



74th Edition
Sept. - Oct. 2015

The Coastal Passage

***Scrappy* dismantled**

photo by Kay Norson

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See next page



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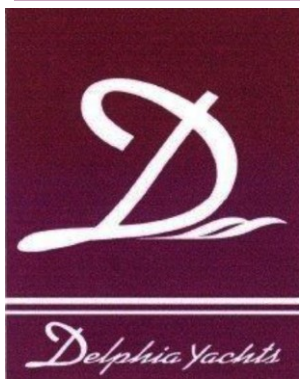
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The cover photo:

This photo between Macona Inlet, Hook Island and Airlie Beach. We were making one last stop to get mail then head north. See story inside.

Photo by Kay Norson

Contributors



Dianne Challis, SC *Elan*
Bob Norson, SC *Scrappy*
John Sullivan, MV *Liberty*
Sandy Wise, SC *Southern Wing*
Jan Wooller MV, *Yawarra II*

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

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

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

TCP Editorial by Bob Norson

Passage People is BACK!

For the first eight or ten years of TCP, *Passage People* was the most popular feature. As soon as the papers hit the counter they were snatched up by boaties to see who they knew on the back page. It wasn't about ego.. ok, maybe sometimes! Mostly it was about connecting people and that is especially important to any culture as distinct and mobile as the cruising culture of Australia. Which brings me to:

Get in your dinghy and go visit another boat!

Doing *Passage People* involves rocking up to any boat to ask to get a photo and brief bio, so you think I have a thick skin and can take a lot of rejections? Bullshit! I generally like people and make friends easy but I wouldn't do it if there was any chance of getting a brush off. Which brings me to my point; not only can I not remember, ever, getting rudely brushed off, the opposite is true. People usually position themselves at ready to grab a painter as I approach, with a smile before they have any idea what I am there for. They aren't just accepting of a visitor, they are KEEN! More than one have commented, or complained, that I am the first person to do that. 'Why aren't yachties friendlier'?

continued next page...



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

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So here is how you do it. Wait till about 1600, grab a bag with a couple drinks for yourself and a nibbly to share. Get in your dinghy and chuff over to a boat with people in the cockpit. As you near and slow your dinghy the people will turn to you. That is when you turn on your most charming smile and wave.

Using good seamanship, approach closer and if the hand isn't already out to grab your line, ask politely to come aboard for a visit. It works every time for me. And while you are at it, do a Passage People and send it in to us! Just say truthfully, that you are freelancing for TCP. Have fun, make new friends and help connect your community. Send us the pics and words! If you have done it to our standard (ha ha) we may accept it and give you credit.

Insurance, Insurance, Insurance

As you may read in this edition, we've had some bad luck. Our rig came crashing down on our new boat. Aside from the rig and sails, *Scrappy* survived with only cosmetic damage, though a lot of it, but the crew were devastated. And then the worry, we have insurance but how good is it? **Edward William** Insurance generally reimburses for monies paid for damages but in our case, because the outlay would have been financially difficult for us, and because I built the boat and have some knowledge of costs, they considered my proposal for a cash out, backed up by bids on the major components, and accepted it. Done. I did not inflate the numbers to take advantage and they did not counter to grind me down. AND, their agent is a TCP advertiser and we support those that support us and we hope you do the same!

Am I a "Domestic Extremist"?

Why is there a news item about the Psychologists in the spy business in TCP? (see further in this edition) After all, "it doesn't affect us!" I beg to differ. Just because you don't realise it, doesn't mean it doesn't occur. Your view of the world is being filtered and manipulated by experts and TCP is trying to inform you of that fact.

Your attention is diverted away from serious matters and directed to meathead athletes and their trophy tarts, the frocks they wear and who they screw on the side.

In speaking to people I know there are a lot that don't understand what all the fuss is about. They don't have any problem! And they won't ... unless they are unlucky or speak up - challenge authority. But I have spoken to many recently that are grateful to TCP for being the voice that does challenge authority. They know something is wrong but are unsure. It's hard to pin down but there is a lack of trust and a feeling that whoever is in "power" isn't going to make any difference at all.

It is easy to explain. Our governments are acting like a ruthless corporation, but most corporations don't have militaries, police, courts, spy agencies, access to everyone's "private" data, any expert advise money can buy, and most of all, unlimited budgets. In corporate logic, anything is legal if you make (or interpret) the laws and any means are acceptable to preserve the hierarchy.

In the New World Order are people who publish stuff like you just read, "Domestic Extremists"?

LETTERS



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.

Hi , I'm just enquiring about an article that was in an earlier paper mag of yours a few years ago . it was about taking a steel boat back to bare metal for a repaint . The person who wrote it used a flexible tungsten tipped wheel in his drill to remove the old epoxy . Do you have any idea where i could purchase one or even the name of the wheel . Any help with this would be much appreciated .

Thank you.
Daryl Bodsworth

Greetings Daryl,
That was an excellent article in TCP # 57 by Tony Beks of SV Ragin Cajin. Tony Stripped the bum of his steel boat in South Africa on his way around the globe. The Tercoo Blaster is



Keel work in progress. The shiny surface above is clean metal with a coat of Amerseal, a low viscosity slow setting clear epoxy as a primary coat. Also note the anode studs you DO NOT hit with the Tercoo.

available in Holland for about 50 Euros for the triple row jobber that Tony used. The Australian distributor is McIntyre Equipment in Stafford QLD.

"The secret is to not go for the perfect job with the Tercoo. If you leave tiny speckles of paint as you go it's no biggie. They take a long time to pick up with the Tercoo but no time at all to knock off with a 16 grit sanding disc. You know, it's the one with



The left disc is a brand new one. The right hand one is the one used on the whole job. I guess about 45-50 square metres when you count a long keel and rudder in. Note the stud tips are slightly more angled, and one little tip is missing from hitting the anode bolt. Otherwise the disc would still be 100% serviceable if I hadn't hit the sharp edge of the prop a glancing blow and torn the rubber in the middle disc.

about 20 bits of road gravel on it.

The other secret is to only use the minimum of pressure on the triple disc. It just chatters off the layers of paint. The thicker and harder the paint is, the more effective the process. This includes the dreaded Tar epoxy which usually gums up sanding discs instantly.

I bought a \$30 Black and Decker all plastic power drill on special while in oz just recently. The other drills I have on board have cast metal gearboxes and are not light. Bugger holding one of them above my head for days! It turned out to be the perfect power plant for the job, ie stripping the underwater of my Roberts Mauritius back to bare metal in a boat yard with plastic boats on either side. I bent up a bit of aluminium flat and made a 40mm leg, which I hose-clamped to the drill body. This keeps the disc at right angles to the work surface. (This would be different for each different drill dependent on the diameter of the drill body)."

Your welcome,Bob



Dear Editor,

I am launching a new and exciting website "Marina Berth Swap." My site has been designed to create a database of like-minded boaties who enjoy our magnificent playground on the water.

The website offers marina accommodation at new destinations without berth fees by offering a vacant berth to other registered Marina Berth Swap members. The website enables sailors to choose from a list of vacant marina berths in exchange for freeing their own berth while it is vacant.

All boat owners – motor cruisers, yachts or multi-hulls can **register before 1st October for a free first year.** Registration is \$25 per year thereafter. Interested readers can email if they have queries or feedback. "The Coastal Passage" would be my chosen medium to launch Marina Berth Swap to reach the readers in Australia and overseas who will most benefit, so I would like to place an advertisement in your publication.

I would also like to express my thanks to the team at *The Coastal Passage* for their encouragement and enthusiasm in assisting me to promote a new idea and my dream.

Sincerely,
Sue Streeter, Yacht *Pacifica*

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Hi,

I just wanted to tell you how much I have appreciated your website, particularly the effort you have put in to share with us the build of your cat. I have really enjoyed reading your informative blogs during the build and it's great to see that you now have it afloat. Congratulations and I wish you all the best with your adventures.

I would love to build my own cat for my young family and believe that Leon's 21k design may be something I could manage for my first ever boat build. I have restored many a ply boat but never built from scratch. Is there any more info / plans you could share with me regarding this design? I have been experimenting with some scale balsa hulls but without any measurements to go by I am

uncertain how it will float once built to full size. If only I had some bulkhead plans. I hope to hear from you and would love to see your boat one day when we come north next time.

**Thanks in advance,
Andrew**

Hi Andrew,

Sorry to say that we haven't been in touch with Leon in several years, plans, such as they were, are no longer available. But you don't need them. Do what Leon did, build a scale model and float it. Study the photos on the website, Get the thinnest ply you can get cheap and build the model.

This is a matter I would like to see put to rest anyway, give me permission to publish your letter and I will explain to everyone how to cutout the bulkheads with ease and perfection. And more tips

Cheers, Bob

**Awesome, yes you have my permission,
Thank you**

Note to readers: TCP has had numerous enquiries about this project. Andrews kind letter provides an opportunity to justify the effort on my part and hopefully will inspire

potential builders out there to take a chance and go for it. A warning though- boat building is either in you...or it is not.

I asked Andrew to supply a little more info to work with about his family size and ambitions. His reply is below.

Bob

Hi Bob,

My ideal cat would meet the below criteria:
32 feet long, 16feet wide, with full width bulkheads. 9mm plywood multi chine hulls with a ply bridge deck with a hard top extending aft to provide shade over the cockpit. Standing headroom in saloon and cockpit. A dividing bulkhead between the saloon and cockpit is not necessary. It would be very curvey, dissimilar to most currently available boxey designs. Shallow draft with bilge keels and akermann spade rudders. Could be powered by a mid mounted 9.9 hp four stroke outboard.

continued next page...

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Provide accommodation for 2 Adults (double bed) and 2 children (separate single beds) Basic galley. Chart table not important. Suitable for weekend stays in our surrounding waters of Goolwa which consists of freshwater lakes and the Coorong estuary. Cutter rig with a simple layout for cruising.

**Cheers,
Andrew Stevens**

OK Andrew,

I see by terms that you used that this may be new territory for you. Cats don't have bilge keels, they have keels period, or they have boards.

Akerman refers to a rudder adjustment/alignment rather than any style or design. And while we are on the subject, transom hung, retractable rudders are what I

would recommend for your family, low budget boat.

Standing headroom in your cabin may require an unsightly profile. Maybe save that area for sitting. A covered cockpit involves a lot more work and materials than you might think. For a boat your size I would recommend canvas work. That bulkhead between cockpit and cabin really helps to stabilize the top and provides security.

Curvey??? In ply? Good luck! Might be better off working out how to make a pleasing design with lines. Though a slight curve provides stiffness, curves or rounded will be more work and weight.

My 12 metre cat has a keel panel (that flat one on the bottom that the keels fasten to if you have them) that is 440mm after the taper from the bow that it carries right to the transom. A 32 footer may have one a little narrower, say, 390mm. The degree of rise in your chine panels will be either narrow, low load but faster, or wider for high load carrying but more wetted area=slower.

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On the bow taper of the keel panel, the longer and narrower the faster but with poor load carrying. A 'fatter' taper will provide load carrying.

If you are serious about this the first thing you need to do is start looking for a second hand rig and sails etc. They may determine your design detail. Then build that model and float it.

When you need to put bulkheads in or to duplicate the design of those first two bulkheads as Leon did, or to gather dimensions for any odd shaped area, here is how you do it.

Some one named them joggle sticks, good a name as any. Cut one say, a metre long by 60mm and then cut the teeth and point into it. Tidy doesn't matter too much. Then you need a small piece of scrap wood (T) you can

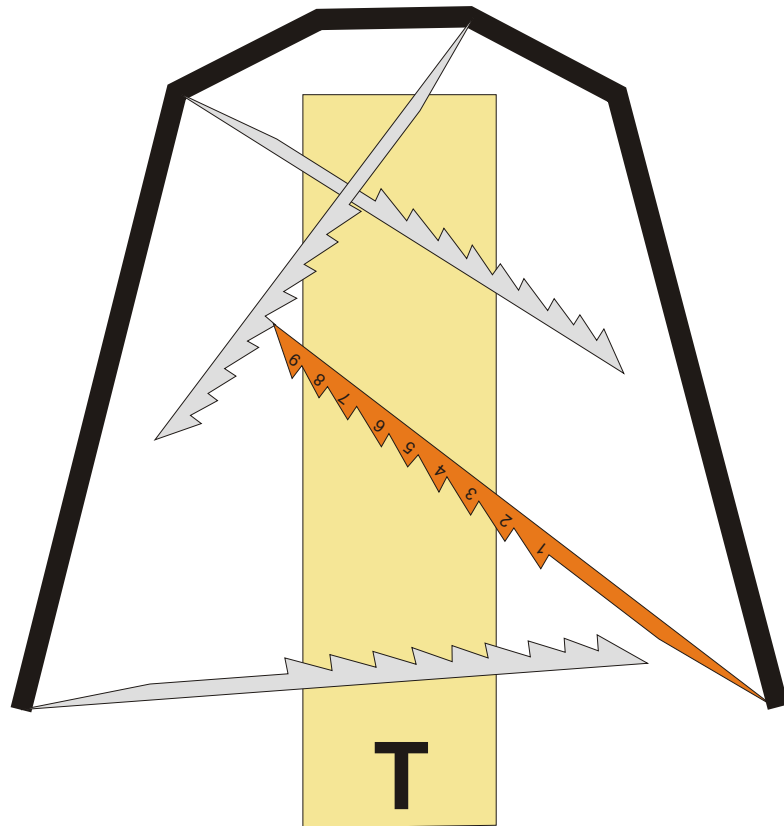
fasten inside say, a hull. It can vary in shape but it has to be secure in place. Then take your joggle stick and put the point in any place you want to make a reference point, any edge or corner. With a pencil trace the outline of the joggle stick on the piece of scrap wood. You might put on the numbers you have on the joggle stick too, to help place them later to make your panel.

When you are done with that, remove the scrap wood and lay it on and fasten it down on a panel you want to cut from and place your joggle stick in the places it was traced in and make a mark by the point. When you have done that you will have a 'connect the dots' game. It is that simple to reproduce those shapes and they will be accurate to a mm if you are reasonably careful.

Let me know how you go

**Cheers,
Bob**

letters continue next page...





Bloody Wash!

I recently observed a 40' cruiser in a no wash zone, doing at least 25 knots and creating a gigantic wash as it overtook a small commercial ferry. The ferry skipper made a hard 90 degree turn into the wash and even with that was rolled 45 degrees. The ferry then pitched up and then down so far I saw the propeller come spinning out of the water. Luckily only a couple of passengers were on board where at another time it could have had many more passengers, some of them elderly and some of them school children. There was great risk to life and limb. Turns out the guy driving didn't own the boat. He was employed by a Boat Share Company to ferry the owners and guests around as they didn't have licenses. The driver did however have a license and it's the same one you and I need to drive a tinny with an outboard. No other qualification or testing of ability. Nothing, and it's legal.

There are three things you need to do to get a Boat Driver's Licence in NSW:

One: is to complete a Boating Safety Course. There are 4 options for completing the course of which you have a choice of going online, DVD, attend a course run by RMS or attend a course run by a recognized training provider. The DVD pack would have to be the easy pick as it includes a certificate of completion which you'll need to bring with you when you apply for your license.

Two: you'll need to provide evidence of your practical boating experience. You have two options for gaining practical boating experience: A practical boating course or download and fill in a Boating License Practical Logbook (PDF). Again the easy option is to go the logbook route. If you choose the logbook option you'll need to complete at least three trips in a vessel under power. You'll need to enter the trip details in the logbook and have them verified by an experienced skipper. The skipper must have at least a current and valid NSW or interstate boat driver license, and must have held a boat driver license for at least three consecutive years. You do not have to take all of your trips with the same skipper. Vessels: You can make your trips in any

powered vessel (including a sailing vessel operating under power) except a PWC. There is no requirement for the vessel to be registered, so you may gain experience in a small powered runabout. Important: You must not exceed a speed of 10 knots when making these trips.

Three: is a Boat Knowledge Test of 40 multiple choice questions which you can repeat until you pass.

So, without any need to demonstrate in a practical test that you have any boat handling ability as you would for a car licence. A DVD, a multiple choice quiz and 3 trips in a tinny with a mate and a couple of coldys in which you must not exceed 10 knots, and you're all set to drive your 60 foot, 30 tonne, 2500hp cruiser at 25/30 knots, navigate in traffic inshore or offshore and manoeuvre in marinas on the same licence as that bloke in the tinny you just swamped.

continued next page...



More Bloody Wash!

Wash has gotten so bad now that it's a regular occurrence in places like Refuge Bay for all the moored boats to suddenly start rolling all over the place because of a wash caused some 5 to 7 minutes earlier by a long gone high speed cruiser heading up Cowan Creek or down to Broken Bay. The same for Sydney Harbour and other waterways. These vessels are designed to do these speeds offshore. Going up to Surfers or outside for some deepsea fishing. Or running up and down the Riviera or the Bahamas but not in enclosed waters, rivers, and harbour waterways.

So what to do? That phone you now take with you everywhere has a camera in it. With it you can take a photo of the offending vessel creating the wake. Get the name and Rego number and forward with the time and date to the RMS [or your states's agency]. They are then obliged to follow up with an interview of the offender or an infringement or both and a record is kept.

You've got to remember who you're dealing with here. This is not a bunch of gentlemen sailors who through some oversight forgot that they were doing 25 plus knots with the transom almost under the waterline and thinking that the surf must be up for all those other boats to be rolling around on their beam ends and burying their bows in the troughs. No, these people just don't care about your safety or comfort or the damage they can do to your vessel or property.

They are the same pig ignorant drivers you see on the road taking a break on the water.

And before anyone starts calling 'foul' this is not a spray against Power Boat owners. Only the 'drivers' that cause letters like this and the countless others to be written to boating mags. The BSO's are exemplary in all this. They do the best they can over the huge areas they have to patrol. The fault lies in the RMS itself. Not enough boats or resources to patrol and penalise (read educate) offenders, and weak regulations. And please, enough with the education stuff. There's an old saying and it's still true today. "You can't educate a mug".

Wash is dangerous and damaging and it's getting worse as evidenced by a constant flow of complaints the number of which I enquired about with the RMS but was told "the records department at the RMS do not collate data as specific as to the amount of complaints received about vessel wash and the majority of complaints received are dealt with on an individual basis specific to the area, boat type and complaint." So there. I got the feeling that this whole issue wasn't something they didn't want to talk about. A pity really because they always say the waterways are there for all to share and enjoy but increasingly a few seem to be enjoying it at the cost of the discomfort most of us are having to share thanks to excessive speed and wash.

Don Hartley, Balmain, NSW



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Psychologists Used to Create "Compliance, Obedience, Conformity"

What you *think* you know may not be the whole truth

According to a report in *theintercept.org* using documents release by Edward Snowden, a British psychologist has been exposed providing expert advice to help the U.K. surveillance agency GCHQ manipulate people online.

The debate brings into focus the question of how or whether psychologists or other health professionals should offer expertise to spy agencies engaged in deception and propaganda.

Dr. Mandeep K. Dhimi, provided the UK spy unit JTRIG with "advice, research pointers, training recommendations". Dhimi's leaked documents reveal that ***the unit's own staff characterize their work using "terms such as 'discredit,' promote 'distrust,' 'dissuade,' 'deceive,' 'disrupt,' 'delay,' 'deny,' 'denigrate/degrade,' and 'deter.' The unit's targets go beyond terrorists and foreign militaries and include groups considered "domestic extremist[s]," and online "hacktivists."***

TCP would ask what is a "Domestic Extremist"? In *TCP* # 27 it was reported how the Australian government had been involved in mass editing of the popular website, Wikipedia. The Department of Defense alone had made over 5000 edits to the one site. This corresponds in time to when *TCP*'s computers came under attacks that continues and forever changed how *TCP* views security and the power of government in Australia. "Are "Domestic Extremists" anyone who publishes information that the government doesn't want Australians to know", asks Bob Norson, *TCP* publisher? '*TCP* views the Australian Government as "Extremists" and "Hackers"' he says.

There are many similarities in actions among the "Five Eyes" countries of the UK, USA, NZ, AU and Canada and according to reports released by Snowden, much shared information. For example, the chief of Australia's Spy agencies was revealed by *The Guardian* to have asked the USA to monitor more Australian phones so the Aus spys could

have information they were not legally allowed to take themselves at that time. Legislation has since been amended to allow that.

Dhimi provided advice on how JTRIG can improve its approach by applying theories and research around ***"persuasive communication, compliance, obedience, conformity, and the creation of trust and distrust"***.

"Propaganda techniques include, Using stereotypes; substituting names/labels for neutral ones; censorship or systematic selection of information; repetition; assertions without arguments; and presenting a message for and against a subject."

"If you have spent time on any internet forum you will likely have read some of those posts", comments Bob Norson.

JTRIG's tactics include "seeding propaganda on social media, impersonating people online, and creating false blog posts to discredit targets."

Bob Norson asks, "What other professions are employed by our governments to manipulate and deceive? And What is their definition of "domestic extremist"?"

NEWS FROM Australian Live-aboard Association Inc. (ALA)

Live-aboard Boating Community Offers Ground-breaking Pollution Solution!

Not-for-profit, The Australian Live-aboard Association Inc. has formed "Gold Coast Moorings" to respond to the GCWA's tender call for the management of Category 1 moorings on the Broadwater.

ALA President and local engineer David Taylor says, "The ALA's Tender Response outlines a compelling means of managing the community's own affairs and will provide a cost effective and sympathetic service to the local, Australian and International boating fraternity who wish to spend time on the Gold Coast; either long or short term."

"The ALA hopes this will help counter a reputation which has developed that the Gold Coast is an over-regulated and unfriendly place to visit, with few facilities for visiting yachts who do not require a marina berth."

"Although under legislation all live-aboard boats are required to have macerating toilets with a holding tank system to prevent uncontrolled discharge in non-discharge areas (like the Broadwater), there has never been appropriate infrastructure on the Gold Coast to fully support the intent of the legislation."

"Boats attached to a marina (which includes these moorings) are exempt from the more stringent

rules applying to living aboard boats at anchor, because occupants are deemed to use shore facilities."

David Taylor says "In my experience there is little or no discharge from these boats on swing-moorings, there remains a perception that these boats pollute and there is no iron-clad guarantee that they don't." "The Gold Coast Moorings tender offers this guarantee in the form of sealed holding tanks in all client boats with a mobile pump-out barge emptying the tanks on a regular basis."

This community approach could well be unique in Australia and offers the potential of developing the approach more widely across the country's waterways.

David Edmondson, head of Gold Coast Moorings says "I like the idea of the ALA helping to develop a unique arrangement in Australia, offering solutions to sewage, live-aboards, destinations, retaining the diminishing mooring population, in fact working towards more availability, having an organisation of well-credentialed members willing to work with authorities to solve problems."

"If only the authorities would develop a more inclusive stance. Many suggestions have been made, however, amenities have already been lost – for example unique wind surfing and kite boarding locations north of the jetty."

Mr. Edmondson has a strong vision for the Broadwater, an environment where he has lived, worked and played for the last 25 years. "The Broadwater should not become a thoroughfare, but instead develop locations for uses, with shore-based facilities provided by state government to offset environmental impacts, for example toilets, showers, waste management, water etc. for 28,000 boats. The ALA is striving to prevent more loss, for ALL stakeholders, and improve facilities."

Although the ability for boat-owners to live aboard is potentially threatened, with the new manager entitled to exclude them from the moorings, ALA President David Taylor says, "This is not just about live-aboards. The future of moorings on the Gold Coast is at risk."

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Further Information Contact: ALA President, David Taylor, Ph. 0408 820 666

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Challenges and beauty - Our Sumatran story

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



Sandy's Sumatran story

The decision to go to West Sumatra came about after procrastinating for months about where our next adventure would take us. Finally we decided on the East Malaysia Rally after which we would continue on to Palawan in the Philippines. Then we heard about a German couple getting kidnapped south of Puerto Princesa. We were aware of the unrest around the Sulu Sea but did not think it extended over to Palawan. So for a second time we cancelled our plans for the Philippines and decided to go in the opposite direction to the islands off North Western Sumatra.

We had organized to meet our friends Irvin and Jenny on *BackChat* at the top of Sumatra. It was going to take us three to four days from the Andamans but only two to three for *BackChat* who were coming from Phuket. From Lankawi, Sumatra is an overnight sail if you leave early enough in the morning and have favourable winds. Not too many cruising yachties go to the western side and for the first few weeks we knew of only one other cruising boat in the area; *Capricorn*, a fast sleek Adams 50 owned by Mike and Kym, seasoned sailors who visited the area regularly.

Our Sumatran story began as we were leaving the Andamans. On the way down from the Andamans we thought we were going to loose Sarsha. We still do not know what happened to her but she began to shake violently and could not stand, then eventually went unconscious. This began at 9.00 am in the morning and by 9.00 pm that night I said incredulously to Phil that I thought she was dieing. She lost all use of her body, could not lift her head, and her back legs kept twitching and jerking. When I opened her eyelid her third eye did not recede back and her eyes were red as if they were bloodshot. Her breathing was very shallow and clipped.

continued next page...



Sandy & Sarsha

I have nursed many animals during death in my life and this seemed like it was going to be it for old Sarsh. However, I was not ready for her to go and thought one thing that might bring her back from walking down that tunnel of light was her squeaky toy. So I squeaked and squeaked while calling her name and she opened an eye. I just kept calling her and patting her to let her know I was there and that I was not going to let her go just yet. Over the next couple of hours she started to come back to consciousness but could not lift her head or get up into a sitting position. She slowly regained the use of her muscles and by six o'clock the next morning was able to stand with assistance. By lunch time the next day she was walking but it took her five days to get her sea legs back and she was a bit frailer for the experience.

All this occurred in rough seas out in the middle of the Andaman sea on our way past the Nicobar Islands where you are not allowed to land. Sarsha is now bright and healthy once more and bounding around.

As we were getting closer to Sumatra we came into our first storm since leaving Thailand. It was a pitch black night and was one of the times we were glad to have radar. We could see which direction the storm was headed and how intense it was and yep, you guessed it... right in our path. But not a problem, Phil just altered course to go around it and it passed to our port side with not too much discomfort. We arrived at Pulau Breueh, Sumatra in the early morning after three nights at sea and anchored in a bay off the north west tip (Lhok Kruet) to await the arrival of *BackChat* and catch up on some much needed sleep. *BackChat* was not far behind and I reckon I was never so glad to see anyone in my life as Jenny and Irvin the day they sailed into that bay.

continued next page...



Southern Wing sailing in calm seas now...

From here we had to sail to a town called Sibolga about a third of the way down Sumatra on the mainland to clear into Indonesia. We acquired a one month VISA on arrival and would come back and extend at the end of the month. The other alternative was to apply for a two month VISA from an Indonesian embassy before leaving for the trip. On the way into Sibolga is Pulau Mansalar an island which has the most magnificent waterfall that cascades off the mountain into the sea and you can sail right up to it. For me this was one of the highlights of the trip (amongst many). Once in Sibolga we cleared in and reprovisioned ready for our tour of the north western islands.

Sailing around these island is quite safe but when coming into anchorages it is best to have someone checking that you don't venture out of the channel. Some of the maps of this area were not very accurate and after the 2004 earthquake and tsunami were even less so. Numerous times we were shown to be anchored on land when we were actually a good few hundred meters away in the water. We also like to get a good nights sleep and lucky for me Phil is a good weather man who looks for all round weather anchorages. We had no trouble finding these and so far in our two years sailing we have never had to up anchor in the middle of the night but then I think we have also had a bit of luck.

Deciding what places to visit and when, depended on the weather and also the research we did with other yachts that had already been to the area. A few of the people that gave us information said not to worry about going up the east coast of Simelu as the anchorages were too deep. Also, not too many yachts seem to have gone there. However, one always has to find out for oneself and we found some great anchorages.

continued next page...



The Waterfall at Pulau Mansalar



Jungle and buffalo on shore at Teluk Lugusibigo, Pulau Simelu

One in particular, Teluk Lugusibigo, was a natural harbour at the top of the island of Simelu. We went to the end of the harbour and anchored in 11 meters beside a small village. There were buffalo on the shore, jungle covered mountains, and the sounds of monkeys among the palm fringed edges of the small bay. The local villagers were lining the shore waving to us and as soon as I waved back it must have been the signal for everyone to man their canoes and come out to our boat. Nobody could speak English and with my bit of Indonesian we got by and had the most wonderful experience with very friendly, happy people.



Fishermen alongside selling their catch for of the day

During our tour of these islands, some of the anchorages obtained nicknames because of our experiences there such as, Crocodile Bay (P. Bangkaru), Mozzie Hollow (Sth P. Tuangku), and Smelly Fishing Boat Bay (U. Tapus). Crocodile Bay was named because we went snorkelling there and were told afterwards a croc lived there and that a crayfish diver was taken two years previously. Mossy Hollow is self explanatory but I have to say, that the mosquitoes back in the Caboolture River in Queensland were far worse, and a piece of advice ...never anchor down wind of a West Sumatran fishing boat, hence Smelly Fishing Boat Bay.

continued next page...

Traditional Boat Building





West Sumatran Squid Boat going out for the night



Another place we went was Afulu on the island of Nias. Coming into this anchorage can certainly get the adrenaline pumping if there is a bit of a swell on the day.

There is reef with breaking waves on the left and right of the approach and you wonder where you can get in but once on top of it you can see there is plenty of room but best to stay in the middle! Here there is a market on Thursdays and it is also pretty much an all round weather anchorage.

From here we took the round trip back to Sibologa to avoid an overnighter and extend our VISA. As we left Pulau Tuangku we had the pleasure of sailing among some whales. They were in no hurry to move on and it was just a spectacular experience to have them swimming around our boats.

continued next page...

Reef at Afulu

After getting our extension we went back to the places we had yet to see. One of them being A.Loban a small village at the top of P. Tuagku where we stocked up at the Tuesday morning markets. I also thought the top of P. Tuangku was amongst the prettiest places of this island group. Small palm fringed atolls with white sandy beaches dotted the passage to this village. It was also here that a complete island disappeared in the earthquake and only a few trees sticking up out of the water remain.

After leaving A. Loban we were having one of those nice sails sitting on 8 knts when we hit a log and put a hole in our bow. We have a sacrificial piece at the front of the bow but it is made out of ply and if for some reason it splintered into the cedar then we could have a potential problem. Phil wanted to put a patch on it straight away, but there are no haul out facilities or appropriate beaches over here.

So we had to find an anchorage calm enough to do the job. Once again we found a great anchorage at the bottom of Similue and with a bit of Phil ingenuity, a few fenders and help from Irvin, the boys lifted the bow out of the water enough to get a patch over the hole. Phil also found out that the Thai epoxy sets under water if put together when tacky.

Another highlight of the trip was going to a little fishing village south of Banda Aceh called Seudu and hitching a ride in the back of a ute to Banda Aceh. Here we went to the Tsunami Museum; a real eye opener when it comes to the scale on which this tragic event occurred. We spoke to a village leader up near Sabang and he said the wave that came into his village was 30 feet high as it went over the mango trees.

continued next page...



Phil, Irvin and Jenny on their way to the Afulu markets



Southern Wings damaged bow

During our stay in Indonesia we found the locals to be just lovely and were always treated respectfully by very friendly, helpful officials. However, mix ups can happen and when we were in Sibolga extending out Visa's for another month my details got lost in Jakarta and my extension could not go ahead. It is at times like these when it is good to have an agent. A quick phone call to Hellen de Lima (hellen_ambon@yahoo.com) had everything sorted by the next day and we were on our way once again.



Phil at an abandoned monument - Sibolga

Sadly after two months our VISA's were up and we had to check out. There was a weather system coming with 25 to 30 knt winds which made me a little anxious about going around the top of Sumatra as the Indian Ocean currents and the Malacca Strait meet at this point making for rough conditions. Along with that, all the ships converge around this point as well. Fortunately we had a dream trip back but not so for our friends on *Capricorn* who left a few weeks later and were

chased all the way back to Langkawi by wild squalls and windy weather.

Our sailing season began at Telaga Harbour, Langkawi and went to the Islands and Hongs of Phangnga Bay in Thailand, past Similan Island on the East Coast of Phuket, across to the Andaman Islands of India, down past the Nicobar Islands to the West Coast Islands of Sumatra, as far south as Pulau Nias and ending back at Telaga Harbour. The trip took six months and was the most fabulous experience. Now we are back to the beginning where we are again procrastinating over where we will go next season, but then that's going to be another story.



Sandy with local girls in Sibolga

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DISMASTED!

By Bob Norson, SC Scrappy

If an unseen cannon had been fired and blasted away my rig, I couldn't have been more shocked. The sensation would have been the same.

We had mail to pick up. The idea was to make an early run from Macona Inlet to Airlie Beach on slackish water. We started off at 0630 just ahead of the change and at just after 0700 we were closing on North Mole Island. The winds had been building and our speed reflected it. Of all the miles we had put on the boat since launch, this was the first time we had been on a reach and

the seas weren't bad either. From 6 or 7 knots we had built to 9 or 10 and then flying at 12 to 13! *Scrappy* was steady as a rock and feeling great.



All the way north had been right up the bum, often in rough seas from the quarter. Miserable hard work and uncomfortable. On one occasion we had ghosted away from the somewhat rolly overnight shelter of a cape at 5 or 6 knots. With the pilot in control and distracted by breakfast, I was surprised to see 9 knots suddenly appear on the log! The boat is capable of accelerating effortlessly and in calm conditions, silently. Other days like sailing from Great Keppel, the seas were horrid. The pilot had to be put aside as the boat was slewing around enough to gibe.

continued next page...

DISMASTED! continues...



With our three point rig and very roachy main, running in rough seas is always a matter of walking a tightrope. One wrong move and WHAMMO! GIBE! That is where Kay burned her hand bad enough to make a story for last edition. These conditions had terrorised Kay and made her fear speed. But not today.

Kay was in the cabin sitting comfortably by the desk with a computer on in front of her running a nav program over a chart. She was watching our progress out a window and glancing at the screen like one would in a jet aircraft that has those plotter screens up between the movie channels. All was calm and it might have saved her life.

Scrappy has tillers. A wheel and the gear to finish it off lies in a locker. One of these days I'll get a round to it. I use the port side tiller unless we are in a tight area and I want the starboard side view. The port side has the pilot, motor controls, sounder and GPS with the SOG and other things. The starboard side is where Kay usually stands with a look of strained fear whenever we are sailing over 6 knots!

continued next page....



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DISMASTED! continues...



Gwad I was loving it!! *Scrappy* was just skipping over the tops of the waves, or so it felt. Vibration but no pitching. Part of the reason for that was that I had taken over the helm. No pilot is good enough to anticipate. They can't see. Besides, I didn't want to miss the fun! It was a broad reach but the apparent was coming around. The wind was screaming by my ears! Wonderful! I hadn't felt this kind of pure joy in concentration since my old days on a racing motorcycle.

And then it happened. First the awful BANG and the second of wondering WTF that was! Looking up. Nothing there. Another second (or was it that long?) for the full realisation.

After realisation comes assessment, then decision and finally a plan. The rig had to go to save the ship. A glance revealed that the mast had to be broken. It appeared to have collapsed just under the spreader. The boom had dropped on the cabin top and slammed aft, tearing up paint and denting the side of the big solar panel up there but somehow leaving it intact. It fell to the deck hard, extending into the area where Kay would usually stand...

The mainsail was speared by the composite stanchions, very tough those things. As the weight of the rig reached the full extension of the backstays, the sail was shredded by the stanchions.

I yelled to Kay to grab a camera and start taking pictures.

continued next page...



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DISMASTED! continues...

Trapped in place by the intact three point rig, the torn mast base danced a jig around the topsides and cabin, gouging the plastic windows and the months of fairing and paint work. All still new. I still don't know the extent of the damage underwater but there are no leaks. Some places visible near the waterline, are scrapped back to the laminate.

If I had been at the mast, adjusting reefs, the Cunningham or halyard, it would have been bad.

The port side backstay had the most tension on it and it was trying to saw it's way through the cabin. There wasn't much time.

I have a thing, some might say a fetish, about having a sharp knife.

My latest was a little 3 inch Smith and Wesson folding blade. The steel wasn't as good as the name implied but with care I was able to get a razor edge on it. Running rigging was tangled up in everything. I began cutting away



everything I could see. No sawing through the stuff, one quick snap and 13mm double braid or even 3/8ths Dyneema was parted.

With that out of the way, I had stays to cut. No, no bolt cutters on board, however, I did have a good hacksaw with a fresh top quality blade of 32tpi. Perfect for the job. The port side backstay went first, then the starboard. I made a futile attempt to mark the location for recovery by tying our biggest fender to the end of the main halyard. I cut through the furler foil but then changed tack and pounded the pin out with a hammer. The rig went under with the fender hopelessly tangled, into 120 feet of water.

continues next page...

DISMASTED! continues...

WHAT HAPPENED? WHAT CAUSED IT?

F*** if I know. The loud noise indicates a component failure. Something broke causing the general collapse. All stays were tensioned-intact. It wasn't them. The boat's chainplates were all perfect, didn't even scratch paint even though the bottle screw fittings were twisted around. The rig was built and installed by someone with over 30 years in Queensland and solid reputation. The boat is light and was well within its performance perimeters. It's generally agreed the boat is good for 20 knots in reasonable conditions and that if she was overpowered the boat should go end over end way before the rig breaks. We *all* would love to know what happened!

WHAT NOW? We are in the midst of testing our insurance. That will be another story.

THIS JUST IN... The insurer, **Edward Williams**, has agreed to cash us out and let us get going to repair *Scrappy*. Hopefully by next week we will have the cash to start making orders for rig, sails, paint, crane....endless.



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Kay and Bob Norson

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A Water tank “delivery” story



By Dianne Challis, SC ELAN

Who'd ever believe that we would need a new water tank 18 months after launch? Well here we are with a brand new one. The Plastimo sprung a leak and we couldn't be blown having it repaired so the search for something where we didn't have to do any manufacturing of ourselves and something that was neat, easy and clean.

We now have a food grade custom made Atlas Tank. Centre stage is John having to pick it up from our delivery point in Burrum Heads and carrying it down to where the dinghy was on the swimming beach.

The 1800L x 680W x 300H food grade tank was wrapped in bubble wrap giving the appearance of a single bed innerspring mattress being carted along the fore shore projecting up on his shoulder with arm stretched and fingers gripping the top of it. The wind was blowing making him walk like a drunken sailor.

Our precious tank was placed onto the dinghy and John managed to find his normal steering position at the rear of his mode of transport.

continued next page...



John with his precious cargo

Once John arrived next to the boat it was systematically and easily put on board after tying a rope around it and tying the other end to a winch just in case it wanted to go for a swim. The bubble wrap wouldn't keep this little beastly afloat that's for sure.

After the two of us doing a little jiggery pokery we managed to get it aboard without neither of us taking the plunge into the salty brine.

It took good team work and no swearing which was a surprise to both of us and of course John's brute strength and ignorance, I was the leading hand that did as instructed as I always do (I say that with tongue in cheek).

Then the fun began as the saloon suffered from the upheaval of cushions and seat lids being re-homed and the table moved aside. Even though we appear to have a roomy saloon under normal living conditions, when it comes to introducing a weighty, awkward, slippery plastic tank with no handles to grab for convenience into a particular position to be twisted, shoved, slid, lifted and lowered the saloon suddenly shrinks to the size of a kid's cubby house.

We nearly had it in but just couldn't get that last 15mm for it to slide down. It sat at an angle jammed towards the back. If only we could have jumped on it but that wasn't going to be the scenario to sort this issue out.

continued next page...



A snug fit for the tank.



John- a crummy job but someone has to do it.

The decision was made to pull it out to see what was stopping it. Fingers being banged and jammed and skin pinched as we manoeuvred it out of the hole it was soon live in so it could balance precariously on the edge of one of the seats while John climbed into the space after sighting some timber that was neglected to be removed before hand.

Only two small bits hindered the job. It's amazing what a chisel and a hammer can do. After hitting the knuckles a few times he had success in removing the offending bits. Out he climbed after cleaning the area of debris we once

again proceeded to get this rectangular mass into position. This time it went down and with a slight lift by sticking a couple of fingers in the filler hole the tank gently dropped down. All the fittings went on with minimal effort.

The following day it was journeys ashore filling up the water bottles. The tank holds approximately 320 litre which is better than the 200 Litres we used to carry. So poor John was running up and down the retaining walls against the beach with full bottles and then once they were aboard the good ship lolly pop it was up the steps to the deck where he would siphon the elixir of life into our new tank. John hates the taste of water - he knows what fish do in it so when he got a mouthful it came out faster than a car in the Bathurst 500.

Luckily three trips did the job and a full tank with its overflow going through the bridge deck was working perfectly. There was no swearing or cursing, the job just happened, there are a few battle scars but nothing that won't heal. So now you have been brought up to date with the escapades of a boaties life. Of course this all came about after we had toilet problems and John had to dismantle our macerator the week before but that is another tale for another time around an open fire on some out of the way

TCP Kay's NOTE:

We met with Dianne and John in the Burrum River while heading north on Scrappy. They told us of their woes with the water tank.

We told them that we had replaced our tank Bob built because the "potable food grade paint" left a nasty smell taste we could not remove after letting it sit for over a year, several cleanings, along with many fills and empties with water.

It was never going to be right, so we decided water is too precious on a boat and ordered a tank from Atlas Tanks.

They used the bad paint fouled tank as a basic template and in less than a week we had the tank installed and working.

The crew at Atlas Tanks were professional throughout and we were happy to recommend them to Dianne and John.

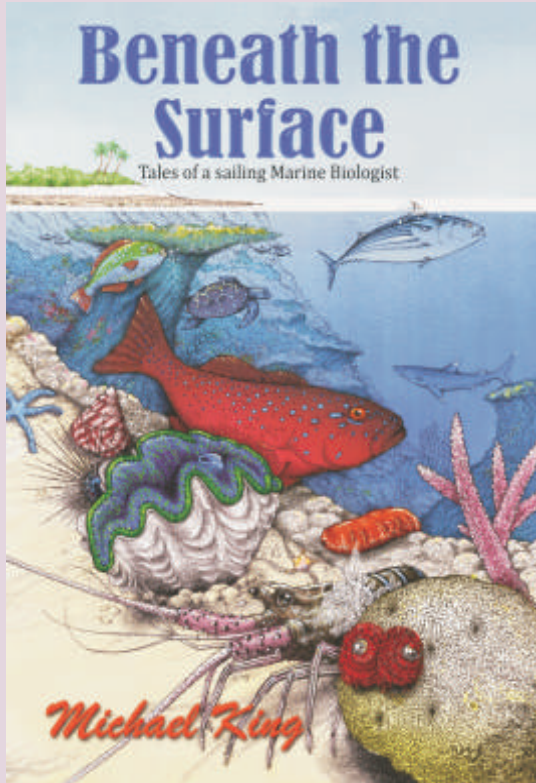
*Atlas Tanks are located at Caloundra, Queensland (Sunshine Coast).
www.atlastanks.com.au*

Thank- You Atlas Tanks!



Scrappy's new Atlas Tank and two crew from Atlas

Two TCP approved “good reads”



The book, published by Zeus Publications in 2015, describes adventures of the author while sailing and working as a fisheries biologist in Pacific islands. It contains over 90 line illustrations of sea creatures and ocean systems. Along with the fun, it emphasizes the case that fish stocks are being depleted in many countries including those in which the population relies on.

Dr. King is a well-known specialist in fisheries development and management and has worked in many countries around the world from the Persian Gulf to Polynesia. He is a past lecturer at the University of the South Pacific in Fiji and a past Associate Director at the Australian Maritime College. He is the author of the widely used text book "Fisheries biology, assessment and management" Second edition, Wiley Blackwell 2007.

The book "*Beneath the Surface: tales of a sailing marine biologist*" can be viewed on websites such as Amazon or Book Depository - or on the publisher's website:

[Http://www.zeus-publications.com/bookstore.htm](http://www.zeus-publications.com/bookstore.htm)



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A quote from John Steinbeck's novel, *East of Eden*, first published in 1952

What do I believe in? What must I fight for and what must I fight against?

Sometimes a kind of glory lights up in the eyes of man. It happens to nearly everyone. You can feel it growing or preparing like a fuse burning toward dynamite. It is a feeling in the stomach, a delight of the nerves, of the forearms. The skin tastes the air, and every deep drawn breath is sweet. Its beginning has the pleasure of a great stretching yawn; it flashes in the brain and the whole world glows outside your eyes. A man may have lived all his life in the gray, and the land and trees of him dark and somber. The events, even the important ones, may have trooped by, faceless and pale. And then the glory so that a cricket song sweetens his ears, the smell of the earth rises chanting to his nose, and dappling light under a tree blesses his eyes. Then a man pours outward, a torrent of him, and yet he is not diminished. And I guess a man's importance in the world can be measured by the quality and number of his glories. It is a lonely thing but it relates us to the world. It is the mother of all creativeness, and it sets each man separate from all other men.

I don't know how it will be in the years to come. There are monstrous changes taking place in the world, forces shaping a future whose face we do not know. Some of these forces seem evil to us, perhaps not in themselves but because their

tendency is to eliminate other things we hold good. It is true that two men can lift a bigger stone than one man. A group can build automobiles quicker and better than one man, and bread from a huge factory is cheaper and more uniform. When our food and clothing and housing all are born in the complication of mass production, mass method is bound to get into our thinking and to eliminate all other thinking. In our time mass or collective production has entered our economics, our politics, and even our religion, so that some nations have substituted the idea collective for the idea God. This in my time is the danger. There is great tension in the world, tension toward a breaking point, and men are unhappy and confused.

At such a time it seems natural and good to me to ask myself these questions. What do I believe in? What must I fight for and what must I fight against?

Our species is the only creative species, and it has only one creative instrument, the individual mind and spirit of a man. Nothing was ever created by two men. There are no good collaborations, whether in music, in art, in poetry, in mathematics, in philosophy. Once the miracle of creation has taken place, the group can build and extend it, but

the group never invents anything. The preciousness lies in the lonely mind of a man.

And now the forces marshaled around the concept of the group have declared a war of extermination on that preciousness, the mind of man. By disparagement, by starvation, by repressions, forced direction, and the stunning hammerblows of conditioning, the free, roving mind is being pursued roped, blunted, drugged. It is a sad suicidal course our species seems to have taken.

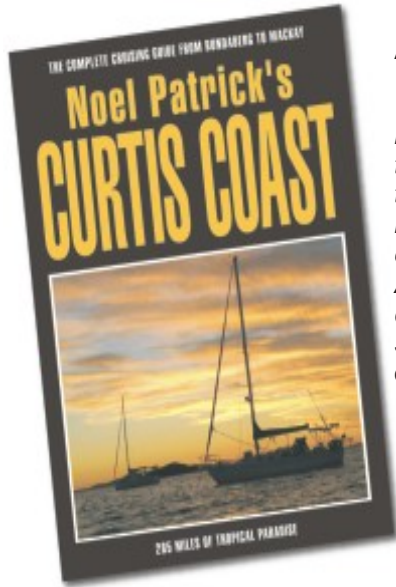
And this I believe: that a free, exploring mind of the individual human is the most valuable thing in the world. And this I would fight for: the freedom of the mind to take any direction it wishes, undirected. And this I must fight against: any idea, religion, or government which limits or destroys the individual. This is what I am and what I am about. I can understand why a system built on a pattern must try to destroy the free mind, for that is the one thing which can by inspection destroy such a system.

Surely I can understand this, and I hate it and I will fight against it to preserve the one thing that separates us from the uncreative beasts. If the glory can be killed, we are lost.



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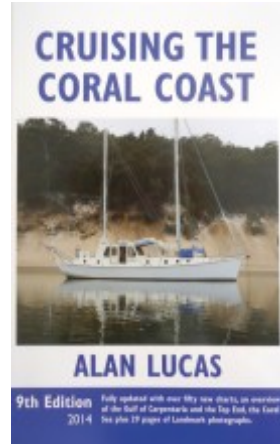


A quote from Noel Patrick:

"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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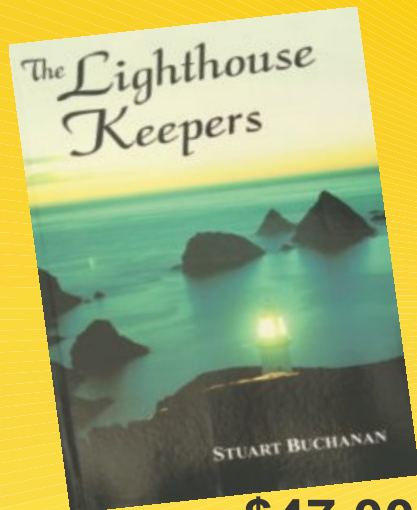
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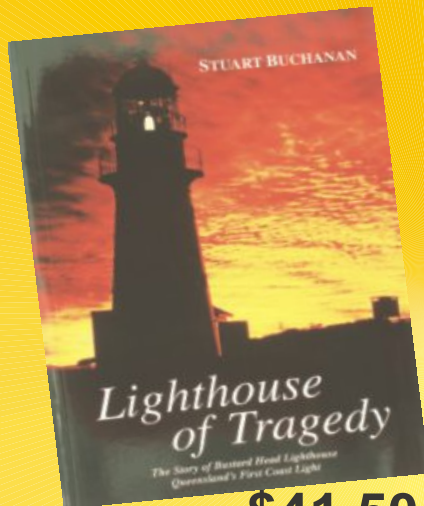
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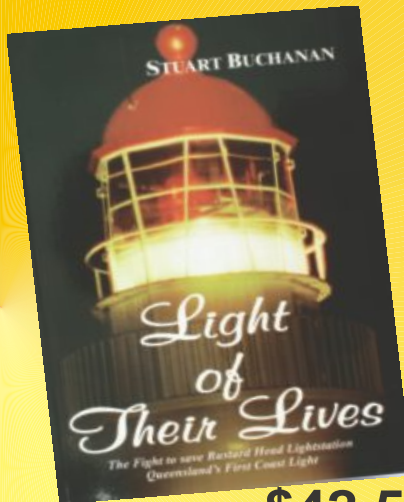
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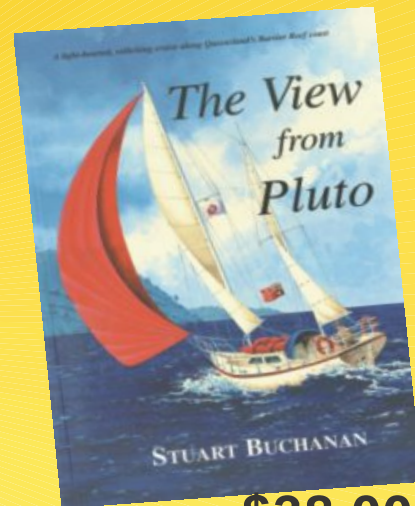
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The long haul home: South East Asia to Tasmania

Story & photos by Jan Wooller MV, *YAWARRA II*

With shiny prop and clean, smooth black antifoul paint on her bottom *YAWARRA II* (Y2) splashed into the Endau River on the east coast of Malaysia. She was ready for the long haul back to Australia. We just had to wait for the right weather.

Many Australian and New Zealand yachtsmen face the same decision making process that we did when planning to return from the SE Asian cruising grounds. As we were heading down to Tasmania where we planned to swallow the anchor and move ashore after 37 years afloat, the need to dodge the southern cyclone season and beat the Tasmanian winter storms necessitated more of a delivery trip mentality than we are accustomed to in order to cover over 5,000 nautical miles in about 4 months.

The options for the trip south vary. One choice is to take the direct route down through Indonesian waters to Dili (East Timor) and then do another run to either Gove or Thursday Island (depending on the strength of the E SE winds).

continued next page...



YAWARRA II, early morning Kimberley

Another is to sail over the top of Borneo and Suluwesi and then sail southwards to the west of PNG and try to make Thursday Island. Alternatively you can continue north of PNG to make some easting in an area where the wind is much lighter before "hanging a right" south to either Australia or New Zealand. Most yachtsmen choosing the latter option need to consider where they can refuel as it is very likely that much of the trip will have to be under power due to the light winds.

Unfortunately, in April 2014 two German yachties were kidnapped from their boat in the southern Philippines and were held for ransom by the insurgents in that area. The same baddies had previously come ashore onto a couple of the popular dive site islands off the NE coast of Borneo and kidnapped people off the beach. The Malaysian authorities had responded by declaring the whole of the north and north east coast of

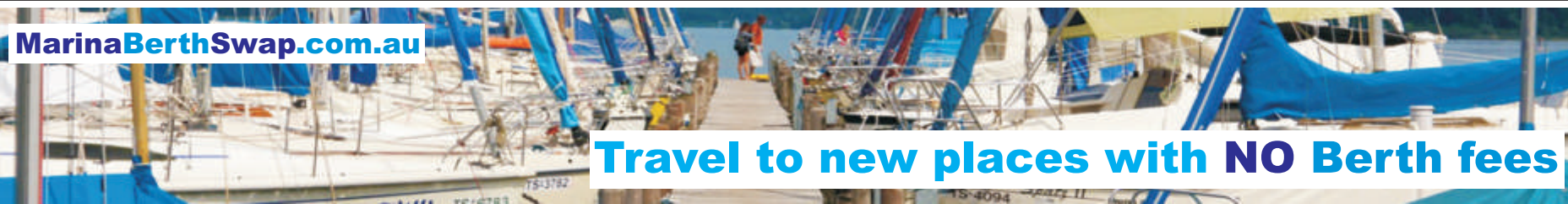


YAWARRA II (Y2) splashed into the Endau River on the east coast of Malaysia, ready for the trip.

Borneo a Sea Curfew Zone (ie no moving around after dark) and were advising cruising yachts not to go into the area. The annual Rally around the top of Borneo had been provided with a Navy/Coast Guard escort to ensure their safety. As a medically required trip back to Oz meant we were too late to take advantage of the Rally and its escort, we had already made our decision not to go via that route due to the risks involved. A few days before our departure in late October 2014, the Germans were released after the payment of a US \$5.4 million ransom!

The tiny marina at Tioman Island, 30 miles east of the Endau River and about 100 nm north of Singapore, provided a secure berth for the next 15 days after splash down. Tioman is a Port of Entry so a good jumping off point for yachts departing Malaysia.

continued next page...



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Each day we accessed internet weather sites and watched gloomily as no let up in 15 - 20 knots east to southeast winds funnelled south of Borneo despite the NE season having already started in the South China Sea. The Indonesian Archipelago area is known for its calm conditions but 2014 had been unusually windy. Finally it appeared to be easing a little, and wanting to get moving (and avoid having to deal with early cyclones once in Australian waters) we set off on the 1515 nautical mile direct run to Dili, East Timor.

After 2 days of strong NE winds, heavy rain squalls (the rain at times so solid that a huge car carrier was barely visible at less than one mile away) during which we crossed the busy shipping lane out of Singapore (our 10th Equator crossing on our own vessel), we suddenly ran into stronger easterly winds than forecast. Dear little Y2 powered by her hefty Gardner 6LXB shouldered her way directly into 15 - 20 knot head winds and steep, short 2 - 3 metre seas, water flying everywhere.

For the first time in over 19,000 nautical miles on her we had to put up one of the storm doors in order to divert all the spray and allow us to have the port door open for air flow. It did the job beautifully. Just to add



Port storm door in place

to the "fun" we had to keep our eyes peeled in order to dodge around the hundreds of Indonesian fishing boats (mostly brightly lit squid boats) that littered our route. Be warned that although all the big ships have AIS, none of the local wooden fishing boats do (and also can't be relied upon to have navigation lights), so a very good watch is essential

To put the conditions into perspective, a 50' Bavaria yacht whose crew planned an identical route to us left Tioman one day after we did. They had a terrible time trying to make headway when south of Borneo and ended up doing a huge tack up northwards over the top of Suluwesi and then south when in the shelter of the west coast of PNG. Whereas Y2 and her crew had a 5 day break in Dili and a 6 day break in Gove and we still arrived in Seisha (a few miles south of Thursday Island) 5 days ahead of them.

The crew on the Bavaria had been unable to make TI and had to divert to Gove where they had only 2 days rest before continuing across the Gulf to Seisha where we finally met up.

continued next page...

Dili proved to be a sad, dusty little town - the only well maintained buildings were the Governor's Palace, or belonged to UN agencies, the World Bank and other NGOs. The waterfront building that housed the Immigration office had enormous holes in its roof while the ceiling inside was almost more holes than solid. I worried that the whole lot was going to come crashing down on top of us!

We think that this recently independent country has done itself no favours by keeping Portuguese as its national language and the US dollar for its currency as neither helps a tourist industry (and they don't have much else to offer). Compared to the rest of Asia we found it expensive.

Surprisingly we found no evidence of local craft work for sale. We have no idea how the average person survives - subsistence living most likely. Unlike neighbouring Indonesia, check in was quick and easy (no prior permits or visas required) with a US\$30 per person fee for a 30 day visa is issued on arrival. Diesel is available but expensive and you will need to jerry jug it via a hired truck or taxi. Luckily Y2's big tanks and economical engine meant we had more than enough on board to get us from Malaysia to Gove. There are several small supermarkets that have a fairly good selection of groceries and the



Dili Immigration office building on wharf

small waterfront fresh market is the best place to shop for fruit and some vegetables.

After 5 days of R&R in Dili another potential weather window appeared so we departed on the next leg of 770 miles to Gove.

Four days of good light head winds and then the last day of stronger headwinds (and adverse currents!) later we motored into Gove and dropped anchor in the Quarantine area.

Despite having heard lots of complaints about the Australian officials treatment of incoming yachts/yachties in the past, once again we found the guys professional, efficient but also very friendly and welcoming. We had done our homework about the

requirements for reporting our ETA and details to Customs ahead of arrival (I emailed from Dili) and also what would be allowed/not allowed in by Quarantine and had everything ready so had no dramas at all. It did cost A\$380 for their time which we were aware of ahead of time.

continued next page...

Our time in Gove was spent refuelling, re provisioning and recovering. The afternoon before we left, Nick responded to a VHF request to give someone a lift ashore as their outboard wasn't working.

It turned out to be the Skipper of a large prawn trawler anchored well on the outskirts. Nick also took him back to his trawler once he had returned with engine parts he'd collected from the airport, returning to Y2 with a 5 kilogram box of frozen, uncooked Tiger Prawns as a Thank You gift!! We did share them with some other yachties who had kindly given me a ride to and from town that morning (the supermarket is about 13 km from the anchorage).....so good deeds are sometimes rewarded!

Diesel is by far cheaper if obtained from the fuel wharf in the harbour rather than the service station in town. There are big tires on the wharf but fender boards are useful. You will need to book a time to go alongside and we recommend doing so in the morning (preferably around high tide as the wharf is high) when the wind tends to be lighter as if you're caught alongside with a strong onshore wind it can be very difficult to get off the wharf.

The Gulf of Carpentaria can be a nasty bit of water as many yachties have discovered. It's shallow and has strong currents, so any wind more than 10 or 12



Hitchhikers along the Queensland coast

knots kicks up steep seas. And of course the wind is generally from the East or SE and generally blows about 20 knots as it funnels through between PNG and Australia. Fortunately it's only about 360 nm across and Y2 can do that in just over 2 days. The window we picked provided us with a good crossing, the wind picking up to 20 knots from the east after we were already in the lee of Cape York.

Seisha, the small settlement about 20 nm SW of the actual Cape has a good, sheltered anchorage, telephone and internet coverage (Telstra only) and a small (and expensive!) but well stocked supermarket ashore.

From Seisha we headed south along the Queensland coast battling SE winds until Lizard Island when after a 5 day break the NE winds FINALLY arrived on the 6th December.

Our friends on *AQUA SAFARI* who had spent the season at Lizard told us that due to strong SE winds no-one had been able to anchor in the lagoon on the south side of the island all season.

continued next page...

The remainder of the trip south along the QLD coast proved to be easy in a few long legs between short stops to visit with friends and family. Getting out of QLD wasn't so easy. For almost 2 weeks we were stuck behind South Stradbroke Island while strong Southerly winds and "hazardous surf conditions" generated by the first cyclone of the season in the southern Coral Sea plus another very deep Low off New South Wales made leaving impossible.

A one day break in the strong southerlies (down to only 10-15 knots) finally appeared, and as there were northerlies forecast for further south along the NSW coast, we grabbed the opportunity to make some more miles towards our destination. Just over 3 days later we pulled into Eden, the southernmost port in NSW, sneaking in only 12 hours before the next front was due through. In 2009 when heading to Tasmania on Y2 we (along with 6 yachts) had been pinned down for 13 days waiting for conditions to improve



Passing the Gold Coast at sunrise

enough to cross the Bass Strait. Other cruising friends had waited there for 4-6 weeks in the past. Bass Strait is, more often than not, bloody rough! It's in the Roaring 40s plus it's relatively shallow and has strong currents to exacerbate any wave action which is why the annual Sydney to Hobart Yacht Race is well known in the international racing fraternity as being one of the toughest in the world.

continued next page...



Back in Oz again

With that in mind, we knew we were unlikely to get a "perfect" weather wind for our crossing.

After only 1 ½ days in Eden we decided to grab an imperfect one leaving in 10 15 knots of SE winds and dying southerly seas with a promise of strong northerlies and big seas by midday which would last long enough to get us into the shelter of Maria Island off the east coast of Tasmania before the next front was due to hit.

Y2 left on her 3rd Bass Strait crossing in company with a Tasmanian yacht crewed by an old friend, John Gardner, who was on his 9th Bass Strait crossing. True to form, our promised 20 25 knots of NE proved to be 25 35+ knots with frequent squalls and a big, lumpy EASTERLY swell. Not fun! At least we were inside, warm and dry (wearing our snuggly dressing gowns and ugg boots!) but we did feel sorry for Duncan and John out in their cockpit in the same conditions on board *COEL MOR*.

Before we left Eden we had lowered our paravane arms so that we could easily deploy our "fish" if necessary, however they weren't necessary. Y2's fixed, under water rolling chocks did a brilliant job and it meant we didn't lose the 0.5 knots that we would have with the



Nick & Jan on Y2

paravanes in an important consideration as we had limited time to get in and anchored at Maria Island before the next front was due.

After having put 5,030 nm under the keel in just under 4 months - much of it to windward, and culminating of a very rough crossing of the Bass Strait we are relieved to have it behind us but very proud of Y2's performance throughout. Tired, but happy, probably sums it up!

Now we are in Tassie, have bought a house and we can start on the next phase of our lives.....becoming landlubbers after 37 years afloat. 30 years on board our yachts, *WARLOCK* and *YAWARRA* and 7 on board our converted trawler *YAWARRA II* (Y2). It's a bit daunting but also exciting.

Sadly once we are back from the Netherlands at the end of October, Y2 will be for sale as we can't afford to keep her. She's been a really comfortable cruising home for over 21,000 nm and we know that her new owners will love her as much as we do.

If you're down in Tassie in the Cygnet/Kettering area, give us a call on 0409 236 646 or email us at yawarra2@gmail.com as we are always happy to help out fellow cruisers. www.getjealous.com/yawarra

The Hut in Double Bay



It looked the same from out there on the water. But I had to go ashore to see if old dreams can come back to life. You know, those moments associated with a place a special place. Most of my special places have been ruined somehow. Neglect, greed or government. But this is one that hasn't changed much and was left in tidy condition for my visit. But there was that time. Follows the report from all those years ago.....

by Bob Norson

The "Secret" Society of Poets and Musicians



Sitting here with ugg boots and a cup of coffee in front of the lap top is a world away from where I was yesterday....

"Bob, there is a meeting of the poets and musicians this Saturday at the hut." God knows where it got started or who made the first call on the phone or VHF but there it was, demanding attention and it was the right thing to do. A communication network evolved over time through a field of people of common interests. Something too free to be inhibited by some kind of announcement

to the public. As Peter Utber said when one person there started trying to "organise" the thing, "NO RULES!"

I still was in the process of a WhiteBird refit when the message came so I was trying to bludge a ride over to "Club Double." (see TCP # 5, this spot in Double bay is only accessible by water). I hate asking a boat go out of it's way for a favour and I have a good dinghy so.... Kay

dropped me off at the boat ramp at Airlie Beach with enough provision to last a month. I thought the new first aid kit was a bit over the top but that's my Kay. Conditions are perfect. Just enough light chop to make the tinny run fast across Pioneer Bay. The ancient 8 hp Mariner smooth and quiet. It was when I was well past the moored boats with Grimston point drawing near that the feeling of freedom, living at 100% begins. It's something that happens every time I get on the water but particularly now. I have been trapped on land like a rat for a month.

TCP # 14 produced, printed and the first and second round of mailing all done. Very satisfying but I really need this and it feels so good... On a day like today a ten foot tinny is as good as hundred foot schooner. Both means to an end.

Rounding the point I see four or five boats anchored in Woodward Bay and another sailing north off the point. I swing out to have a look and see it is "Cadenza," a boat I haven't seen since last year. Nearing the headland by Double Bay I wonder what will be revealed when the anchorage comes to view. HOLY SHIT!! There are over twenty boats there!

continued next page...

The "Secret" Society of Poets and Musicians

I swung by "Escondido" who waved and told me they were worried I wouldn't make it. Frank said that radio calls were going back and forth trying to find me because no-one figured I would grab a dingy to make the trip.

It was dangerous to make the rounds cause everywhere I went there were extra drinks and I didn't think I had the stamina! "Turtle Time" had the most action going. They were partying hard when I got there and were still going when I left the next day. I stopped by the hut and found a small group there, including "Wal." A great character. I was told that last year the old boy was there when everyone started rocking up for the event. "What's going on here?" he demanded of the mob. One replied that this was the gathering place for the poets and musos. "OH NO," Wal exclaimed. Spirits plummeted. The hut is a public place and no one wanted to get in a stoush with someone seeking peace and quiet, then Wal continued... "That means I'll have to go all the way back to the boat to get me squeeze box!" All smiles again and now Wal is back this year... with his "Squeeze box."

Ise Pearl (fantastic restored ex- pearl lugger, see TCP #11) was due in as the sun was setting. I drove the dinghy out and found them just around the headland, ghosting along on head sail with Machi (first mate) steering the lugger with her toes and Sparrow (skipper) waving me aboard. As soon as I

was along side there was a drink in my hand and being introduced around. Faces I hadn't seen since the Xmas bash and some I hadn't met yet. The crew had two things in common. They knew how to sail and they knew how to party! Some were skippers of the tall ship fleet based in the Whitsundays.

The elegant old lugger entered the bay.. well.. elegantly. Sundowners don't come better than this.

The hut gathered more people well into the night. By ten there were kids sleeping in the hammock and a crowd around the fire out front. Inside the guitars were going well. Terry got into a furious blues set then went looking for his dinghy that wasn't found till the next day across the bay. Murry, that came in on *Ise Pearl*, made a bass box in the traditional jug band style that worked a treat. All ages were there and participating, all with the important things in common, a love of good music, good company and the security of isolation.

continued next page...



The "Secret" Society of Poets and Musicians

I wonder how many other gatherings like this there are?? I wonder if a few will read this and say to themselves, why not us?? Why not here and now? I can't wait till next year. I hope I get the call.

The next morning came late, or too early depending on your outlook. Around noon I got itchy feet and took off in the tinny for Georges Point where I figured on meeting *Escondido*. The idea was to spend another night in their spare cabin and tow the dinghy in to Bowen the next day but the weather was beautiful, the seas moderate, fuel OK.... and I was intoxicated. (the natural kind) I called *Escondido* on the hand held VHF and told them I was going into Bowen for the fun of it. Frank and Jane understood.

Near the middle of Edgcombe Bay things changed. (As they do) The wind came out of the WSW at 20 knots +.

The regular slapping against the hull ended abruptly as the sea stood up. Now, no matter how carefully I steered, no matter what kind of twisted lines I carved across the waves, I would find the hole in the water. My old broken spine raged in protest as my bum was slammed onto the metal seat. My left foot slid into the transom and I could feel the impact breaking the toe. There was no possibility of stopping because to lose steerage for a moment was too dangerous. I would swamp.

Abreast of Middle Island now and I am soaking wet with half the bay to go. I'm worried about the fuel consumption in these conditions but I am not game to release my grip on the tiller or gunwale to give the tank a shake to see. My hands are both numb and I freeze in position as best I can while being flung around the rough seas in the 3 metre boat. This would be a very bad time for anything to go wrong but I grin through chattering teeth and wonder at my own amusement.



Finally I get some shelter from the land as the fetch is diminished off cape Edgcombe, around the corner and into Grey's Bay where I see shelter and newly launched catamaran *Dumanglas*. I come along side and ask Don to call Kay to bring the trailer down to pick me up.

Somehow everything made sense...my blast through the bay was the right way to end the adventure. Music all night and a day on the water. That'll keep me going for another week.





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AUDI HAMILTON ISLAND RACE WEEK 2015



A colourful Dent Passage start - day 2

Photo by Andrea Francolini/AUDI

On the trail to sailing heaven

Gone Too Far

By Crosbie Lorimer

Day two at Audi Hamilton Island Race Week gave all crews a little respite after the first day straight out of the blocks in challenging conditions. While the IRC fleet sailed windward/leewards on the Eastern Course, the remaining divisions enjoyed sublime conditions, starting their races in an 8-12 knot south-easter from Dent Passage and winding around various deserted and inhabited islands.

Amongst the island hoppers was the ten-strong fleet in the inaugural Trailables division. From modern one design racers to modest and 'mature' cruisers with a top speed rarely more than single figures, this fleet certainly fits the description 'eclectic'.

The appeal of trailables to those who sail them is the ease and affordability of getting to regattas around the country, as well as the ability to sail shorthanded, or with minimal crew. "We can easily sail two-up if we need to, but we'll have a guest aboard each day of Race Week," says Greg Brown who inherited *Gone Too Far* from his father and sails with his wife Ronda from their home club in NSW's Sussex Inlet.

Stuart Green, Ben Harper and Morgan James found their boat *Rhumbmaid* languishing in a backyard in Brisbane where it had stood largely unused and very much unloved for 20 years.



photo by Crosbie Lorimer

The Boomeroo 22 was built in 1978 and the joint owners - all of whom drive the island's tour boats for Explore as a day job - have gradually restored it when time permits, "When we get a day off we all tinker with the boat and do a bit of varnishing." They also take great care of the boat's gear it seems, "We haven't bought any new sails since 1983 and they even survived day one's conditions," says Stuart, sounding a little surprised.

continued next page...

On the trail to sailing heaven

Rhumbmaid's owners all sail together on the Island's twilight races but decided to give Race Week a go this year. "For this week we are sailing four-up and rotate the fourth person, whose job it is to buy the beers. And besides which our boat's rather slow, so it's good to have someone new to talk to each day," says Stuart, as his mother Julie and stepfather Mark smile wryly; Mark is 'fourth man' for day two, so he's on beer and chat duties. "We had a lot of fun on Sunday and we hit our highest speed ever on this boat, 7.3 knots going down a wave with the sheets cracked!" adds Stuart with a laugh.

Anthony Passmore and his crew aboard the Melges 24 *Planit* - leading the Trailerable Division after two days of racing - had a day one blinder in comparison; "Our speedo wasn't working, but I'd say we hit at least 19 knots at various times across the Whitsunday Passage."

"We've been coming up here for a few years now. We use Race Week as the start of our season; it's just the best place to be when it's winter in Sydney," says Anthony, who's been coming to Hamilton Island regatta since 2007. He trails his boat to various events around Australia, sailing with longstanding friends out of Botany Bay Sailing Club.

Making news on day two, Monday August 17, 2015, from the other divisions was *Helsal 3's* rather too close encounter with Dent Island. After a glamour race on day one, the 60 footer ran aground while taking the inside line after the downwind start leg. Crewmember Paul Mara



explained their misfortune, "My wife was playing golf on the Island and she got within a metre of the hole on her first shot. She nearly won the Audi for a hole in one; so we were just going over to have a look!..."

"Anyway we managed to motor her off the bottom without any damage, went for a bit of a sail and then retired."

A very social climber



photo by Craig Greenhill

By Lisa Ratcliff

It is no surprise to see Mara and Leroy Stransky moving around their father's self-built Seven Seas 50 catamaran, *Fantasia*, during Audi Hamilton Island Race Week as if it's second nature. Their gymnast-like agility comes from spending much of their young lives aboard boats with dad Andrew and his partner Carolyn Smith.

continued next page...



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A very social climber

Despite a great start to Race Week, sadly *Fantasia* was forced to withdraw from day four after a major collision minutes prior to starting their islands course. "It's hard," said an obviously dejected Andrew after berthing at the marina and surveying the major damage to the boat's port bow yesterday, "we're a low budget affair trying to do this and it's a family home we're driving here."

By good fortune there are three boat builders aboard *Fantasia*, including Andrew, so with much scraping around for the necessary materials to effect a very temporary repair, amazingly the boat was back out on the track in the Multihull Racing division today, Friday August 21, 2015. "We've had generous offers of tools, materials and plenty of opinions," said a more buoyant Carolyn this morning. "There really aren't many materials available for this sort of work on the island so the whole thing's being held together with whatever we could get hold of. I even saved the Eye of Horus that we have painted on the bows and patched that back in too!"

Life aboard boats started young for Mara (16) and Leroy (17), so setbacks such as this are not new. "Mara was very young when we crossed the Atlantic so she got her sea legs early," recalls Carolyn. From these nautical beginnings Mara has gone on to cover countless ocean miles. But for all the time she spends at sea this bright teenager has her feet firmly grounded on terra firma.

Not many teenagers have a social media profile on the business app, LinkedIn; but Mara does, and it reads more like the CV of a Master Mariner than the adventures of a teenager. Since winning the Darwin to Ambon Race in 2011 she and her family have taken part in 26 races

Fantasia - day one



Photo by Andrea Francolini/AUDI

across Australia and Asia, covering 29,000 nautical miles.

As a year 11 student Mara is very disciplined about her education through the Cairns Distance School. "I wanted to sail with the family in the three regattas at Airlie Beach, Hamilton Island and Magnetic Island this year, so I fitted about seven to eight weeks of school work into three weeks to make sure I could take the time out," she explains.

continued next page...

A very social climber

Unlike many teenagers who sail, Mara started out in big boats first and has only recently come to dinghies, with some early success sailing a Laser Radial with the Queensland Sailing Team Laser Development Squad.

"I spent the whole of my last holidays sailing my Laser, I just love it," says Mara, who is also proposing to sail as crew member in all major offshore races in Australia over the 2014-2016 period.

Even before Fantasia arrived on Hamilton Island Mara's ability to free climb masts was well known around the traps, an impressive feat borne out of her very evident and boundless energy. "I have a complete inability to stay still so I have to keep looking for a challenge to keep me occupied. I was doing rope gymnastics and realised that if I could do that in the gym there was no reason I couldn't do it on a boat."

Mast climbing is by no means the only trick in Mara's book of sailing gymnastics and some routines even come with a sound track. "Mara can cartwheel around the topsides of the boat roped up to a halyard," says Carolyn, "it looks great but it makes a hell of a noise if you're down below when she's doing it, it sounds like a drum being played!"

Not surprisingly the sea pervades every fibre of the family's DNA. While Mara is finishing school and racing Lasers, Leroy is completing a boatbuilding apprenticeship with Noosa Marine.

Mara



photo by Craig Greenhill

And as to Mara's plans for the future? "I'm hoping to go to the Australian Maritime College in Launceston, as I want to get a Master's ticket. It'll be good to get Deck Officer qualifications as that work pays well, but in the long term I'm really more interested in doing something like volunteering for the Sea Shepherd campaign" she says.

IRC Australian Championship; four winners declared

By Lisa Ratcliff

Four champions have been declared at the end of the pinnacle Australian IRC series at Hamilton Island; two existing titleholders continue to reign in their class and two new champions join the small band of winners dating back to the year 2000.

Light drizzle soaked all crews contesting the final Lindeman Island race at Audi Hamilton Island Race Week, but the tradewinds stayed constant until the regatta's final hours when the wind died to 5 knots and boats struggled to the finish line.

Karl Kwok's magnificent men on his brand new IRC optimised TP52, *Team Beau Geste*, were an impressive sight even before Audi Hamilton Island Race Week began. Sailing for the Royal New Zealand Yacht Squadron, *Team Beau Geste* keeps its current Australian division A label until the 2016 championship.

"It was very lucky it worked out fine," said Kwok. "The new boat is very fast upwind and during this regatta we realised its downwind potential is also pretty good. There's nothing like tuning up a boat against very good competitors. For our team we treasure people who have gone through the Med Cup, so we have several from the TP52 Ran, most of all we have reliable crew we have sailed with before. It makes things go easier. I had some fun this week.

"In an ordinary regatta if you win back-to-back and then a third time you take away the permanent trophy. I'll have to talk to the yacht club" Kwok joked. "We would like to come back if we have the time."

Team Beau Geste



photo by Craig Greenhill

From here *Team Beau Geste* goes back to New Zealand for their IRC championship in January then the ORC World Championship in Copenhagen in June. "Winning Hamilton Island is special; I think this is the toughest event with the greatest range of conditions," said Kwok's sailing master Gavin Brady. "The best boats in Australia come to it; there are no push-overs here. To win this you have to be a well-rounded team with a well-rounded boat."

continued next page...

IRC Australian Championship; four winners declared

Team Beau Geste beat Matt Allen's TP52 *Ichi Ban* by six points and Geoff Boettcher's TP52 *Secret Men's Business* was a further six points behind on the final scoresheet.

Bob Steel's Mat 1180 *Quest* was launched last month and already has an Australian title in the bag, in IRC division B, without needing to sail the final race today, Saturday August 22, 2015.

"We knew from Airlie Beach we had our work cut out for us in windward/leewards and around the islands we go well," Steel said dockside once the Piper-Heidsieck was sprayed and helmsman Jamie MacPhail thrown in the tide. "In big breeze this boat is a rocket ship. The competition, *Khaleesi* and *Vamp*, was excellent we were fortunate to have a day off today to get ready for Magnetic Island Race Week. We are very, very happy."

Jamie Wilmot and David Fuller's Corby 49 *Vamp* (CYCA) was second to *Quest* by a point and Pauline and Andrew Dally's DK46 *Khaleesi* (MHYC) another point off in the tightest finish of the four championship divisions.

Roger Hickman's brilliant division C defence continues the 30 year-old Farr 43 *Wild Rose's* extraordinary spate of major IRC wins the IRC Australian championship two years in a row and the 2014 Rolex Sydney Hobart's highest trophy. *Wild Rose* was the original offshore racer for Hamilton Island owner, Bob Oatley, and under Hickman's steady hand the veteran yacht continues to out-sail plenty of much younger red-hot challengers.

Ichi Ban



Photo by Andrea Francolini/AUDI

"We nearly snatched defeat from the jaws of victory," said a nervous Hickman as he waited for final results to confirm *Wild Rose's* seventh place today was enough to keep Phil Dash's *Justadash* out of the top spot. "The wind died coming to the finish and the current changed, and we couldn't get the old girl going. Over 12 knots we get moving, in 3 knots it's 'no try' and we get smashed. You have some of the best sailors here at Audi Race Week and it's very close; it was a great regatta."

continued next page...

IRC Australian Championship; four winners declared

The IRC Passage division was added to the 2015 championship for owners preferring distance racing to round-the-buoys. Matt Owen's borrowed BH36 *Local Hero* and Canberra crew have a long tradition of podium finishes at Audi Hamilton Island Race Week and now the 16ft skiff champion and CEO of Canberra Yacht Club, who was planning an overseas world championship tilt in place of this year's Race Week, has the premium IRC crown as well.

"We are pretty happy to take the win. Three-quarters of the way through the regatta we had the boat going, we only sail this boat once a year so it takes us a while to remember where everything is. We had some fantastic competition and didn't take it for granted until our win yesterday cemented our first. It was minus three in Canberra this morning, we are thrilled to be at Hamilton Island; it's the easiest event we do, great race management and a beautiful place to be. We love coming here every year."

Attending his first IRC Australian Championship, Yachting Australia CEO Matt Carroll was full of praise for Glenn Bourke and his team at Hamilton Island. "Our thanks go to the boat owners and crews who competed this week, their commitment provided outstanding racing for the whole fleet and some great competition within each division.



Local Hero

photo by Craig Greenhill

To the race officials, volunteers and media, we offer our thanks for creating a special series. "We thank the Oatleys for sponsoring the IRC Australian Championship and again raising the standard of competition. YA will shortly be making an announcement about future Championships as we want to continue to raise the standards and profile of this premier yachting regatta", Matt added.

Matt Owen (on dock) & Local Hero's crew



Photo by Andrea Francolini/AUDI

Rain does nothing to dampen winner's parade

By Lisa Ratcliff

After five days of sunshine and varied sailing breezes at Audi Hamilton Island Race Week it would have been churlish to complain about the soggy start to the final race of the regatta.

The entire fleet was sent off on the Lindeman Island Race in a heavy drizzle that came and went throughout the day, with low clouds hanging persistently over Pentecost Island's mighty peak. The 10 knot south-east breeze remained steady before dropping out completely mid-afternoon, leaving the non-IRC divisions finishing late in the day.

Opportunities to make up places on the final day of the week-long winter series in the Whitsunday islands were mostly captured on the upwind leg from the start near Catseye Bay to the narrow channel between Lindeman and Shaw Island. None of the crews could afford to stay ashore with their division win secured.

John Brand's Queensland Marchi 39 Star Ferry hung on to win the Non Spinnaker division despite finishing in ninth position yesterday. "It was really frustrating out there towards the end as the wind disappeared, but some of the conversations across the boats were very entertaining" said the relieved skipper.

Across the cruising divisions the competition was tight all week, reflected in the countback wins for Tony Walton's Victorian RP46 Hartbreaker in the Racer Cruiser division and Dave Rooke's stunning Farr one-off, *Virago II*, in Cruising Division 1.



Virago II

photo by SaltwaterImages

John Raff's Jenneau 53 Kate from the Royal Yacht Club of Victoria and Mike Selbie's Dufour designed D'Euphoria won Cruising divisions 2 and 3 respectively. "We've had a terrific week and the racing's been very close in our fleet with four or five boats constantly swapping tacks," said Raff. "We came all the way up from Melbourne with the boat and there was snow on the NSW and Queensland coasts as we passed, so it's been great to have the weather and the sailing we've had this week."

continued next page...

Rain does nothing to dampen winner's parade

In the Multihull Cruising division Alan Hunter's *Seawind 1160 Talisker* closed out the week with a first place to win overall on the crew's first Race Week. "We had a great race to finish with today," Hunter said, "we stayed ahead of the fleet on the upwind leg then popped our big square spinnaker for a great run to cross the finish line just as the wind dropped out."

Chris Williams's smart all-black Lombard trimaran *Morticia* won the Multihull Racing division, just one point clear of Wayne Bloomer's mighty *Chill Pill*. Andrew Stransky's *Fantasia* made a remarkable recovery from their major collision on day four of the regatta to claim third spot in division.

Divisional winners and placegetters received their trophies and kicked up their heels last night at the final gala prize giving for the 32nd Audi Hamilton Island Race Week that drew a second highest entry list of 202 yachts from every Australian state and territory, plus overseas.

Principal Race Officer Denis Thompson was delighted with the series, "It's been one of the better weeks for sailing. We did our usual thing of making up courses to suit the conditions and the boats. When we have wind like we did most days it makes it much easier for the race committee."

Reflecting on highlights from this year's regatta, Denis was particularly pleased at how well the cruising multihulls handled the upwind legs in a bit of a seaway, and crews in the Trailables division made the most of the lumpy conditions. "I think we're going to have a huge influx of trailables in the next few years," he reckons.



photo by SaltwaterImages



Morticia

Photos by Andrea Francolini/AUDI

Hamilton Island Harbour



photo by Ciaran Handy

To read more excellent stories and all results from the regatta go to the website: www.hamiltonislandraceweek.com.au



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42'6" on deck, 3.6 mtr Beam, 1.8 draft, Samson cutter rigged ketch, centre cockpit. 45hp HRW Lister Diesel, Eutectic fridge, Radar, GPS, Electric anchor winch, 2x225litre fuel, 450litre water, Gas cooker, Hydraulic Steering, TMQ Auto-Pilot, Arco winches, Aquapro dinghy with 4hp Yamaha O/B, 60lb plough anchor on 10mm s/l chain (80m) spare 45lb plough.

New Song is a reliable passage maker and comfortable live aboard yacht. With double bunk, nav station and vanity aft. A "galley alley" leads forward to a spacious saloon forward of which is the head/shower, sail bin and tool area, the forepeak has a vee berth and chain locker. Deck work is easy as most sail control lines lead to the cockpit. I have sailed many miles single handed. We have moved to small acreage, and offer her for sale as a great opportunity for anyone interested in cruising, an extremely satisfying and enjoyable lifestyle. We would also be very negotiable to a buyer who would take her over and use her well.

New Song is currently moored at Iluka, on the NSW north coast. The vessel is probable worth 70k but the asking price is 45k ono, considering the current boat market, and my desire to see her carry someone else on their cruising adventure.

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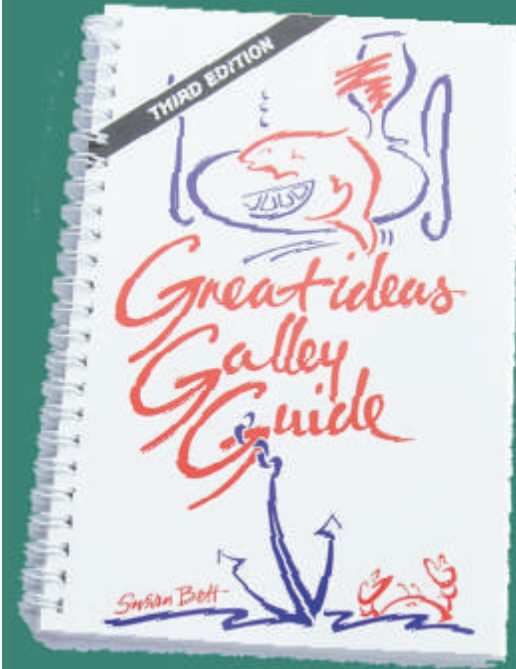


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Great ideas Galley Guide

by Susan Bett



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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.

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So you want to go Cruisin'?

By Captain John Sullivan, MV Liberty

The word 'boat' seems to be synonymous with cruising and many of us that own a boat or aspire to at some time will dream about doing just that...go cruising. It is also a fact that only a fraction of the 'dreamers' actually follow their dream and become cruisers.

This great country was discovered by 'cruisers' in boats and ultimately populated by many more over the last 200 years. The same spirit and sense of adventure that influenced our forefathers still beckons us to sail off into the sunset. But hang on a minute, we can't just go out and buy a boat, grab the cook and the dog, toss on some fishing gear and head off into the blue yonder, there is a few steps that have to be taken if we are going to have a safe and enjoyable cruising holiday.

It may seem like a daunting task and a bit scary when you really start to get into it but with careful planning and a sensible approach and the correct advice, I believe most people can take their boating to the next level. If you were still a landlubber then it wouldn't hurt to buy a smaller boat and do some local boating for a year or two just to get the feel for it. There is no substitute for experience. But for those of you who have been boating for a while and have had the desire to go cruising, then this may help you to make a decision.

The best cruising boat is the one that suits your needs. The first step and the most popular is coastal cruising. Choosing a boat to do this is a personal choice based on your budget, your experience, needs and the

degree of safety and comfort you are seeking. In earlier times the choice was usually a sailboat as these were affordable to run and allowed a larger range at sea. Today you have an affordable alternative with being able to acquire a power cruiser that will use very little diesel and gives the owner the increased range one needs for extended coastal cruising, and in most cases a lot more comfort.

In the last 20 years advances in boat design and engine efficiency has given birth to the 'LRC', the long range cruiser or passage maker as they are often referred to. These vessels are literally quite capable of circumnavigating the world with great comfort and safety. As a coastal cruiser they are superb. Of course one doesn't necessarily need to go to a blue water boat (LRC), as the trawler style of cruiser is quite adequate for safe coastal cruising. They are the most common vessel cruising our coastline and with the quality coming out of China at the moment you have a great choice of brands and prices.



John on MV Liberty

continued next page...

So you want to go Cruisin'?

Unfortunately our local boat builders are not building this style of boat any more nor would they be competitive in this market. Advances also with sail have made sailing a lot less hard work and a lot more affordable, and today you have a great choice of single hull or multi hull designs also you may want to have your cake and eat it too by choosing a motor sailor.

These vessels tap into a part of both worlds by allowing you to motor along economically on (usually) a single diesel engine if there is little or no wind or you can hoist a sail to boost speed or assist stability whilst still running the engine, or just plain sailing without the engine. A lot of yacht cruisers use their engines with sail if they are reaching or just don't have enough wind for their liking. So there you have your choices...sail, power/sail, or power.

If you are already experienced with sail then you may well agree with what I am going to say next, but for the non sailor who is thinking of getting a sailboat to go cruising you should consider what would be involved. Most sailors I know are under 65 years of age, why? Well sailing can require a fair amount of stamina, a liking for being constantly wet in bad weather, hauling sails up and down in all sorts of horrible conditions, risks of tripping over ropes on side decks, falling overboard in rough weather etc.

Don't misunderstand me, a lot of my sailing friends love all this stuff and consider it a challenge and most wouldn't have a 'stinkboat' (sailors slang for power boat) if you gave them one...except, as they got older about

50% of them have converted to a power boat and the reason they have told me, "We were getting tired of all the hard work associated with sailing and the bad weather discomfort". So if you are nearing or reaching retirement age you may want to think hard about which way you will go.

If I were choosing sail for a coastal cruiser I would choose a Catamaran.

To be fair though, some of the newer sailing catamarans that I have delivered over recent years were quite pleasant to sail in moderate conditions and gave a good degree of dryness and comfort one would expect in a power cruiser. With self furling jibs, improved mainsail tackle and autopilots they are very easy to sail. If I were choosing sail for a coastal cruiser I would choose a Catamaran. The other great advantage of a cat is they have a very shallow draught as a general rule and if you want to safely and easily enter all the great creeks and rivers and explore the many beautiful reefs around this great coastline then a shallow draught vessel is a tremendous advantage over a keeled boat. Another handy feature of a multi hull is it will stand should you anchor up in shallow water and have the tide go out, providing of course you don't have rocks or reef under you when this happens. I took a Power catamaran around to the Kimberley a few years ago and some of the spring tides there can exceed 8 metres so I had to make sure I had at least my draught plus the remainder of the falling tide under me whenever I anchored. The advantage of the cat then was we could sit it on a sand bar before low tide and when the tide went out we could check and clean the hull easily. (all this whilst watching out for crocodiles I might add). These are things to consider when you are ready to purchase.

continued next page...

So you want to Cruisin'?

Now, choosing a powerboat for coastal cruising again is a personal choice based on your expectations, requirements and your financial ability. If you just want to mosey up and down the coast no more than a few hundred miles a year you may well find a local boat that would suit you

If you wanted to get there quickly and fuel costs were not a problem then I would suggest any one of the more popular planning hull boats that are available locally. The local market is catered for quite well in this area. An example would be Riviera, Maritimo, and Mustang etc.

Also a host of imported boats in this category would be in the offering depending on your personal needs. If on the other hand you were not in a hurry and wanted to travel a little further around this wonderful coastline I would suggest a displacement style vessel. These take many shapes but the common advantage is they can carry a lot more fuel and water and can go a lot further between ports. Most of these style of boats travel at or near 8 knots with a few having the ability to 'get up and go', some even capable of reaching 20 knots or more if you need to get somewhere in a hurry. Obviously the fuel usage is relevant to the increase in speed. The most common coastal cruiser seen around our waterways these days is known as a trawler. A displacement hulled boat with one or two diesel engines and a cruising range usually around 800 nautical miles at an average speed of 7.5 knots. These vessels are designed to handle some fairly rough water if they have to and provide a comfortable and roomy living environment that will help one sustain several months away from the comforts of home without too much

trouble. They can carry plenty of water and have lots of storage space for all those goods and chattels you need to take with you.

On a cruising boat, you have the ability to travel around as a completely self-contained unit.

In the last 20 years or so the Chinese have been producing many of the trawler style boats that are being used throughout Australia. They offer quite a few makes and models. The Philippines also build a few displacement boats for export. The U.S.A. has long been a supplier of trawler style cruisers of many shapes and sizes. In Australia the Halvorson Company built quite a few cruisers for the local market but overseas competition gradually took it's toll so much so that they started to import trawlers from China themselves. Most of these vessels are made of grp or fibreglass as it is commonly called. There are still some companies overseas who build in steel as well. Timber hulls are not as common anymore. My choice for coastal cruising would be fibreglass. It is easy to look after, is almost indestructible and if it is damaged it is easy to repair, and most coastal towns around Australia would have a repairer that could do any work.

So now it's up to you to choose the style and type of boat to suit your cruising plans. Once you have acquired it you should do a few hours running it around on short trips and staying on board for a few weekends to find out it's idiosyncrasies and comfort levels. You will need to gain confidence in the boat. New or second hand, many things will and do go wrong in the first few months and this will give you a chance to sort them out. You will start to notice any things that need to change or be added. It usually took me about 6 months to settle into a new boat and a few more thousand dollars to get it to where I felt I could cruise away confidently for longer periods.

continued next page...

So you want to go Cruisin'?

There are so many things that have to be done after your purchase and over the next months I will go through all of them in detail. I will cover general fitout procedure, safety equipment including which dinghy to buy and how to stow it. Instrumentation and other electronics. Watermakers and how they work, even showing you how to fit your own and save money. Communication choices and recommendations and how to fit them as well. I will talk about how to stock the boats pantry to be the most effective and suggestions for onboard entertainment during those long passages between ports.

Your new life as a cruising boatie will be full of challenges, goals, and accomplishments. No matter what your previous experience, there are always lots of new things to learn, and new experiences to go through. You set your own goals. You'll feel a new sense of freedom knowing that you're not dependent upon anyone or anything for your basic needs. On a cruising boat, you have the ability to travel around as a completely self-contained unit

John Sullivan is 70 years old and has been boating for over 55 years. As a charter boat skipper and boat deliverer, not to mention personal cruising he has cruised many thousands of miles around this great country in many different types of boats. He has fitted out 7 boats over these years for personal use. His current boat is a 55 ft. Seahorse LRC which he and his wife has just cruised around to the Kimberley and back to Queensland.



MV *Liberty* in the Kimberley



Dinah Beach Cruising Yacht Association

A Haven in the Harbour

Darwin, Northern Territory, Australia

By Wendy McCallum, Manager, DBCYC

Situated on the banks of Sadgroves Creek, just 1km from the Darwin CBD, is a friendly functional yacht club like no other that offers a practical range of DIY amenities for cruising yachtspersons.

Dinah Beach Cruising Yacht Association (DBCYA) originated in the early days of the pearling fleets operating out of Darwin. Luggers were careened here roughly at the point where the entrance to the club is now situated. After WWII, pearling began to decline and a few intrepid yachties began to drag their boats ashore where the luggers had once been. There, among the mangroves, our founding members built and repaired their boats and created the spirit that has pervaded our club ever since. From these small beginnings, the facilities were conceived and developed by members past and present, some of who have become life members and whose names are inscribed on the guttering beneath the tarpaulin roof of the club.

DBCYA has named the licensed premises area "*The Song Saigon Bar*", after the Vietnamese vessel which brought boat people to Darwin in the 70's and was beached here for a while. *The Dilly Baggins Bar*, in one corner of the covered area, is a proa transom, salvaged from the former careening beach and crafted by a former Commodore. The bar is named after the only dog known to have been admitted as a member of a club in Darwin. The dog, owned by one of our members, was smuggled onto the Darwin Sailing Club premises (also situated in Darwin) in a dilly bag and was proposed as a member under the name Dilly Baggins. The dog caused no suspicion and the Club unwittingly accepted its first four-legged member.

continued next page...



DBCYA offers honorary and visiting memberships for 28 days and welcomes cruising sailors to utilise their one-stop DYI venue in the tropical top end of Australia.

Facilities available:

Careening Poles:

Four careening poles for short stay yachts and members for repairs and maintenance. Bookings required, rates apply.

Pontoon:

A floating pontoon provides year round access for you to come ashore by dinghy. The tides in Darwin vary up to 8 metres.

Boat Park:

Hard Stand boat facility for the building and refurbishment of members vessels. Bookings required, rates apply.

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**Deadline for TCP 75:
October 23, 2015**

Passage People *is BACK!!*

Passage People was one of the most popular sections of every TCP back when we were on the water and we bring it back once again. Meet the people on the water!



I was motoring through the anchorage at Airlie Beach and noticed someone walking around their deck, nothing unusual except she was doing it on her hands! Then some flips and cartwheels and stuff I don't know names for. AH HA! This was the star of Hamo! Everyone was talking about Mara.

Andrew designed and built the boat and she is light and fast. 51 feet long 27 feet beam and about 6.7 ton. Built of strip plank cedar. The boat has been home for the last six years. Been to Asia and next Bowen!

This year at Hamilton Island Race Week it was bad luck with a bingle at the start that will have the family retreating to Bowen for repairs to the bow. Andrew, Mara and Carolyn, a family of achievers. Sorry to have missed son Leroy for the photo. What'll they do next?!



Passage People

Maia



Mark and Tanya finished the inside of their Oram 44C that Neil Bochow built for them. There is a lot of boat in there so no easy job! Their friends Stephanie, Vincent and lovely little Zaza at the helm are visiting from Namibia. The accents were thick as, so it took me a while to notice that Steph actually sounded "normal"! Tanya and Mark are originally from South Africa but Steph was from Washington DC in the USA which is like the ACT in AUS... Anyway, *Maia* is on a short leash this year as her owners have some bickies to make developing some property down south. Maybe the Namibia mob can come back for another visit, there is sure plenty of room!



Passage People

Amour de la Mer



www.amourdelamer.com.au

I noticed this Seawind in a place off limits to the charter mob... Unless it is the boats owners which turned out to be the case. Jo and Ivan St Clair are up from Melbourne for a holiday in the Whitsundays, as you do. Delighted to find they were on our issue notification list. (notice@thecoastalpassage.com) They plan to take their boat on a north and south cruise taking charter crew along for all or part. A great way to learn to sail, learn to cruise, have a fish and learn to lie about what you caught, all for one price! In their other lives Ivan is the treasurer of the Point Lonsdale Surf Life Saving Club and teaches how to handle the finances of institutions like that through a very flash website that is produced by Jo who is a tech wiz. A "power couple" in nineties speak.

Passage People

ZOO



Stan and Trish have been out sailing for four years and their Schionning Cosmo 1160 (actually made into a 1190 but we promised not to tell) still looks shiny new. The boat is fitted out and finished to a very high standard and set up for ocean crossing comfort. A freezer big enough for a years ration of ice-cream! WOW! Stan worked at the XXXX brewery for 30 years as a fitter and finally retired to finish the boat.

What warm people. I was so impressed with how I was invited aboard ZOO and other boats before or, in spite of explaining who I was or why I was visiting. Don't just sit in your boat at an anchorage, including if you see ZOO.

Passage People

Michael and Deb (at left below) bought themselves a project but a worthy one; a 55 foot Noreaster ready for it's first major refit. Michael reckons a year and wads of cash should do it. They will sail back to Victoria for the job. That is Leandra and Glen at right; crew and friends going back 35 years. The wine and nibblies kept the interviewer happy and distracted until dark and too late to grab a picture of the boat! TCP fired him for the transgression! (HA!) But trust us.. It's a very handsome ketch. See www.stuffthejeep.weebly.com



Stella



LULU

The labour market being what it is; the interviewer was rehired out of desperation. (Read at left) He caught up with the mob above enjoying their Seawind 10. Barbara, Nick Leigh and Ged are up in the Whitsundays for a one week holiday before going back to the snowdrifts of Melbourne. (Slight exaggeration). They are all old friends met in the trade union movement. Lovely people who offered Stella Atoris beer! And lively conversation covering a range of politics and head shaking. We won't go into details lest Tony Abbot demand equal time... But again the interviewer didn't get an outside shot so has been fired again. "Whitsunday Escape" is the charterer and they were happy with it.

Passage People



Serenity!

aka "The Love Boat"!

The bride and groom at right are Danny and Karen and the best man and brides maid at left are Bill and Maria. What a great boat to land on! Everyone happy-joyous! This mob are from Tassie where it really has been snowing and they are up here playing in the sun and fishing. I had to wait half the day till they got back to their boat whilst they were out depleting fish stocks on Hook Island. I got some good fishing tips and I need them. The Tassie mob thinks Queenslanders are "too busy". Maybe true. Whitsunday Escape runs the boat and all good except Danny thinks someone should clean off the sounder. transducer.



Passage People

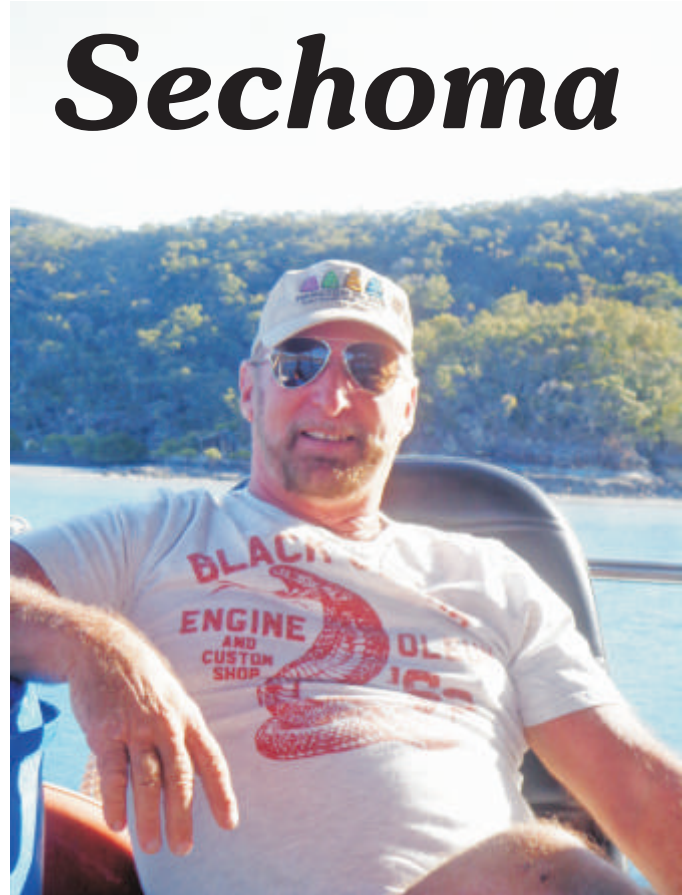
"Diver Phil" seems to stick in my mind, or DolphinPhil but just Phil will do. He does a bit of diving and actually is a solid professional. His boat is equipped for all that and with a 150HP Cat for power, up to a variety of tasks. He knows good gear, we were talking about anchors and we agree the Manson Supreme is the best thing going.

Sechoma is a 48 foot Millcraft built in Bulimba. Phil likes the Whitsundays and you can find him hanging about Nara Inlet, Cid Harbour or Stonehaven or....? Good company on a sunny afternoon. One of those great Whitsunday characters.



ETCP 74, Sept-Oct, 2015

Sechoma



Passage People

No Ties

AKA “The Love Ark”!



“All of you on the one boat” said I. “Yeah, this is our honeymoon,” said the bride with a grin. Julia and Brent are the newlyweds at right and Gareth, Naomi and little Ethan at left. I saw Julia’s new wedding rings, WOW! That is the Toronto mob.

Below are the Kiwi’s; Marilyn and Jeff. They should be getting their sea legs just in time for the next leg of their

tour of Australia.

Gareth is the keen sailor and the 20knot winds will allow him to test the big Grainger’s potential if the crew doesn’t mutiny!

TCP hopes their trip will leave them with memories to last a lifetime.



Passage People

Gary and Linda Brown are from Mooloolaba and when they bought this very nice Catalina 42 they were thinking of changing the name until they heard the story.

An American couple had the boat and made such strong friendships with many people here in Australia that when the family was killed in an aeroplane crash in North America their former berth at Broken Head Bay Marina was marked with a brass plaque to commemorate them. Namche is the name of a Himalayan

town and so the boat will remain a namesake.

The browns have had two good boats before Namche. A Jeaneau named Gayla and Amalthia, a 10.4 built in Toronto. They have been blessed with good boats and "good health". We'll drink to that!



Namche



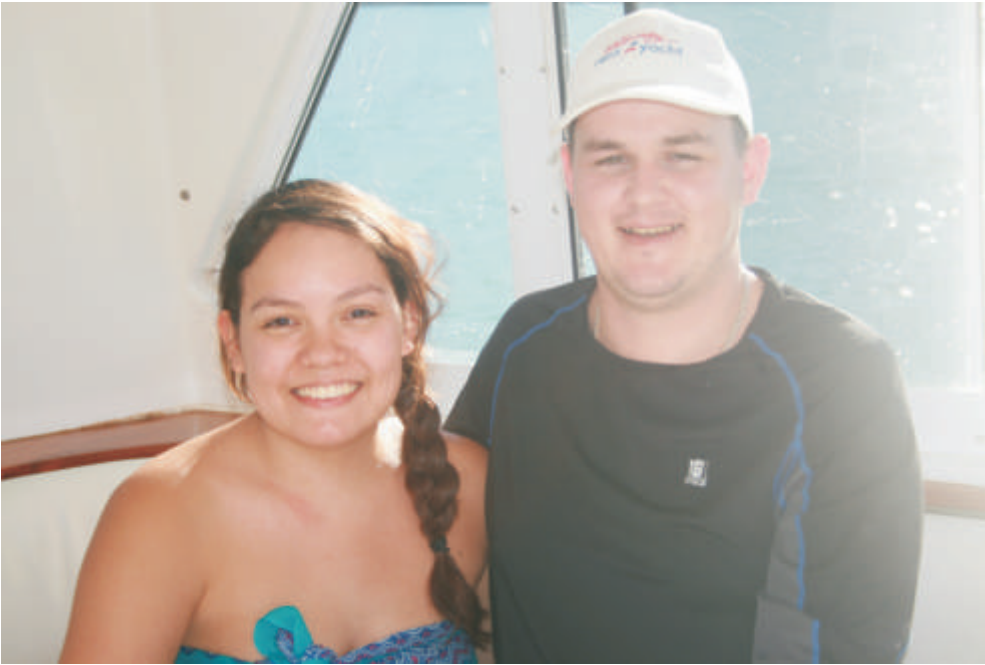
Passage People

Whitsunday Rent a Yachts

Beau and Janelle are just up from Brisbane for a quick holiday. Beau is a hotelier and Janelle an accountant.

This is their first trip up to the Whitsundays and they like it so far and said they would probably come back.

TCP apologises to them and **Whitsunday Rent a Yachts** for forgetting the boat's name!



Passage People



Vanagi is the Papuan word for a sailing canoe. She was built in Albany by an old fella, launched in 92 and sailed around Aus and sold in Portland. A Trucky bought it there but she sat apparently and became a little down at heels.

That is where Croc (Garth) came in. He bought the boat there eight years ago and trucked it back to QLD where he has done some work to her.

Croc seems content to hang around the local coast. He has a partner but she doesn't like boats so maybe that's why he keeps himself on a leash! Not that staying around the Whitsundays is exactly an ordeal!

Vanagi is a Wharram Tangaroa Mk4, 35ft. Garth has a pair of 9.9 hp outboards mounted for those windless days and for manoeuvring.

Vanagi



Passage People

Que Sera



Janine and Pearce (and Tina the cat) bought a very nice modified Snell Easy a few years ago and take all the time they can from their obligations down south to use her.

Pearce has a long history in the Whitsundays, even being a former owner of Whitsunday Ocean Services back when it only serviced life rafts but now made famous by Wok and Woody. Being ex-navy and dinghy sailor he just can't get it out of his system! Janine is happy to take the time from her job as office manager from RPS consultants. Life is Good!



Passage People



MARA

Patrick and Margaret and Boo are the crew of this fine Crowther cat. The boat was long in the build and launched in 91. The first owner sailed her around the world and then sold her to the present crew in 08. Patrick showed me core samples from the build and this Crowther used the same materials as Scrappy. Good stuff.

Pat and Marg gave me a card and I noticed a motorbike on it. They ride as well as sail! So many do.

Look for them at the Shag Island Yacht Club gatherings. They fly their burgee proudly.

Thanks to Garth Sykes for the pic at right - your brain damaged editor forgot to get it when he had the chance.



Passage People

ZZOOOOMMMMM!!! Wow! what was that! The runabout went by us so fast it was hard to tell what it was. Wake? wasn't any. I saw them pull into The Hut at Double Bay so went over to say G'day. Jai and Alex were offloading to camp for the evening but spared me a few moments. The boat is about 18feet, A 1989 model of Haines Hunter that Jai reckons is as good as it gets and powered by a 150 hp Evinrude. That explains the zoom! Alex was carrying a big bag and I was surprised to find that there was a little Wallaby in there! A Joey! That is the way you have to go if you adopt a little guy. They need a comfortable little 'pouch' and they need to be carried everywhere until they are ready to go it alone. So while they are out camping and diving the Joey is seeing the world!

What a nice couple. If I had a prejudice against motorboats I wouldn't have met them.

Alex is from Brazil and Jai is QLD born and bred. Check out their website: www.narrowleaf.com It's a wildlife sanctuary and resort in the Gold Coast Hinterland.

