons why we choose to use iSailor over all the other apps on the market. It's hard to believe but these screen shots are of the same area on Australia's East Coast.

It's clear from the above that unless you zoom in Navionics thinks there's only a shoal area there. When doing very large ocean distances this amount of zoom would be fairly normal. The distance on the chart is only a few hundred miles from top to bottom you can see the key distance clearly in the bottom right hand corner.

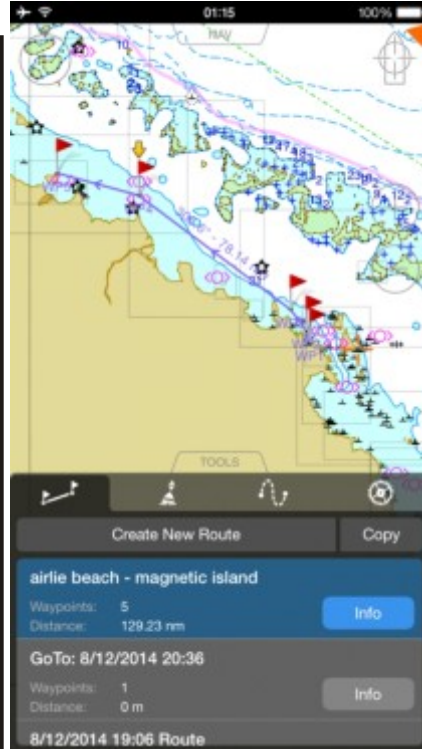




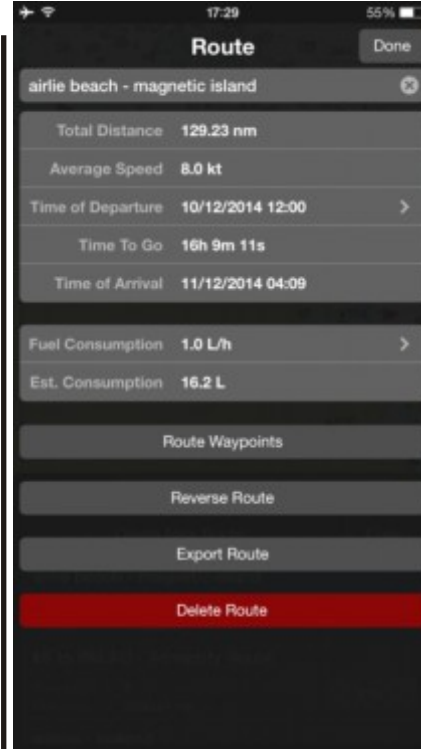
## "Navigation"

We check our route intensely and we give islands or other hard objects we know about a wide berth when possible. This is a time when there is more of a chance for things to go wrong, winds pick up, sails tear, engines stop and anything that can happen will happen when it's the worst time for it to happen so we always try and expect the unexpected. Always try and approach islands from the leeward side reducing the weather by being in the lee side and if things do go wrong we can easily sail or drift away downwind giving ourselves time to get things sorted out. We do everything we can to try and evaluate the risks when sailing and to reduce those risks.

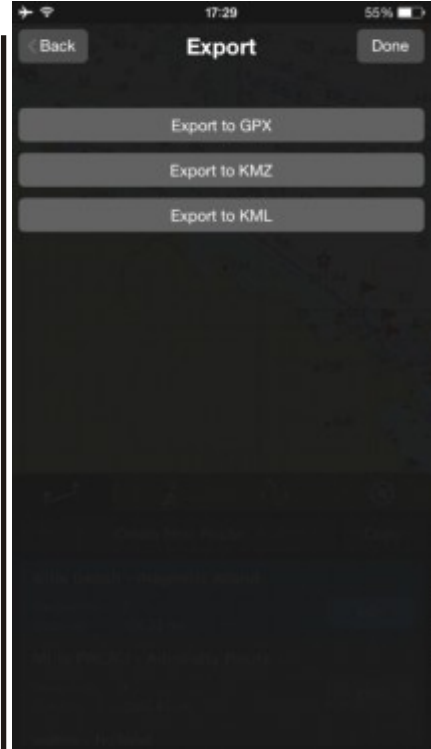
Now we have investigated where we're going to and have done our route planning looking at alternative places to stop in case of bad weather or emergencies and checked and double checked both our paper and electronic charts for islands and shoals we don't know about we'll put our waypoints down and create a route. After this is done we export that route to Google Earth. I open the route in Google and check again for shoals or unforeseen hard bits along the way.



Here is a route we've done in iSailor from Airlie Beach in the Whitsundays to Magnetic Island. It's 130nm.



Above is the route details and options for exporting it and adjusting some details like fuel usage and so on.

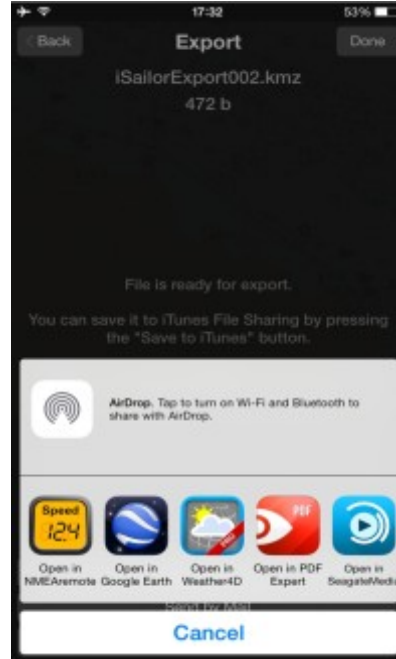


We export the route to kmz format so Google can understand the file type.

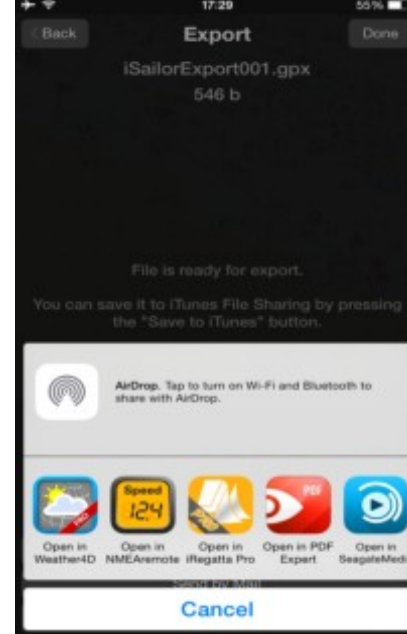
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And then we are given options as to what we'd like to do with that file. We press send to and then select open with Google.

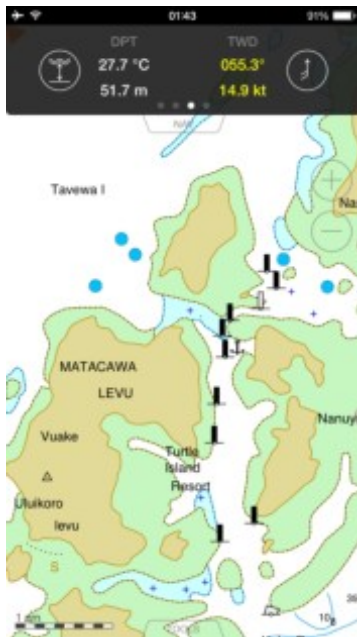


You can see above the many apps that we can use to open the file with. If we had wanted to open the route in our weather app we would have selected the GPX format and this would then have bought up different apps to open it with such as weather4D pro. Which is what we use for weather routing.



You can see how weather4D is now mentioned in the app list as we exported it using the GPX file format to allow us to open within our weather app. As we mentioned before, Google Earth has become our main source of information for land shapes and water depths where charts are limited. Most of the places we sail are tropical and have crystal clear water so as long as the Google satellite picture isn't obscured by clouds and the sun was at a good height when the photo was taken you can clearly see coral and shoal water.

*continued next page...*



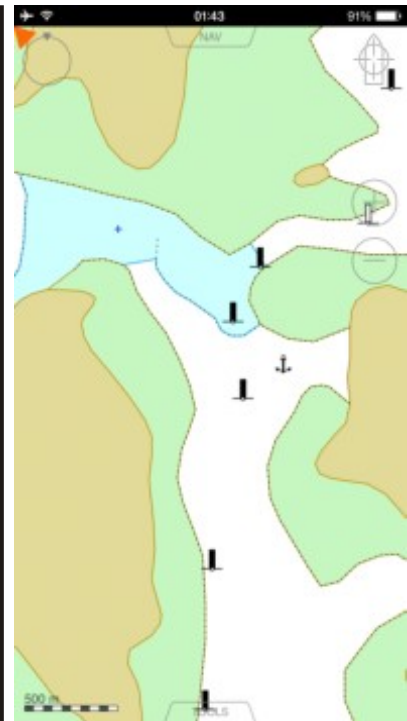
Here's another great example below of how beneficial using Google Earth has become. Above is the Transas iSailor chart for one our favourite areas out in the Yasawas called the Blue Lagoon. It's actually where the movie Blue Lagoon was filmed and as you can see it's pretty poor on detail on the iSailor chart.



But a quick check of Google Earth allows us to have a much better idea of what we are getting ourselves into.



Again zoom in some more and you can really see where the shoals and deep water are. With a bit of practice you can pretty well work out the depths and areas to avoid.



Hard to believe but above is the Transas chart of the same area.

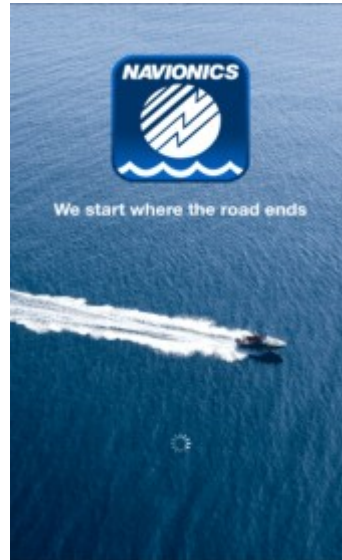
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And again Google's high resolution photo tells us exactly where we can find some safe areas to drop the anchor.

In places like Fiji where the charts for some areas are limited Google has proven invaluable. We'd do our route through an area and then check it on Google and it worked great. We met a huge amount of other cruising yachts using exactly the same method with great success. Remember it's just another way to check on your route. We'd always go to and travel these areas with the sun high and in favourable conditions giving us the best conditions to navigate those poorly charted areas in.

Now we know what we can do to help check routes and how to do it all we need to know is what app works best for us in creating these routes and for navigation.



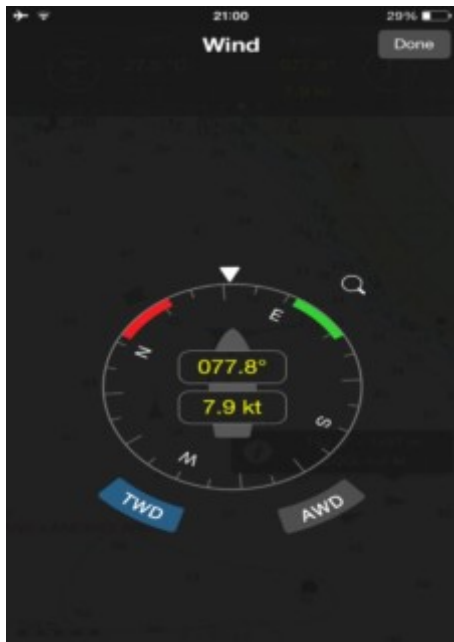
Many people buy things based upon marketing and navigation apps are just like everything else. Everyone's heard of Navionics so it must be the best right?



Not really. It depends a lot upon what your after to what best suits your needs. We enjoy having a great folio of charts at a fair price that we know are high quality. We like an app that's easy to use but has a good amount of in depth functions. We also like an app that's evolving and not just sitting there while others get great new functions. So for us the best choice at the moment is iSailor as it ticks all those boxes and more.

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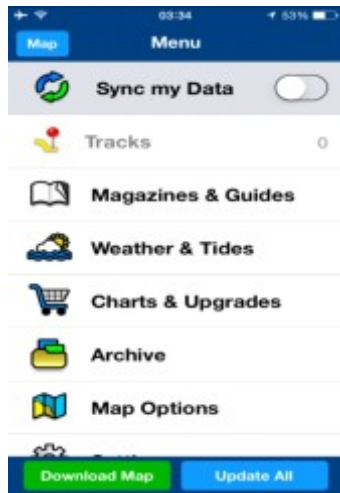


iSailor wind instruments above showing true and apparent wind angle and speed and a zoom function for close hauled. iSailor has a great user interface. We find the menu structure easy to use once you get a basic understanding and it's constantly evolving with new functions being added all the time, such as AIS, depth display, wind display and easy route and waypoint exporting.

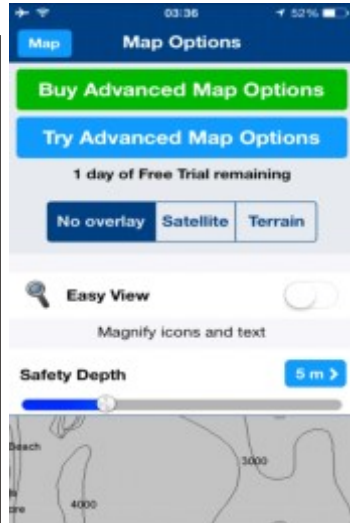


AIS targets displayed left with the boats details right which, is shown by pressing the information icon once the boat has been selected on the screen.

*continued next page...*



Most other apps have these functions as well but they don't have everything rolled into one professional looking and functioning app for a reasonable price. To give you an idea above is the menu structure for Navionics, which is the top selling navigation app. Personally I find it a bit Mickey Mouse with pretty text and only very basic functions and inputs. By the way if I want to record my track with Navionics I have to purchase the Nav module for \$2.50 which is fine but track recording is a basic function that comes standard on some apps.



Above, if I go into the map settings (which should be called charts settings) you'll notice that you have to purchase the Advanced Map Options! Personally I hate all these hidden charges for simple functions that others offer within their apps.



Again above are some more hidden costs for route planning and monitoring. Transas have also bought in some of this charging but for the most part the in-depth functions and settings are standard.

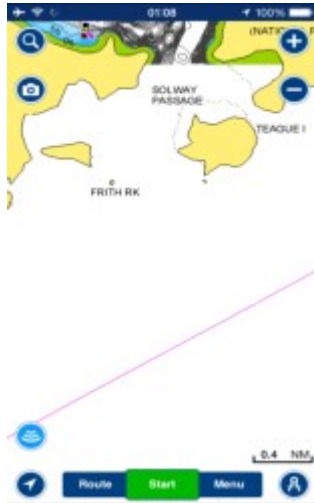
Another Navionics hidden cost is with chart updates. For instance if I buy the Navionics charts for Australia, which at the moment are \$21.99 AUD for Australia and NZ you don't get free chart corrections like you do with iSailor.



The iSailor “charts settings” menu (named correctly), without any hidden costs!

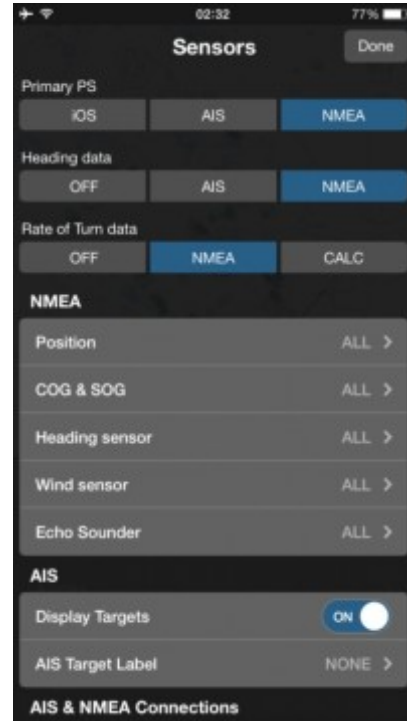
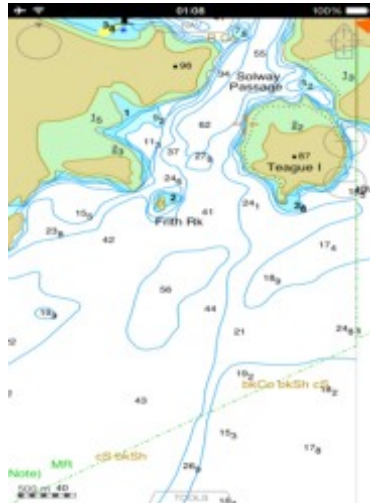
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The iSailor charts are more expensive but you get a better quality chart and app that's used by commercial shipping not just leisure boaters and you get to download the complete folio when you purchase it. This is another one of my main dislikes with Navionics is that after purchasing the charts you have to zoom into areas to download the charts for that area.



Above is the chart for Solway Passage from Navionics after I've bought the folio. Right is the corresponding chart for iSailor after I've bought the folio.

Why would I want to zoom in and download charts when I've just paid for a whole folio? I want the complete folio on my phone, I don't want to have to download charts when I'm at sea where most of the time there is no internet connection and if there is it's incredibly slow at best.

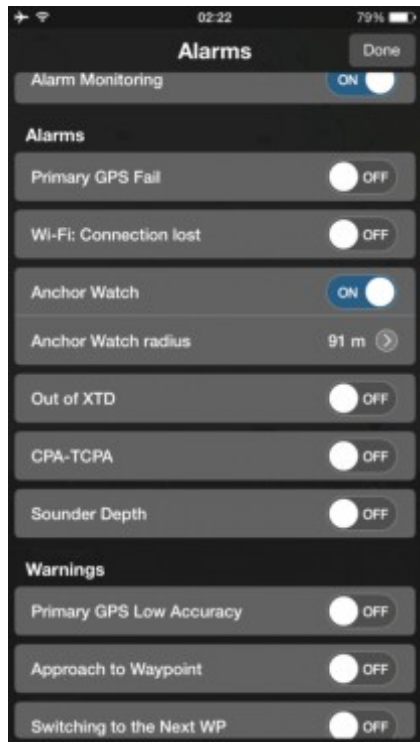


Above is the sensor menu from iSailor. Clear, precise and easy to read. What you'd expect from a professional navigation app.

I've used most of the navigation apps and still have them installed. On our crossing from Newport RI to Australia we used iNavX, Navionics, iSailor and Jepssen. Once iSailor had updated the user interface to provide AIS and NMEA data over wifi there was no comparison especially once Navionics started to implement expensive chart corrections and you lost the ability to download the whole charted area at the time of purchase.

*continued next page...*





Don't get me wrong - Navionics and the other apps are all great in their own way, for instance they offer a great tide chart function, which works superbly. I know people that enjoy the above apps and use them successfully but for us the reasons below are why we favour iSailor.

- All charts located and downloaded locally.
- Once you buy the charts you own them forever. If you loose your phone or iPad just input your details and download them again.
- Easy pricing structure for each chart area.
- Clear and high quality vector charts that are used commercially part of Transas.
- NMEA over wifi ability - extra \$
- AIS display and connect-ability - extra \$
- GPX, KMZ and KMK export functions.
- Easy route planning.
- In depth alarm monitoring
- Tracking function and exporting of tracks.
- Don't lose depth details when zoomed out!!
- A professional interface with in-depth functions.
- No hidden charges for basic functions.



The chart below is zoomed out to 1000nm and you can still see islands

*continued next page...*

## "Navigation"

So, rounding up what we need to do for safe navigation is to study the areas we want to visit. To do this we use all means available:

- Guide books
- Internet search engines
- Google Earth or other mapping services
- Noonsite sailing website
- Our charting program or app

Once we have an idea of the place, weather patterns, local tides and currents, areas to be avoided and areas to visit, anchorages for different prevailing weather, local customs or traditions to be followed we will have a rough idea of where we'd like to visit.

You then use your paper charts and electronic charts to plan your route using Google Earth or something similar to double check, especially if we are heading into areas that are poorly charted.

Then it's putting down your waypoints on both the paper and electronic charts for use and route monitoring while underway by using all means, radar land objects and so on.

When you're purchasing your app or navigation system think about what you need before buying it. Do you want flexibility and to be able to take it ashore or to another yacht? Do you want it to be waterproof or do you want your hard mounted into the yachts navigation area? Do you have only one chart system for both your iPhone and iPad?



**Jason on *Spirit*...somewhere....**

*continued next page...*

## "Navigation"

We want flexibility and to be able to have ours by our side while sailing so have it in a life proof case, which gives it it's watertight integrity and allows it to be stowed in the cockpit on a mount or just sitting by my side.

We have three so there is always two on charge and ready to go below. This setup doesn't work for all but it's incredibly flexible and allows for many different styles of navigation. We can go in the tender to investigate anchorages and make a track knowing we are in deep water and safe. Then once back onboard we can follow that exact track to where we'd like to go. If we need to get out of a place in bad conditions we also have this track to come back on safely.

All in all safe navigation comes from a thorough understanding of your equipment and it's shortfalls. Some people still use celestial and some use paper charts, some use electronic. Just have a deep understanding of your system, it's deficiencies and allow for them.

And as long as you get there safely and with your crew and yacht in great condition it doesn't matter how you got there :- ) - part of what we love about sailing and being on the ocean is the freedom to make our own choices and to really be free of the bureaucracy that seems to surround our everyday lives.

## Jason on *Spirit*



**Jason Gard is a professional skipper when he isn't busy embarrassing the competition racing his own boat, *Spirit*.**





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

# Tony's tips on plotting on a budget

By Tony Beks, *SY Ragin Cajun*

For those cruisers whose budget doesn't stretch to a "proper" plotter, here is a solution which has stood the merry crew on *Ragin Cajun* in good stead for 40,000 miles.

Plotting on RC has always been done on a PC. Initially I had a second hand IBM Thinkpad with XP running a second hand copy of Cmap93 being fed GPS from a Furuno GPS Navigator unit. This GPS was the one in all the trawlers I worked on while I was engineering on the prawns in the Gulf. The Furuno gives a location anywhere in seconds, instead of taking minutes to warm up as some of the flash toy units do.

The power for the PC comes from a cigarette lighter type, switchable voltage inverter, which is hard wired through the breaker panel. Output is 5 amps at 16 volts and the unit is about the size of 2 cigarette packs (Jaycar or Dick Smith).

The data input from the GPS is via a "Prolific" USB to Serial bridge. Generic ones do work, but in this case for an extra \$20, I'd buy the genuine unit: ie about \$40 in total. The Bridge is a little smart data conversion cable from RS232 to USB. It comes with a little installation CD for the PC. The data goes into the RS232 end from the GPS and the USB end plugs into the computer. The Serial connection pins are for DB-25 or DE-9 respectively, Data in: pin 2/3, Data out pin 3/2, Ground pin 7/5. (For a translation of this, talk to your local 7 year old computer nerd).



Tony Beks, *SY Ragin Cajun*, Hout Bay, South Africa

After 9 years of service, the PC failed due to getting a salt water shower off Sydney heads. Skipper's carelessness. Now, the upgrade is a refurbished ACER laptop running Windows 7 with the open sourced OpenCPN plotting programme running the Cmap World Charts.

*continued next page...*



Open CPN is far superior to CM93 and a lot more user friendly.

I was warned about not using the keyboard with wet hands, and so everything was always done via mouse. Termination of the Stinkpad was by direct splash from outside. The new keyboard now has a thin sheet of polycarb stuck over it.

These days, the unit also has a USB GPS mouse antenna to provide satellites. On a glass boat, the GPS rat can even be fitted inside the hull near the ceiling. Just make sure that the antenna is not shaded by metal components such as the mast or boom.

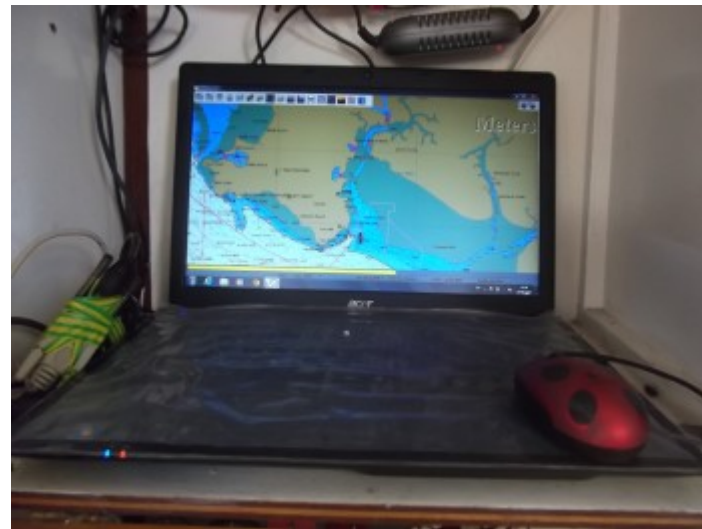
A cordless rat would also be the perfect driving mechanism, negating the need to touch the computer at all except for switching on.

OpenCPN will need to know where to look for the NMEA data so use the System Device Manager to locate the port the computer is

receiving the input data from. Also, tell OpenCPN where to look for the charts, and bingo, you are located on the map!!!

OpenCPN has a wonderful tutorial on board to run you through the necessary steps.

*Editors Note:* Our thanks to Tony for getting us started. We intend to duplicate this cheap way to go. I too have a disc of charts.. second hand of course.. and have installed openCNP into my laptop. It was very simple getting the openCNP display to use the charts but have run into trouble with connecting my GPS. I have two of them. one rat and one near identical to Tony's Furuno. I had hoped to be setup by time of publish but not to be... it was one or the other... plotter or TCP done. TCP always wins... But next issue!!







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Monday – Friday 7:30 am to 5pm

Saturday 8 am to 12 pm

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

# On land or on sea?

**Story & photos by Jan Forsyth**

No one gave me an April Fool's joke this year.

Is this a precursor to all that follows I wonder, a life of boredom and routine that rolls on week after week without much happening? Or do I use this lack as a motivator, to get out and grab the day? But the security police scream 'You have a perfect picture life, lacking nothing. What more could there be, what more could you want? Be satisfied!'

## **That's why we cruise.**

It's the challenge. The far horizon, the unknown, the desire for adventure not found in mowing lawns and collecting 'stuff'. Pitting yourself against nature, having an understanding of tide and moon, of wind and cloud, of watching a full moon rise orange and pulsating above an uncluttered horizon.

I have friends who drag their posh caravan around the country with a flashy SUV and yes that life is a great alternative to sailing. A road doesn't surge up and hit you in the face, there are resting spots and cafes along the way and safe havens in foul weather. Most everyone has a vehicle and most are skilled sufficient enough to avoid accidents. There are many advantages of road travel, and let's be honest - the road a safe and convenient life but is it more exciting or dangerous than life on the sea?

Granted there are many more skills required to cruise and one must or should have a certain amount of technical talent. Technology has opened the hatch to cruising navigation, a skill once requiring understanding of the stars now requires the use of a good computer program. If there is mechanical troubles on the road, help is usually at hand and in most cases it is not life threatening.

*continued next page...*



**Jan and dinner...**

If marine systems breakdown anywhere on the sea it can be a helpless situation even for those with mechanical knowledge. And you can bet an engine will give trouble when the boat is in a precarious situation. Cruising near reef or rock or navigating through rough seas or even coming into a marina an engine must be reliable or have someone on board who has engineering capabilities.

We lost the yacht's steerage in the middle of a storm from Lombok to Bali, treacherous reef and a huge swell didn't make it easy for the skipper. He had to disengage the steerage and find the tiller and it was thanks to his knowledge of his boat's workings that the boat did not capsize and we reached Bali safe and sound if a little wet.

The art of tying knots, simple as it may sound has always been a psychological challenge for me. Coming in the dark of night on a storm to a marina in The Bay of Islands I had to jump off and secure the boat with a bowline. Do you think I could tie the retched rope? Hands slippery with sweat and rain didn't help. That same bloody knot I had practiced for weeks failed me when I needed it most. The skipper made me stay on the finger in the pouring rain that night until I got it right and secured the boat. I still, after a decade at sea have trouble with that rotten knot.



**The bloody knot**

Having to jump off a high deck onto a skinny bit of jetty to secure a great thumping boat can never be less than terrifying.

Anchoring is much more painless, as I usually have the easy job at the helm while the skipper directs from the bow. However there are many more hazards anchoring out than being tied up in a marina.

Like the night in Marcona Inlet, when I awoke, with a strange unexplainable feeling that something was wrong. The boat was perfectly still. Up on the dark deck everything appeared normal, we were a safe distance from the rocky shore, no other boat was near, so what was it?

We were aground; the sensation that there was no movement had woken me.

Stuck in the mud of Marcona, the anchor had lost its hold and we had quietly slithered up onto a bank. Fortunately the bank saved us from the rocks. The tide was racing out, which meant there was no way of moving the heavy boat at that time.

An anxious night followed worrying whether the boat would tip over as the tide dropped and whether we would be able to move off to deep water it in the morning.

*continued next page...*



First light on an incoming tide, skipper launched the dinghy packed with the spare anchor and lines. The main motor was no use as the prop was buried in mud. I stood at the helm and watched the depth as he tugged and strained and swore, hoping the other yachts were still asleep. Although unspoken the situation would have been quickly rectified with help from other dinghies, a small matter of dignity had to be considered.

You can't hop in the car and head into town for a carton of milk. Sometimes in distant countries there is little or no food let alone fresh milk for a cuppa. There isn't even water if the boat is not graced with a water maker this can become a grave situation. A dear friend once drank a glass of water from a tap on an island in Vanuatu just to prove I was wasting precious resources by boiling all our water. His groans from the heads woke most of the yachts in the anchorage that night.

Then there is the problem of transport. While in Mackay marina I found myself hitchhiking for the first time in my life in order to get to a supermarket. Coughing in clouds of dust at the side of the road as

many cars whizzed by, anxious as to who will offer me a ride, I began to regret my impulsive behaviour. But finally a kind woman stopped - what a feeling of friendship I felt for her and vowed to be kind to hitchhikers from then on.

Later with laden trolley I found I could have caught a bus from the marina instead of hitchhiking, I felt so stupid, but then to recharge my ego I told myself I would have missed a new experience.

When cruising in Asia there are wonderful produce markets, fresh and cheap, but a distance away. Rather than paying for a ride I bought a fold up bike with baskets fore and aft to gather supplies. Taking my life in my handlebars I would wobble back to the boat overladen with fruit and veg. A nightmare of a journey past huge open monsoon drains. Swept up in a surge of violent traffic and beeping horns, I would somehow make it back to the marina alive and with supplies intact. Then it would be another hour or so while I de-vermonised, dried and packed it all away.



*continued next page...* **Washing & drying fruit & veggies before bringing onto boat**


## On land or on sea?

Thinking of that necessary production I wonder if life in an SUV and caravan would not be more attractive. I would be able to drive to the supermarket for vermin free goods, no hauling necessary as I push the trolley to the vehicle. On my return to the van, I would pack everything straight from the vehicle into large cupboards and fridge. Not bothering to wash or wrap for protection or life span. Connecting the caravan's hose to the nearest tap then drinking the water from the sink faucet. Having a long hot shower and settling down for the night with the knowledge I would wake in the morning still in the same place.

Why, would anyone prefer the complexity of cruising to the straightforward life in a caravan? For me there is no choice. It will always be cruising. The smell of brine, the wind in my hair, swimming, diving, snorkelling and the sheer freedom of it all casts a shadow over all the inconvenience and dangers that are life on the sea.

*'To steer a boat is a unique pleasure that combines all the sensory perceptions sparked by wind and waves and the way a boat deals with those elements.'*

**"A Salty piece of Land" by Jimmy Buffet.**



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***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.

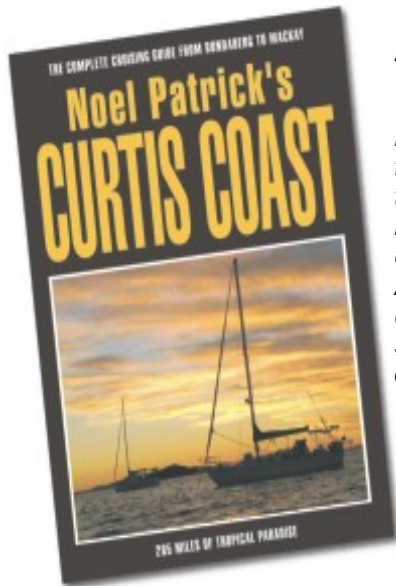
In this adventurous but somewhat dangerous world, maintaining her place sets new challenges, and she almost loses everything she has gained.

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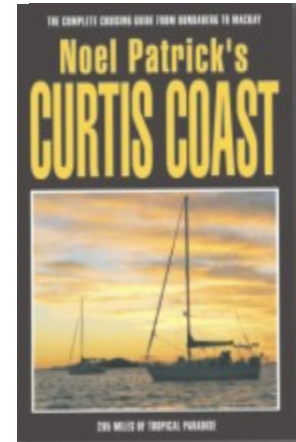
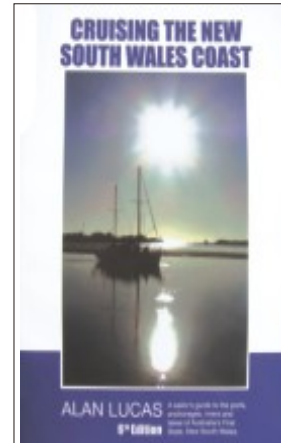
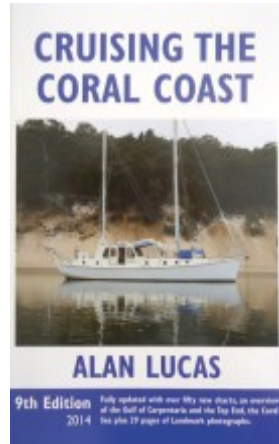


**A quote from Noel Patrick:**

*"Over and above all other reasons for starting this book, is the realization that this section of the Queensland coast offers more, in most respects, than any other to the boating enthusiast. A person making such a discovery generally wishes to share it so others may find equal enjoyment."*

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# GARLIC!

## The good and the bad of this bulb

### Glorious Garlic

By Susan Bett, MY Scallywag and author of *Great Ideas Galley Guide*

Its hard to imagine how dull and boring our meals must have been without it. Ancient civilizations were way ahead of us in their appreciation of it's many properties and it has long been vital to the cuisine of continental Europe, especially Italy and Greece.

It can be lightly cooked to dominate deliciously or as an ingredient in slow-cooked meals where it subtly increases the depth of flavour of the dish without being obtrusive. I pop a couple of cloves in with my roast vegies, or if the roast is a leg of lamb, into the raw meat next to the bone, before roasting.

As well as being good for our taste buds, the health benefits of garlic - this natural herbal "wonder drug" are numerous.

Daily doses of garlic can prevent colds and flu, can treat acne when used raw on skin and can apparently lower cholesterol, thus helping to prevent heart disease. There is evidence that it can be effective against some cancers and it also aids in the absorption of some vitamins.

Our systems do not appear to build up resistance against this "natural antibiotic" so it's positive health benefits continue over time. And believe it or not, the more aged the garlic is, the more beneficial antioxidant effect it has.

Garlic supplements are available at health shops and are a good idea to avoid garlic breath, as is pickled garlic which can usually be found in deli's and can be munched raw. Chewing on raw parsley helps to disguise garlic breath.

I have a friend who mixes it with baby oil and uses it as a mozzie repellent, she must love the smell even if the mozzies don't!

Try to buy Australian garlic - the flavour is stronger than the imported variety. Boaties should try to store their garlic in a cool dry place because if the air is damp, the bulbs will start to sprout.

The next page features 2 simple but yummy recipes for garlic lovers to try: Both recipes serve 4 people.

## CHICKEN WITH 40 CLOVES GARLIC

### **Ingredients**

2kg chicken  
1/2 lemon  
fresh rosemary sprigs (if possible)  
4 or 5 garlic bulbs  
60ml olive oil  
Salt and black pepper

### **Method**

Preheat oven to moderate or Gas 5.  
Place the lemon and rosemary inside the chicken cavity.  
Separate 3 or 4 garlic cloves from the bulbs and remove husks. Slice the top off the remaining garlic bulbs.  
Heat oil in a large flameproof casserole dish and add the chicken, turning it to coat the skin completely. Add salt and pepper and all the garlic to the dish. Cover with a sheet of foil, then the lid. Cook in the oven for 1 and 1/2 hours or until cooked through.  
Serve with the roasted garlic and veges of your choice.

## PASTA WITH ROASTED GARLIC

### **Ingredients**

1 whole garlic bulb  
400g Spaghetti or Fettucine  
120ml (1/2 cup) extra virgin olive oil  
Salt and freshly ground black pepper  
Parmesan cheese

### **Method**

Pre-heat oven to moderate or Gas 4. Place whole garlic bulb in a well-oiled baking tin and roast for 30 minutes. Leave to cool.  
Cook pasta until *al dente*. Drain and return to clean pot.  
Slice off the top of the garlic bulb, hold over a bowl and dig out the flesh from each clove with a sharp pointed knife.  
Pour the olive oil over the garlic flesh and add some salt and lots of black pepper.  
Toss the garlic mixture and the pasta together with energy over medium heat until thoroughly coated.  
Serve immediately with shavings of Parmesan.(optional)  
For a hot finish, sprinkle some dried chilli flakes over the pasta when tossing it with the oil and garlic.



# Fire In the belly

By Stuart Buchanan, SY Pluto

**Ffrrrrrrrrrrrrrrpp! Oh, pardon me, but I just can't help it. I was caught out again last night, and today I'm suffering the all too familiar effects. So I'll say it again: a curse on chefs who lace their meals with garlic. And nowadays that just about includes all chefs.**

While sailing single-handed up the coast each winter with only an icebox in my ketch *Pluto* and living on pretty Spartan fare, it was always a pleasure to arrive at a marina where I could visit a restaurant and indulge in a cold beer and good food. And then, slowly but surely, like some insidious plague, garlic began creeping in to all things edible.

You see, if I even get the slightest taste of garlic, within minutes my stomach feels as if someone's lit a furnace in it. I quickly become withdrawn, knowing that for at least 24 hours I'll suffer chronic flatulence and have a breath like a sewer. The more garlic I ingest, the more intense the effects.

*continued next page....*

I first tasted the rotten stuff about 30 years ago while sailing down to Sydney on a yacht. We were crossing Moreton Bay when one of the crew served a cold chicken salad for lunch.

"What's that strange taste in the chook?" I asked.

"What strange taste?" the bloke replied. "Do you mean the garlic?"

"Garlic?" I queried. "Never heard of it."

"Everyone uses garlic in their cooking these days," the rest of the crew assured me.

Perhaps everyone did use it, but my wife Shirley and I didn't. I must admit, we had spent the past eight years or so living in very remote parts of Australia where culinary standards weren't particularly high. If you had said the words *haute cuisine* to the local yokels, they would have thought you were some foreigner trying to tell them about your hot cousin.

Nevertheless, as we made our way across Moreton Bay, I suspected that my stomach and garlic weren't going to be compatible. I was right. For the next couple of days I lived at the rear of the cockpit, thinking how fortunate it was for the rest of the crew that we were heading upwind.

A few months later, Shirley and I were at a dinner party. In high spirits I sat down to a delightful-looking entrée of avocado halves filled with prawns. To my horror, the first mouthful showed that the prawns were floating in a sea of garlic dressing. As the other guests oohed and aahed while shovelling down the fare, I slowly stabbed each prawn with my fork and let it hang, trying to drain every bit of dressing from it before reluctantly popping it into my mouth.

But it was no good. The furnace was lit, the pressure was building up, and I spent the rest of the night hardly daring to breathe.

From then on, whenever I visited a restaurant, I went to great lengths enquiring whether there was any garlic in the food. The waiter would usually look down his nose at me, giving the distinct impression that I was lowering the tone of the establishment by even being there.

***"A simple thing like a piece of fish  
would be ruined by a sea of garlic sauce."***

No matter what I ordered, there always seemed to be garlic in it - the salad would taste of garlic, and so would the vegetables. The steak would taste of garlic, even though the waiter assured me it would be cooked separately. The cooking utensils must have been impregnated with the stuff. A simple thing like a piece of fish would be ruined by a sea of garlic sauce.

"What sort of bread would you like, sir - garlic or herb?" the waiter would ask.

"Just some bread bread," I'd reply. "You know, the plain boring old bread that's been around for the last few thousand years."

"I'm sorry sir. We only have garlic or herb."

While *Pluto* was moored at the Gladstone Marina one year, I joined a group of yachties for dinner at a restaurant. I could tell the place was all class because the menu was stuck to the window by four Band-Aids.

*continued next page....*



# GARLIC!

Nevertheless, my yachtie friends had assured me the food was good.

"I'll have the scallop mornay," I said enthusiastically to the waitress when she asked for my order. Then, as an afterthought, I asked:

"There's no garlic in it, is there?"

"There's garlic in the mornay sauce," she replied.

"Can't I have some sauce made without garlic?" I pleaded.

"The sauces are already made up, sir."

"Struth," I said, "even I could knock up a roux sauce in five minutes."

My pleadings fell on deaf ears. I resorted to a piece of insipid looking fish and a salad that must have also been 'made up' — because sure enough, the old furnace began to heat up again.

Even traditional roasts are spiked with garlic these days. One recipe I saw recommended roasting a chicken with 44 cloves of garlic. Hell! — if I had known about that 40 years ago, I could have beaten the Yanks to the moon.

Simple things like water crackers are laced with garlic. I unknowingly took a bite of one at a party. Ugh! While looking around for some place to get rid of it, the host's cattle dog snapped it deftly out of my hand and wolfed it down. I gave him another and another, and he did the same. I'm glad Blue wasn't sleeping at the foot of my bed that night.

In Half Moon Bay Marina north of Cairns, a yachting couple invited me on board for dinner. Not only was the meal laced with garlic but was spicy too. I slowly and reluctantly swallowed two small mouthfuls. My

stomach immediately revolted. I excused myself and just managed to return to *Pluto* before erupting like Mount Vesuvius. I collapsed onto my bunk and remained comatose for 24 hours before crawling up to the yacht club for a cold fizzy drink.

One of the gastronomic delights of sailing up the Queensland coast was to anchor in Pancake Creek, catch a few mud crabs, boil them on the beach in a rusty old drum filled with sea water and devour them while they were still warm. Mmmm — heaven to the taste-buds. Try ordering mud crab in a restaurant these days. It will be pan-fried in garlic and chilli to the extent that you can't even taste the crab. What sacrilege.



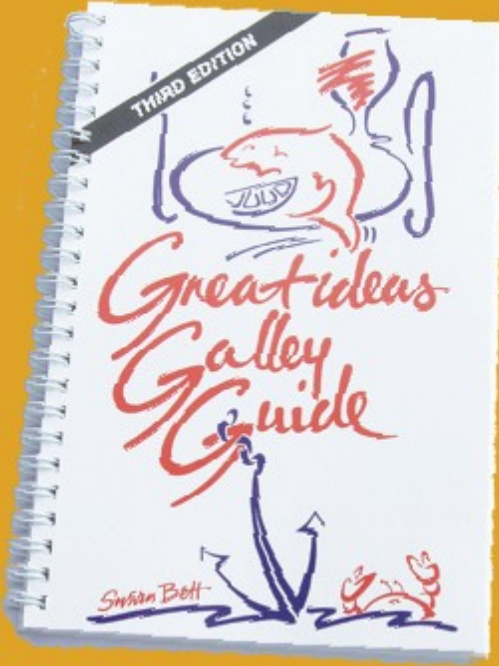
What happened to the good old meals that granny used to make? They were simple, wholesome, tasty and free from garlic. I remember reading somewhere that garlic was first used in cooking by peasants to cover the taste of poor quality food that was well past its use-by date. Considering that the cream of Australian produced meat and fish is sent overseas for other people to enjoy, while we're left with the rubbish, I can understand the desire to add something to the stuff — other than garlic.

So come on chefs, get your thinking caps on. There must be other people in the world who don't like garlic. What a business opportunity. To establish a chain of "Garlic-less Gourmetz" restaurants — no garlic guaranteed. I'd be there every night.

**In the meantime, fffrrrrrrrrrrrrpp! And good day to you.**

# 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.

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# News from Moreton Bay Trailer Boat Club



**Moreton Bay Trailer Boat Club's** inaugural Australian 4x4 and Marine Expo held on March 6-8th was a great success, exceeding the expectations of both visitors and exhibitors.

Over 16,700 people visited MBTBC during the 3-day event, which combined the Brisbane Tinnie and Tackle Show and Explore Australia Expo to create Brisbane's first on water exhibition.

The atmosphere, location and experience of MBTBC's excellent facilities coupled with the style and character of event proved to be a winning combination which captivated outdoor enthusiasts, according to organizers.

Australian 4x4 and Marine Expo event manager Paul Morgan said the inaugural event had exceeded all expectations. "The success of the Expo clearly demonstrates the relevant, dynamic and extensive entertainment and the value for money that the show presented for both visitors and exhibitors."

President of Marine Queensland Matthew Hodson said that by early Friday his nerves from the previous night had been turned into confidence as visitors just kept streaming in, boats were being sold and exhibitors were very pleased with the results



**Clubhouse from the water**

and exposure. "Just like the 4x4 side, the Marine component had exhibitors asking to rebook after just one day of sales", Mr. Hodson said.

*continued next page...*



Commodore Ann Sheriff said that the MBTBC team were very pleased to host the inaugural event. "It was a very well-received event for our members and a great opportunity for us to showcase our fantastic Clubhouse, facilities and marina.

"We are delighted to be able to support an expo of this type at our beautiful Club. Any event which encourages people to enjoy boating and water based recreation is a positive step for our community.

"A non-profit organisation ourselves, we are also partnered with children's cancer charity Camp Quality and raised \$8605 with a sponsored raffle drawn at the show. These funds have been split equally between our two organisations. We'd like to thank all the sponsors who have supported our fundraising efforts for Camp Quality this year and everyone who volunteered their time to help out for this very worthwhile cause."

**By Michelle McKenna, MBTBC PR Representative**



For information on the show see  
[www.tinnieandtackle.com.au](http://www.tinnieandtackle.com.au)

For information on  
Moreton Bay Boat Club see:  
[www.mbtbc.com](http://www.mbtbc.com)





# News from



## **18ft skiff and IRC keelboat champion, Peter Sorensen, is 50<sup>th</sup> entry for AudiHamilton Island Race Week 2015**

World 18ft skiff and ocean racing champion, Peter "Soro" Sorensen, has established an impressive milestone for Audi Hamilton Island Race Week 2015 by registering his yacht, *The Philosopher's Club*, as the 50th entry for this year's regatta.

Sorensen will be making his ninth visit to what is Australia's premier yachting event. He said there were two reasons for being at the regatta this year: there is no better place in the world to sail, and he wants to win his third Australian IRC championship, a series that will be part of Race Week 2015.

*continued next page...*



**Tradewind sailing:**  
**Peter Sorensen's Australian IRC championship winning yacht,**  
**shows her form at Audi Hamilton Island Race Week.**

*Photo by Andrea Francolini/AUDI*

"I've been to regattas all over the world, and there's nowhere more beautiful, or more suited to sailing, than around Hamilton Island," Sorensen said. "That alone is enough to get us there, but the fact that the Australian IRC Championship will be decided at Race Week, and that the social scene promises to be better than ever, is the icing on the cake."

Prior to getting into keelboat racing, Sorensen, who will soon turn 73, was a legend in 16ft and 18ft skiff racing. His greatest achievement was two consecutive 18-footer world championship wins, in 1983 and 1984, sailing *Tia Maria*.

Sorensen, who also has four Rolex Sydney-Hobart races as a yacht owner to his credit including the tragic 1998 race where he finished 13<sup>th</sup> across the line continued on his winning way recently with *The Philosopher's Club* sailing to victory in IRC Division 3 of the Sydney Harbour Championship. The yacht is a Sydney36CR production design which was completed to Sorensen's specifications. She was launched in 2008 and won the Australian IRC championship soon after. The yacht was recently modified with the addition of a "sugar scoop" stern.



**Australian and world champion sailor Peter Sorensen says there is no better place in the world to race.**

*Photo by Andrea Francolini/AUDI*

The crew for *The Philosopher's Club* at Audi Hamilton Island Race Week 2015 which will be staged from August 15 to 22 will comprise mainly retired skiff sailors, including seven-time 18ft skiff world champion, Andrew Buckland.

Audi Hamilton Island Race Week 2015 Race Director, Denis Thompson, reports that he is impressed by the rate entries are being lodged for this year's regatta.

"We are ahead of last year's graph, and the signs indicate it will continue to stay that way," Thompson said. "I won't be surprised if we see a fleet of more than 200 this year."

Yacht owners and crews planning to be at Audi Hamilton Island Race Week 2015 are reminded that Hamilton Island is offering special 'Early Bird' accommodation rates for the regatta as a bonus to all competitors. Details are posted on the regatta website, along with all other information relating to the regatta:

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

In 2015, Audi Australia returns as the principal sponsor of Audi Hamilton Island Race Week for an incredible tenth year. Over the past decade of partnership, Audi and Hamilton Island have worked hand-in-hand to create the most impressive sailing regatta in Australia, with even more activities on offer for sailors and onshore guests alike. This shared vision is based on a joint passion for winning performance, technological innovation and spirited competition.

**By Rob Mundle Promotions Manager,  
Audi Hamilton Island Race Week 2015**

# **SUPERBAND AND SUPER SAILING AT AUDI HAMILTON ISLAND RACE WEEK 2015**

As the entry list for Audi Hamilton Island Race Week 2015 continues to grow at an inspiring rate, the organisers have already excelled when it comes to the party scene, and the launch of the regatta.

They have engaged an amazing Superband to entertain competitors, their families and friends on the opening night, Saturday, August 15.

This impressive gathering of musical talent will comprise Angry Anderson of Rose Tattoo, Sarah McLeod (Superjesus), Simon Meli (The Voice), Mark Gable (The Choirboys), and Guy Delandro (Glitter-Us). And, they will be backed by a five-piece band made up of musicians from the Baby Animals, The Whitlams, Jimmy Barnes' Band and INXS.

The superband will be saluting the start of Audi Hamilton Island Race Week in a spectacular fashion by bringing the night alive on the open-air stage adjacent to Hamilton Island Yacht Club.

"Audi Hamilton Island Race Week gets bigger and better every year, and this year we are going to launch it like no other in the event's 32-year history," said Hamilton Island's CEO, Olympic and World Champion yachtsman, Glenn Bourke. "This Superband on the opening night will set the scene for what promises to be the most memorable and fun Race Week ever."

The broad-based appeal of Audi Hamilton Island Race Week is unmatched in Australia and internationally. There is superb trade wind sailing to be enjoyed amid an orb of spectacular tropical islands, dockside parties like

**Some of the yachts at Audi Hamilton Island Race Week 2014 weave their way through the islands bordering the Whitsunday Passage**



*Photo by Andrea Francolini/AUDI*

no other, post-race waterfront celebrations, and an unsurpassed entertainment agenda.

The entry list for Race Week, which will be staged from August 15 to 22, is already nearing 50. It's an imposing cross section of yachts, from Grand Prix racers and Rolex Sydney Hobart race winners to passage-makers, simple cruising yachts, sportboats and an impressive array of multihulls.

*continued next page...*



One of the most recent entries is the Corby 49, *Vamp*, owned by former Cruising Yacht Club of Australia commodore, David Fuller. She was built by Oyster Yachts in England and launched in 2002. *Vamp* won her division in the Rolex Sydney Hobart race three years ago.

Fuller said he is more than happy to be returning for his twelfth Race Week because the last time he was there he was watching it from a powerboat: "I hated it. I kept seeing all my sailing mates having so much fun on the water, and I wasn't part of it. I had to be there."

For him, the biggest appeal Audi Hamilton Island Race Week holds is the opportunity to sail around so many beautiful islands, the vast majority of which are uninhabited: "The scenery is spectacular and the sailing superb. You can't beat it."

And, there are other big bonuses for Fuller at Race Week: "I go back to the very early days of Race Week, so it's great to return and meet so many old friends, on and off the water. Also, it's the only regatta I know of where you can thrash a new Audi on the local airport runway."

The crew for *Vamp*, which will include 1984 Olympian Jamie Wilmot, is so enthusiastic about Audi Hamilton Island Race Week that their navigator, Ken Tuckey, has already created the Vamp website [www.vampathammo.com](http://www.vampathammo.com). It's designed to keep crewmembers, family and supporters informed of preparations during the lead-up period, then, once Race Week starts, they will post updates on their social and sailing efforts.

Hamilton Island is offering special 'Early Bird' accommodation rates for the regatta as a bonus to all competitors. Details are posted on the regatta website [www.hamiltonislandraceweek.com.au](http://www.hamiltonislandraceweek.com.au). This offer is available until April 30.

**David Fuller's Corby 49 design, *Vamp*, will sail from Sydney to the tropical Whitsundays to compete**



In 2015, Audi Australia returns as the principal sponsor of Audi Hamilton Island Race Week for an incredible tenth year. Over the past decade of partnership, Audi and Hamilton Island have worked hand-in-hand to create the most impressive sailing regatta in Australia, with even more activities on offer for sailors and onshore guests alike. This shared vision is based on a joint passion for winning performance, technological innovation and spirited competition.

**By Rob Mundle, Promotions Manager,  
Audi Hamilton Island Race Week 2015**



# News from



## Champions want more of the same

Winners of the Performance Division in last year's SeaLink Magnetic Island Race Week, *Mates4Mates'* *Spirit of Mateship*, want more of the same in 2015.

The team have confirmed they will return in 2015 for race week, which is being from August 27 to September 1, to enjoy more of the great competition, hopefully more silverware and lots more of the dockside camaraderie.

Last year's team was made up of a mix of wounded, ill and injured Australian Defence Force veterans, a handful of serving members and a mentoring group of experienced sailors. They raced the Volvo 60 confidently around various course configurations and in challenging conditions keeping Sydney Hobart Race winner, Darryl Hodgkinson's *Victoire* at bay and out of the top place overall.

Skipper Peter Jones said it was not only the racing and consequent result that made a big difference to the positive experience for his visiting sailors. "They loved being where all the boats are on the marina. The atmosphere after racing was really good for the ADF guys.



"They research about sailing before they come with us and they see names of high-profile people so to be able to approach them so easily and talk to them it's really great for them."

The *Spirit of Mateship* program for 2015 will see the team compete in the Brisbane to Noumea Race, Brisbane to Keppel and then the SeaLink Magnetic Island Race Week before they head back south in time for the Sydney Hobart Race.

*continued next page...*

In between those major events, the *Spirit of Mateship* Boat Manager Peter Huybers reported the team will be conducting Try Sailing days in Sydney, Gold Coast and Townsville.

The SeaLink Magnetic Island Race Week will again see a mix of about eight to 10 experienced sailors mentoring a group of about seven to eight visiting defence force personnel. "We are working towards getting a lot of the visiting guys to come out of the Townsville barracks," Huybers said.

Applications for positions on the boat are being accepted by *Mates 4 Mates* through their website [www.mates4mates.org](http://www.mates4mates.org) or by calling their office on 1 300 462 837.

"The great thing about Magnetic Island is it's not like Sydney Hobart Race which you build up to it, you do the race, get down there, have a night and then you go home. With Magnetic Island the guys can interact over a period of a week with other crews from other boats and talk about their experiences.

"The racing is a different kind. Going to Hobart you might be on the nose the whole race and may get a kite up. But with Maggi, it's busy as you



**Thumbs up from Skipper Peter Jones and the winning team on *Spirit of Mateship* in last year's regatta**



***Spirit of Mateship* heading towards Performance Division overall honours in last year's regatta**

get different courses each day with all the sails being used," Huybers added.

The SeaLink Magnetic Island Race Week Notice of Race has been published and online entry is open at [www.magneticislandraceweek.com.au](http://www.magneticislandraceweek.com.au)

**By Tracey Johnstone**



Now is the time for skippers and crew to start planning their visit to northern Queensland to compete in the 9th annual SeaLink Magnetic Island Race Week.

The racing is on from August 27 through to September 1, but there is plenty on the island to do and see before and event after the regatta, including enjoying a leisurely holiday with family and friends.

This years regatta divisions will see a mix of ultra-competitive monohulls and multihulls through to the relaxed cruisers and even a few vintage yachts. Seven divisions are on offer to cater for every type of racing and racer/cruiser interest. The details of these divisions and online entry are at [www.magneticislandraceweek.com.au](http://www.magneticislandraceweek.com.au)

*continued next page...*

# Start planning to go troppo



*Photo by Norman Jenkin*

**Racing in 2015 will again see both ultra-competitive multihulls and monohulls, and the relaxed cruisers/racers enjoy the stunning backdrop to the regatta's race course..**

On shore the regatta program is going troppo. Competitors and friends are being encouraged to bring with them their best tropical outfits to help them get into the swing of the parties. Those that forget to pack their flowery numbers can always visit one of the island shops to acquire something suitable for the laid-back onshore festivities.

Dockside daily post racing celebrations, crew party, great food, markets, music, community street party, a long lunch with a very special guest and more are on the program. Each day there will be a highlight activity.

SeaLinks Business Development Executive Norman Jenkin describes the event organisers approach to the 2015 event as very relaxed.

"It's really competitive racing, but off the water it's going to be a great way to relax and explore Magnetic Island. There are a lot of things to do. It's a perfect place to stay for a week. For the kids there are loads of free activities they can do.

For the adults there will be several parties away from the marina, one of them at Picnic Bay. We are going a bit troppo this year with a huge tropical theme party. Then the crew party is going to be held at a secret location. Even I don't know where it will be", Jenkin joked.

**Horeshoe Bay is absolutely the perfect place to chill out before and after the Regatta**



*Photo by Norman Jenkin*

To ensure skippers, crews, family and friends don't miss a moment of the regatta and the glorious Magnetic Island, they should go to:

**<http://www.sealinkqld.com.au>**

to book accommodation now.

**By Tracey Johnstone**



A sunset over the ocean with a silhouette of a boat's mast in the foreground. The sky is filled with orange and yellow clouds, and the water is calm. The mast is on the left side of the frame.

Dear TCP Readers,

Now in its 12th year *The Coastal Passage* has been successful because of its focus on telling the real stories about real people on real boats and issues real boaties find interesting and important. From what we hear and from what our web statistics program tells us, there must be many of you that get a lot out of the paper too. If you are one of those, how about contributing a little support for *your* paper.

Cheers and happy boating!  
Kay and Bob Norson

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# Spinnaker on an endless line roller furler?

## It will make Spinnakers fun again

By Steve Halter, SY *Cheetah*

Photos by PJ Halter, SY *Cheetah*

**No, not a MPS, Gennaker, or Screecher. It is an asymmetrical spinnaker on a furler. I was tired of fighting the spin, even with a well made sock. Things just too often seemed to go wrong with this husband & wife team. Even with the Auto on the helm.**

Then I saw the Facnor FX Furler for asymmetrical spinnakers advertised. It is an endless line furler with the spinnaker attached top and bottom as is any other furler.

What makes it work is a line or tape that goes to the middle of the luff edge on the spinnaker to a special anti- twist line for the furler.

Or stated another way, it is attached half way up the luff edge. When you start furling, the small line to the spinnaker luff rolls up first.

The effect is the spin rolls up from the middle first. This allows the spin to roll up nice and neat.

*continued next page...*



*Steve shows how it looks...*



Does it work? You bet your sweet ass it does! With just two of us on board, we can handle the spin in up to 20 knots of breeze. (I must admit that at 20 knots of breeze it takes lot more energy than 15 knots.) I try to roll it up at 15 knots but, you know how it is, when the boat is moving well.

*continued next page...*



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The trick to making it easy to roll up is letting the spinnaker float out front so that the pressure is off the sheet line then, as it rolls up, you can add a little tension to make it tight. Do a few extra wraps to allow the sheets to wrap around the rolled up spinnaker for storage.

We leave it attached to the prodder so it is ready to raise and launch in couple of minutes. It has made flying the spinnaker easy and fun again with just two on board.

Since not many of these furlers are on boats less the 18 metres, there were a few teething problems to work out on our 13 metre cat. The anti-twist rope was twisting, taking about 40 more turns on the furler than needed. That was cured with a new type of anti-twist rope from Strong Rope.

Mike Strong knows me well now after many emails and phone calls to sort out the problem. You must also be careful on stowing the unit with the sheet lines attached, making sure one does not get an extra wrap resulting in lines being twisted on the launch. We use a Velcro wrap to keep the sheets in place.

Even when this did happen, it was easy to roll it back up, drop it, fix the sheet line and relaunch.



## Other tips:

It does not need to be raised and tightened like a Screecher. Raise it by hand, and then tighten just enough to get most of the slack out of the line. Do not over tighten as it will pull the anti-twist rope out of the furler socket. It will even furl if the line is slack, as shown on the video. You can get a little extra out of the spinnaker down wind by easing the halyard.

Make sure you buy a spinnaker with non-fade colours. It doesn't take the bright colours long to fade when you use a spin for days on end. We leave the screecher up and then raise the spinnaker for that down wind run without a problem. So if we get a wind shift, we just roll one up and roll the other out. Maybe you could have both sails out at the same time on a dead run? I should give that a try.

Make your life easy and get something that actually works as promised. I usually do not plug stuff but, Facnor Australian rep is Wichard Australia [www.wichard.com.au](http://www.wichard.com.au)

**Do not let your partner see it or you will be buying it to save the marriage. Or maybe she should see it so you can fly that spinnaker again!!**



# DUMB AND DUMBER

Or....

## SIMPLEX/DUPLEX...VHF EXPLAINED

Or....

**WHAT YOU SHOULD KNOW ABOUT YOUR VHF THAT YOU PROBABLY DON'T!**

**By Bob Norson**

Hows THAT for an intro! You don't have to be ashamed if you don't know what I'm talking about yet. It's easy, it's quick, it's relatively painless and boaties that have been using their VHF's for decades often don't know. Why this useful, simple, information has been so well hidden for so long astounds me and I only found out by accident in the process of a product evaluation last year.

SO... due to popular demand and the suggestion of cruisers that I run the article every year, here is an edited version of that report.

It sounded innocent enough. I was going to buy a hand held VHF anyway...

Being a thorough and dedicated journalist, I took the new toy down to the harbour and talked a mate into helping me with a simple test. Just wanted to make sure the thing worked on all cylinders...

My volunteer is an experienced blue water cruiser and boat builder. Straight away we ran into a problem. The thing doesn't work on some channels...hmmm...

Test cancelled and a call to the 1 800 number for the distributor of the radio from TCP headquarters. My question was, "Is there some information I'm missing here, or is the product defective?" I had a vague recollection of something that seemed relevant, but couldn't put my finger on it. I wasn't sure if the radio or the operator was stuffed. "No, it should work like you tried it. Obviously it is defective, send it back."

A couple days later with a new radio in hand...same results! What the .....!

Another call to the distributor. This time "the expert" comes to the phone. He didn't know either, so promised to contact "Hong Kong", where they are made, for advice. When he called back, he assured me the radio is o.k., but can't explain the problem. He very apparently didn't understand the issue either. I felt pretty dumb for not knowing but even the national distributor didn't know...therefore he was even dumber.

*continued next page...*

*A TCP "Classic"  
worthy of repeating every year...*

The Oregon Scientific handheld VHF has a "solid feel" in the hand



## DUPLEX EXPLAINED:

Here is what was going on. Most of the frequencies on your VHF are "duplex". That means they receive and transmit on different frequencies even though they are on the same channel. This means that even if you are standing next to another radio, they can't hear your direct transmission if you are on a duplex channel, because you are transmitting on frequency "A" while they are receiving on frequency "B". This is where repeaters come in. Repeating stations do more than just boost a signal and send it on. They receive your frequency "A" and re-transmit your signal on frequency "B". Got that?

So, here's how it works: You are chatting with another boat at your island anchorage on channel 81 (duplex channel). Your transmit frequency cannot be heard directly by the other boat. The signal goes to a repeating station back on the mainland, which re-sends the message on a different frequency that your mate receives. Your personal conversation has travelled up to 80 miles back and forth, and any radio in range of the repeating

station can hear it. If you want to talk directly to your mate, use a simplex channel (see the chart right.) A handy tip to know if you are engaged in smuggling, gun running, or just don't want to clog up the repeater channels.

Oh yeah...Have you wondered what that control on your radio means? The one that says "USA" or "INT" (International)? What happened there is that the USA, going it's own way as normal, uses far less duplex channels. So...if you and your mate at the island anchorage both had your radios adjusted to the USA option, you could talk to each other on more channels directly. To put it more simply, SIMPLEX frequencies are boat to boat. DUPLEX frequencies are boat to repeater to boat, even if the boats are next to each other.

With Several months to investigate this issue, I found very few sailors who understood this! Test it yourself. Ask a mate if they know what it means and make them explain it if they claim all knowledge. If they pass the test, ask them how they found out. If they are honest....about half will tell you it was from an article in *The Coastal Passage!*

# FREQUENCY CHANNEL CHART

INTERNATIONAL (Australia!)		
SIMPLEX		DUPLEX
6		1 61
8		2 62
9		3 63
10		4 64
11		5 65
12		7 66
13		18 78
14		19 79
15		20 80
16		21 81
17		22 82
67		23 83
68		24 84
69		25 85
71		26 86
72		27 87
73		28 88
74		60

USA				
SIMPLEX				DUPLEX
1	12	23	71	24
2	13	60	73	25
3	14	61	74	26
4	15	62	75	27
5	16	63	76	28
6	17	64	77	84
7	18	65	78	85
8	19	66	79	86
9	20	67	80	87
10	21	68	81	
11	22	69	82	

***TCP welcomes your  
comment and tips  
on VHF Radio.  
What's your story?***



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**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](http://www.thecoastalpassage.com/monohulls.html)**

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autopilot

engine monitor instruments

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Codan HF model 8528 SSB transceiver.

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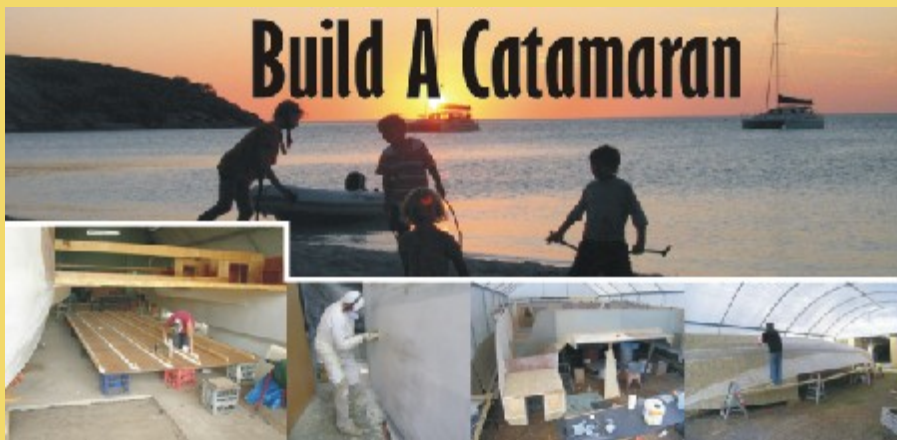


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