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# The Coastal Passage

26th EDITION  
Aug-Sept, 2007

The Heartbeat of the Boating Community!

## \*INSIDE\*

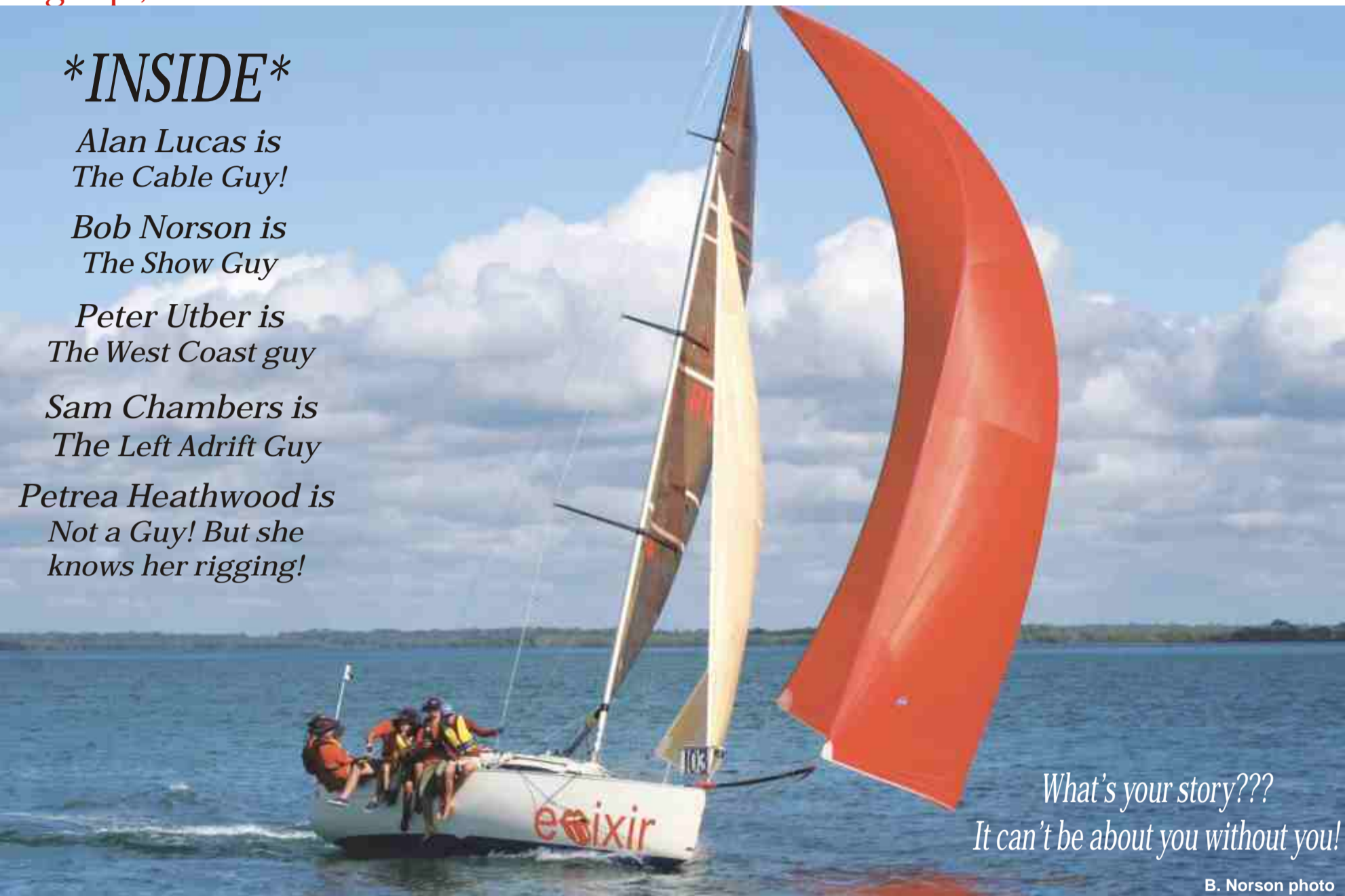
*Alan Lucas is  
The Cable Guy!*

*Bob Norson is  
The Show Guy*

*Peter Utber is  
The West Coast guy*

*Sam Chambers is  
The Left Adrift Guy*

*Petrea Heathwood is  
Not a Guy! But she  
knows her rigging!*



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

B. Norson photo

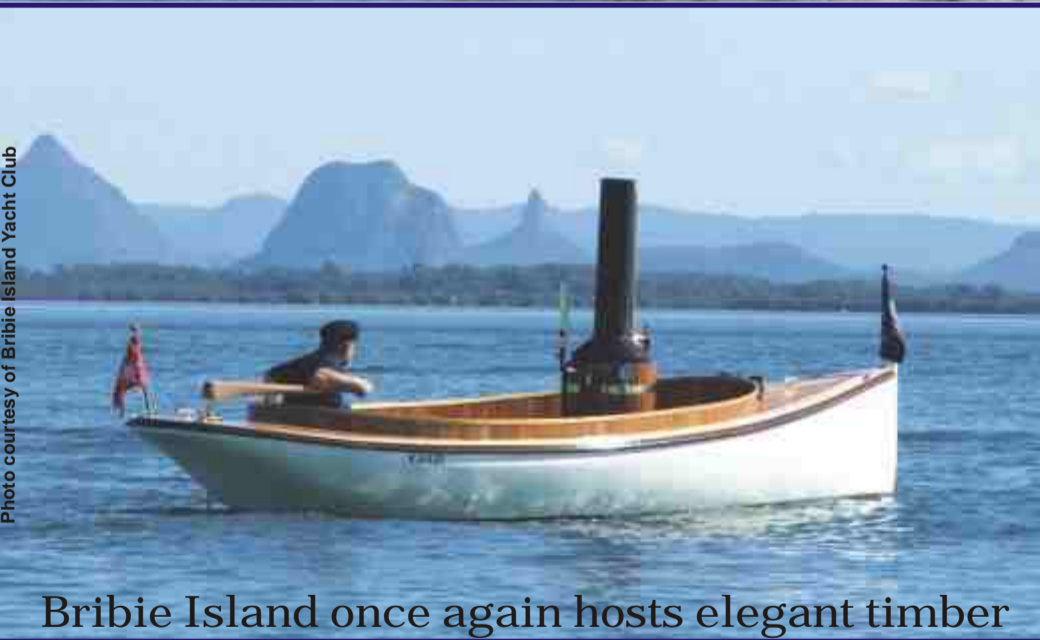


Photo courtesy of Bribie Island Yacht Club

Bribie Island once again hosts elegant timber

Fast boats, steam boats and family cruisers... It's time to get out on the water before it freezes over! It's been strange weather everywhere but back to business. It's racing time in the Whits and Mackay, even if the butter won't melt.

Trailer sailers and sports boats take note: a new event in Mackay and they are paying cash!! See page 21

**Slinky Malinki** are just Passage People..



If you like TCP but haven't seen the website yet you are in for a treat. Just like the paper except more to love. See "New Stuff" on the home page for the most recent additions as material is added weekly more or less kinda sorta.....

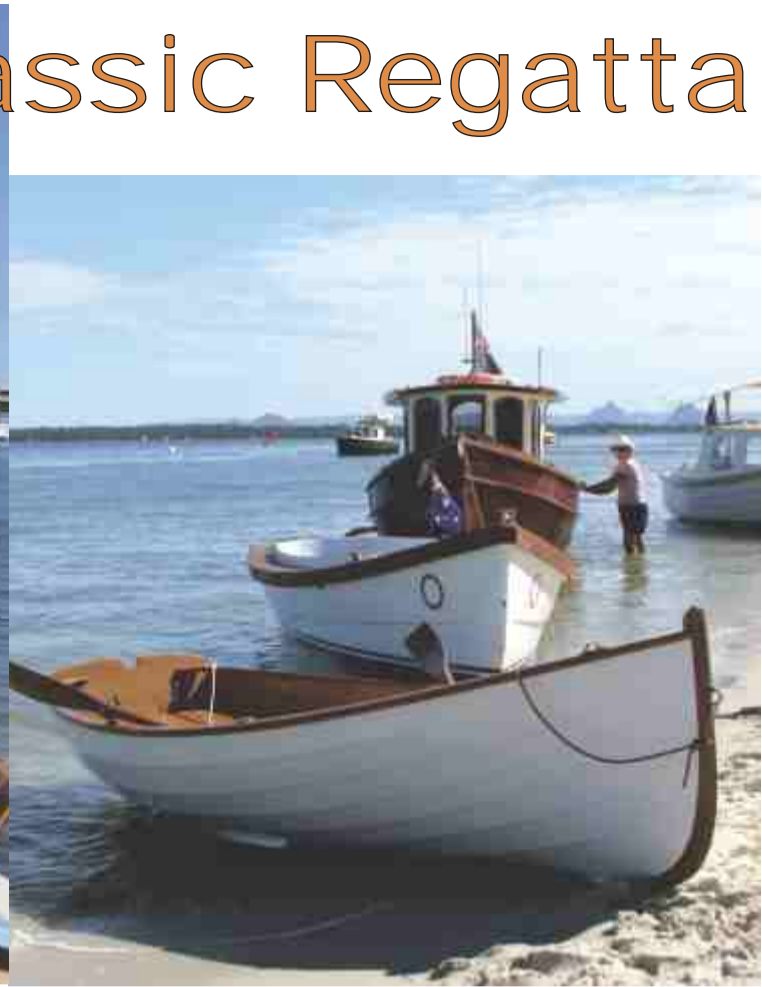
[www.thecoastalpassage.com](http://www.thecoastalpassage.com)



B. Norson photo

# The Bribie Island Classic Regatta

A great day at the water



Story and photos supplied by:  
The Bribie Island Yacht Club

Wonderful autumn weather greeted the Ninth Annual Classic Boat Regatta at Bribie on the weekend, with two beautiful days of shimmering sunshine and over fifty classic boats. Classic cars and a flyover of classic aircraft were also present on Sunday at Sylvan Beach. What a spectacle of restoration and workmanship by the enthusiast that gives life back into these old and new vehicles, aircraft and vessels.

Daryl Phillips the organiser of the Classic Boat Regatta said that the event was becoming more popular every year. More participants were travelling from interstate. We always get a good representation of local and interstate boats at the regatta. Some people travel for days to arrive at the event and other just minutes. But they all come with the same desire to "Simply messing about in Boats".

Next years event will mark the Tenth Classic Boat Regatta and plans are already under-way to make it an impressive event.

The Bribie Island Sailing Club revived the Classic Boat Regatta, which was previously organised by Alan Graham of Toobul for five years. It was halted for two years due to the changes in liability and insurance. The commodore of the sailing club said "The Regatta had always been a pleasure for spectators. When the club found out that the reason it had stopped was insurance, the club used its insurance to overcome the problem. It wasn't because all their members were keen wooden boat sailors. It was because the spectacle was a valuable event for all the community to benefit from.

The sailing club is keen to hear from other groups and organisations that are interested in participating or helping next year's regatta. Next years dates are the 24<sup>th</sup> and 25<sup>th</sup> May.

More information and photo's of previous events can be found on the Bribie Island Yacht Club web site at:  
[www.bribieislandyachtclub.org.au](http://www.bribieislandyachtclub.org.au)

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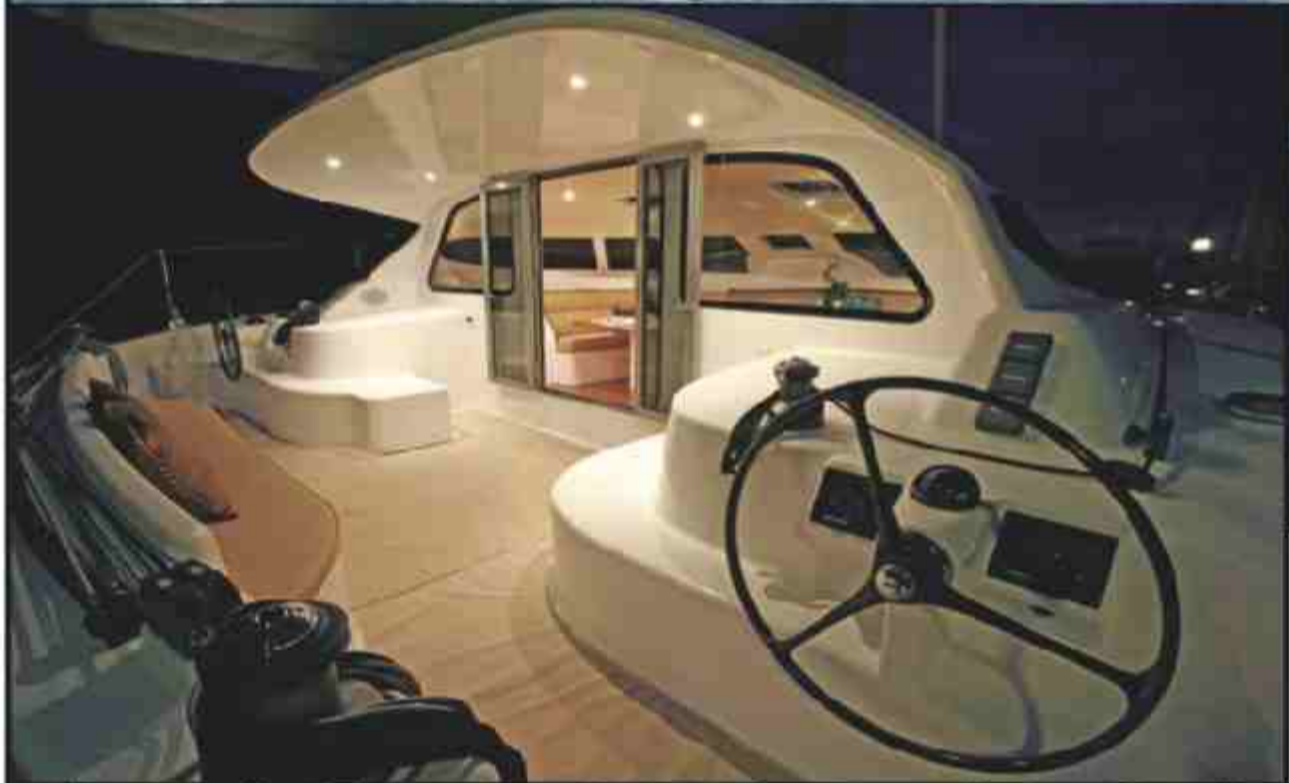
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# Editorial stuff...

**Propaganda.** The art of engendering a belief that is in opposition to the truth.

**Political Prosecution.** Haneef, Manzari, Goehardt etc. It has recently been revealed that our government was nearly successful in convincing many people that it had a real terror suspect to hold up as a trophy just prior to election. Kind of like "Children Overboard II, the Sequel". With the truth now out it appears Dr. Haneef is probably guilty only of being foreign and between government and re-election. False information was reportedly presented in court and evidence was allegedly tampered with. The DPP, AFP and Immigration have all been shamed by this unexpected and newfound fervour on the part of our national press. Maybe it had something to do with; *Herald-Sun* journalists Michael Harvey and Gerard McManus were convicted of contempt of court, and each fined \$7000, for refusing to reveal the key source of a leaked story about a federal government proposal to slash war veterans' benefits. The government was going to secretly remove \$500 million in benefits from veterans. International media organisations like Reporters Without Borders now rate Australia at number 35 for press freedom. We just pipped Bulgaria but lost to Ghana.....

Or is it just the rats deserting the sinking ship?  
**A message for those government apologists and TCP knockers.** I'll be accepting apologies from those with the spine to present them.

**And Customs???** I have found the actions of Customs to be entirely consistent with the culture of the AFP and DPP as reported in the Haneef case.

**The Manzari's...** With no hope of having their visitor visa renewed, they have sailed to Noumea to wait out the appeal hearing scheduled for November. Bet your life I'll be at the hearing unless I'm physically prevented. In the meantime, please help them if you can. All the info you need to help them out is on the home page of the web site or mail a cheque to TCP's NEW address because....

**Disappearing mail!** If you have sent mail to TCP's old address in Bowen, your mail may have gone walkabout. Though some mail has been forwarded, there have been several people contact TCP to inquire why their cheques for the Manzari's haven't been cashed. The reason was that they did not arrive. If you have sent donations for Customs victims, material for publishing, anything at all and did not receive a response, please re-mail or phone. Current details are on page 6.

**I am pro rational development.** No one wants to see the whole coast turn into a car park but unless people stop making babies.... No one wants to see the coast become

the private playground of the rich but unless there is affordable development... I do not like how a limited growth policy can stratify a local population into those that have... and have not. Houses and marina berths, all the same. The demand is high and supply low. This means that some will get squeezed out and it will be the ones with less money. In the Mackay Mercury some months ago, there were reports of mothers with children living in shipping containers at a cost of \$250 a week rent. Not a week goes by that TCP doesn't get mail complaining about marina berth costs, pensioners being the first to feel the pain. We desperately need more affordable housing and affordable marina berths. It's true that there will always be a small number of individuals in any given place that will object to any development. They may benefit personally but at a great cost to others or they may be genuine but misguided. If there is a legitimate concern then address it and get on with it because develop we must. Genuine consultation and reasonable compromise are the go. Insure that the development is of good quality and address's acknowledged shortcomings in the market. It was quite a shock to see the Mangroves in Muddy Bay, Airlie Beach, cleared to start the marina there but as is the case with every human development, there will be changes in habitat. BTW, I've heard that the area of Shute Harbour proposed for development referred to as "pristine". I hardly think so. That's been an informal work site for years and mangroves can hide a multitude of sins. You should have seen the junk pile they found in Muddy Bay when they started clearing the trees! Everything from car tyres to whole wrecked steel boats were hidden in the mess. The marina will likely be tidier!

**What is with these Westerlies!** It was in issue # 22 that I commented on the bloody Sou'easterlies that had gone on forever and in # 16 that the northerlies had been in for over two months. The coal and oil companies, thus our government, utter the brave words 'climate change' prior to election to appear concerned for the environment but the goss that comes out of the ABC and other government ahh... influenced media, is that it is all a big hoax. And maybe so. It could be that the strange cycles of weather we have seen for the last few years is .. 'normal'. The science that has been publicised supporting global warming is compelling however. You still can't 'prove' cigarettes cause lung cancer either.

**Notification of new edition now available.** Dave Stratton was the one to get me off my arse regarding a mailing list. I had to assure myself I could do this without the spammers high jacking the system. If you would like to be notified when the next issue is posted to the net, just email me at [tcp@matilda.net.au](mailto:tcp@matilda.net.au) and request to be put on the list.

**6000 readers of TCP web editions alone!** Besides the substantial print run, an average of 6000 people download

every edition of TCP all around the world! I see the growth that will occur in marine publishing as electronic. Even though most prefer the snap of paper in their fingers, web access is only going to grow and TCP is number one on the web.

**Boat show comments..** As I've mentioned in the article on the show page 18, I got really wonderful feedback from the crowd concerning TCP's coverage of issues. Better than I expected. The mood of the people of Australia from my sample was that they/you are angry and cynical about the government. I don't think the spin doctors are going to be able to manipulate enough of the voters this time. Like old Abe Lincoln said, "you can fool some of the people all of the time, and you can fool all of the people some of the time but you can't fool all the people all of the time". The problem is the opposition is a creature from the QLD labor party. (shudder/groan!) I hope Rudd can rise above that. I seriously believe that any party or candidate calling themselves "none of the above" would win everywhere except Banelong predict the newsreader gets that one.

**Complaints to TCP!** I got a couple of chronic complaints at the boat show... **"Would you put the bloody dates on the cover!"** OK, OK, note the new cover info! The other? TCP is too hard to find, especially in Sydney. The usual method of distribution for a free publication is to flood the market and accept that many or most will hit the bin. A very wasteful approach. TCP is making more ad revenue and I had a choice of what to do with it, print and send more copies, print more pages or reward contributors. I chose the latter. Not every contribution will be paid and the rate of payment is an ongoing process. Not that TCP has been desperate for material either! For those that may have thought that because last edition had re-cycled material I was short of new stuff... no way! I had/have enough on the table for one or more complete editions. I did want to give newer readers a glimpse of what the paper was about in origin and hopefully demonstrate it's continuity. But I have digressed; the tack I have been taking to make distribution more effective is I have been 'high grading' locations. That is, locations that couldn't present the paper well have been dropped in favour of better locations. Where we have a location that has the combo of high traffic and at least one keen person in the organisation to help us track pick-up rates, we will stay. **For the sake of our advertising supporters and the environment, I want zero waste.** Sydney presents some unique problems. The fleet is very decentralised. Few large marinas. Weird when you consider the size of the fleet. I'll be making special effort to accommodate the situation there and would appreciate any suggestion but in the meantime.. The papers are free on the web site for those with the capability.

**Below: a few faces from the boat show...**



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Shelly of "Farr Starr"(left) "who ya goin sailin with this season?" "Last man standing Bob!" Gary and Wendy Goldsworthy (below) built that ad for mate Brent Martz. Thanks Kerry Ashwin, (below) with Dion & Elliot, Don , Doug, Bob & Maureen, Mona & Bruce And Jean-Pierre from Lismore..... and all the other friendly faces for stopping by! Cheers to all.

And thanks most to Kay, couldn't have done it without her!

# NEW LOCATIONS!



It's about time we got set up at this great club, Claire has done such a good job making the papers available, there were none left to include in the pic!



**Gloria and Leanne of,  
Marina Foods and Takeaway  
Gold Coast City Marina**

A great place for that fast lunch or a leisurely coffee al fresco.

## Where can I get copies of The Coastal Passage???

### .....NORTHERN TERRITORY.....

- \* D A R W I N
  - Dinah Beach Yacht Club
  - Darwin Sailing Club
- \* G O V E
  - Yacht Club

### ..... QUEENSLAND.....

- \* P O R T D O U G L A S
  - Port Douglas Yacht Club
- \* Y O R K E Y S K N O B
  - Yorkeys Knob Boating Club
- + C A I R N S
  - Cairns Yacht Club, Wharf St
  - Cairns Marlin Marina Office
  - Cairns Cruising Yacht Squadron
- \* C A R D W E L L
  - Hinchinbrook Marina
- \* M A G N E T I C I S L A N D
  - Iga, Horseshoe Bay Supermarket, RSL, Maroon'd and "Traxs Ashore"
- \* T O W N S V I L L E
  - Townsville Motor Boat & Yacht Club
  - Breakwater Marina office
  - Breakwater Chandlery Café
  - BIAS Boating Warehouse
- \* A Y R
  - Burdekin Browser Book Shop
- \* B O W E N
  - North Qld. Cruising Yacht Club
  - Harbour Office
  - Summergarden Cinema (Q.B.)
- \* A I R L I E B E A C H a n d s u r r o u n d s
  - Whitsunday Sailing Club
  - Abel Point Marina Office
  - Whitsunday Ocean Services
  - Marlin Marine
  - Multihulls Brokerage
  - Shute Harbour Chandlery & Slipway
  - Quadrant Marine
- \* S E A F O R T H
  - Seaforth Boating Club
- \* M A C K A Y
  - Mackay Marina
  - Mackay Yacht Club
  - Mackay's Boat Yard
  - The Lighthouse Restaurant
- \* R O S L Y N B A Y
  - Capricornia Cruising Yacht Club
- \* R O C K H A M P T O N
  - Fitzroy Motor Boat Club

### \* N O O S A

- Noosa Yacht & Rowing Club
- ### \* S C A R B O R O U G H
- Scarborough Marina
  - Moreton Bay Boat Club
  - Australiawide Newport Marina
- ### \* S A N D G A T E
- Queensland Cruising Yacht Club
- ### \* B R I S B A N E
- Whitworths (Woolloongabba)
  - Withworths (Breakfast Creek)
  - Boat Books
  - Glascraft (Fortitude Valley)

### \* M A N L Y

- Moreton Bay Trailer Boat Club
- Spinnakers Café/East Coast Marina
- Royal QLD Yacht Squadron
- Seaway Marine
- Wynnum Manly YC, Marina Office
- Moreton Bay Marine Supplies

### \* R A B Y B A Y

- Raby Bay Marina

### \* R E D L A N D B A Y

- BoatsandBits

### \* C O O M E R A

- Outback Marine
- Gold Coast City Marina Office
- Marina Foods and Takeaway

### \* S O U T H P O R T

- Southport Yacht Club, Marina Office
- Whitworth's (Warehouse Rd.)

### ..... NEW SOUTH WALES.....

#### \* Y A M B A

- Yamba Marina

#### \* C O F F S H A R B O U R

- Coffs Harbour Marina
- Harbourside Chandlery

#### \* C E N T R A L C O A S T

- Gosford Sailing Club
- BIAS Boating Warehouse, Gosford

#### \* N E W C A S T L E

- Newcastle Cruising Yacht Club
- Schionning Designs
- Rock Salt Café

#### \* S Y D N E Y & S U R R O U N D S

- Boat Books
- Middle Harbour Yacht Club
- Cruising Yacht Club Australia, Rushcutters Bay

### ....CANBERRA.....

- Canberra Yacht Club

### .....VICTORIA.....

- Royal Yacht Club (Williamstown)
- Royal Geelong Yacht Club
- Sandringham Yacht Club
- Royal Brighton Yacht Club

### .....SOUTH AUSTRALIA.....

- (Northhaven)
- Cruising Yacht Club of S.A.
- Royal S.A. Yacht Squadron

### .....WESTERN AUSTRALIA.....

- Boating Hardware-Prosail - O'Connor (near Fremantle)

## TRAVESTY DAMMMM!

Comment by, Iain Rae, SY "Xtra Chilli"

TCP readers would be aware of the protests over the damming of the Mary River at Traveston with an outraged community raising issues like a consultants report commissioned by the Beattie Government that recommended 3 better sites for a dam in SE Queensland that is being studiously ignored, that the dam will only be a mere 5 metres deep and will lose 1.5 metres in evaporation every year, that it will flood a very large section of the Bruce Highway which will have to be rerouted at vast expense and that it will destroy some of the best agricultural land in Queensland.

Now you may have seen Peter Beattie on television (is he ever off it?) as he flew over the dam site for 5 minutes in a helicopter some time ago and he made a clear media statement at that time that the Traveston Dam will go ahead, so that's that, the Premier has spoken.

Now, despite very valid concerns raised by the community the Beattie Government in their arrogance are just not listening to the people. By way of example, at the Senate enquiry into the Traveston Dam 187 submissions were received opposing the dam only one submission was received supporting it, guess who's? Yes Peter Beattie's and guess which is the only one that will count? Not to mention the Beattie Government's assertion in their submission that one of the reasons they are building the dam is to save lives as, they contend, during the last Gympie floods seven people died. This is totally untrue and the Mayor of Gympie has clearly stated that there are no records of any deaths. Just another lie to justify a flawed decision, why not just admit the mistake, have a rethink and work out the best ways to resolve the water crisis in SE Queensland, (water tanks?), not just pig headedly sticking to a helicopter fuelled knee jerk reaction and a belief in your own infallibility?

What you say has all this got to do with boating? Well, the Mary River flows out into the Great Sandy Strait and acts as a flushing agent keeping channels clear, stopping silting and controlling mangrove growth. If you look at old pictures of the Mary River when fresh water flowed down it freely you will not see a mangrove, so the mangroves there now are a result of restricted river flow and increased salinity levels. This is because of a barrage on the Mary River above Maryborough and no water has flowed over it for 5 years due to the drought.

So the lower Mary River is now a purely salt water environment and the only flow is the ebb and flow of the tides. In just 5 years mangroves have been flourishing and creeping out over previously clear water and you can actually see sand/mud banks getting larger. If the Traveston Dam is built no fresh water will ever flow into the Great Sandy Strait again, except perhaps in time of a very extreme flood event. This however is becoming more and more unlikely with the changes brought about by climate change.

You don't have to be a rocket scientist to work out that in a matter of years after this dam is built the Great Sandy Strait and the Mary River itself will silt up, mangroves will increase and access by boat through the Straits and passage up and down the Mary River will likely be impossible. Those who know the area will realize that this will mean a much longer overnight passage on the outside of Fraser Island and having to give the notorious Spit a wide berth, especially at night.

But what of the damage to the Great Sandy Strait Marine Park and World Heritage Fraser Island? The Strait will more than likely become a series of flats and banks clogged with mangroves, Fraser won't be an island anymore and species that rely on the fresh water coming down the river will disappear forever.

Don't Governments have international obligations to preserve World Heritage listings under a United Nations Charter or doesn't the Beattie Government care? What is the Environmental Protection Agency's position on the destruction of biodiversity or are they incompetent or just toothless political stooges? Where are the Greens, why aren't they screaming their heads off and tearing down the fences around Parliament House?

The Premier has spoken it appears and cannot be contradicted therefore, the dam must go ahead.??? However, if it was John Howard proposing the dam can you hear the screams of outrage and the thunder of thousands of feet as the usual suspects line up to berate him as an environmental vandal?

**One last thought, if this environmental catastrophe of a dam goes ahead perhaps it should be renamed the Travesty Dam!**



# 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 additional information 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 be ready to provide support for their assertions or additional information if requested. It's about a fair go for boaties.

## Dear Bob & TCP Readers,

We choose the TCP to say goodbye to all our sailing friends in Oz who made our 5 1/2 year journey with our Kong & Halvorsen motor cruiser "COOLONG" into one of the most memorable times of our life.

When we landed in Sydney in 2001 we had **NO IDEA** about boating what so ever. Never owned our own boat, never lived on board a ship and never dropped an anchor!!!! But we always dreamed of it and were willing to learn.

And a steep learning curve it was! First we had to find the right boat. Some good Gods must have felt sorry for us, because without better knowledge we chose "COOLONG". The best choice we ever made. We saw her in Shorncliffe and fell in love on first sight. Five days later we moved into our "home on the water" while still on the hard stand right after the sea trial. We had to ask the surveyor to help bring her into the marina berth in Manly. Almost 30 ton of ship was extremely scary!! The staff there was very understanding and gave us the end berth and made sure nobody was put into the pen for the next 4 weeks. I think they were afraid of all the insurance claims we would accumulate otherwise. Only 4 weeks later we set out for the big adventure. We left for Mooloolaba and I, being assigned radio operator (what an honour, and yes in those 4 weeks we passed the Australian radio operator test which fell on our 30th wedding anniversary). Besides taking the test, we filled the boat up with diesel and took the last provisions on board, how romantic!!!

I am still remembering my first conversation with the VMR Redcliffe that morning, when I tried to log on with them. It took the poor VMR guy more than 20 minutes to get his info. Every time he asked something like: "What's your ETA?" "How many POB?" Or the "Rego?" I was totally lost. They don't teach the OZ way to shorten the technical terms in those courses. But eventually we got everything across and were under way.

In my case "under way" meant sitting with a bucket between my legs for the whole duration of the 8 hr trip. I was ready to jump right then.

But things got better everyday, we mastered the Wide Bay Bar, the Great Sandy Strait, the entrance to Lady Musgrave, all on that first stretch. I started categorising the events by : one brandy or 2 brandy crossings. And because the skipper felt more and more confident, we went all the way down to Sydney that same year.

Next season saw us in Lizard Island and then came the ultimate adventure, we DID THE KIMBERLEY!

On that particular trip we came in contact with a lot of boats that were in the rally from Darwin to Kupang. We had heard about the animosities between "stink boaters" and "Fart catchers" before, but so far had a lot of sailing friends that did not hold it against us, that we were on a MOTOR BOAT. Quite the opposite, they all loved our ice maker and enjoyed a hot shower on COOLONG when they ran out of water, and the always ice cold beers for sundowners on COOLONG were also not too bad. But among this new crowd were some people that did not warm to us so soon.

But when they found out that we had been living full time for almost 4 years now and had spent more time on anchor or under way

than some of them, things began to change. And because both the captain and the 1st mate love to fish and crab and have become quite successful over the years, they saw us in a different light. We still are in contact with lots of them and love hearing their stories.

Our first Kimberley trip inspired us to do another one again. So in 2006 we went again all the way from Mackay back west. And this time we made it even further than before, because we had better ways to fill up on diesel along the way. (Disadvantage of a stink boat!) Crocodile creek was our turn around point, and after 8 months we came back in to the marina in Darwin.

We had already talked about taking our steps a bit further, Indonesia, Malaysia were beckoning, but that would mean to part with our beloved ship. And that same God that helped us choose COOLONG 5 1/2 years ago must have remembered us, because he sent the Marina owner of the Tipperary Waters Marina for a chat. And like us, he fell in love on first sight. She was not for sale then and not on the market at all. The first mate had just spent \$600 on stores for the trip from Darwin back to the East coast, when all of a sudden "SHE WAS SOLD!!!" Things developed fast, very fast!!! 5 days later the money was in our account and we were sitting on 4 suitcases on the Airport.

We are still boatless at the moment, but hopefully not for much longer. A "fart catcher" under German Rego should be the next one, which we eventually plan to bring back to OZ.

We hope that by then all the issues with foreign boats coming into this beautiful country will be solved. And we won't end up in jail but will be having a drink with some of our old/new mates on the water. Until we meet again, safe sailing,

**Bert & Ingi Lueken,  
Ex-COOLONG crew**

## G'day Bob.

Just to cheer you up a bit for missing out on the race from Mackay to Bowen on *Mystery*. We were non starters. We sailed the first leg from Hamilton Island to Mackay on Tuesday, a long hard, 11 hour beat in 20 - 25 knots and by the end of it every one was buggered. The forecast for the rest of the week looked like being much of the same so the prospect of beating down from Bowen to Airlie (leg 3) on Saturday and then having to bash down from there to home on Sunday with only Urs and myself on board was thought to be a bit too much.

The only thing you missed out on (being a news hound) was the numerous dramas.

It started on Monday evening when the Bowen yacht, *Harbour Lights*, a Northshore 37, ran aground on Dent Island about 200m from the marina entrance. They floated off ok with the high tide but without the bottom two feet of the rudder. This didn't affect them too badly as they raced on Tuesday and came 4th on handicap.

Then during the race *Adrenalin* from Mackay, an old one ton copper, lost its rig off Slade Pt about 2 n.m. north of the harbour entrance. *Idle Time* from Airlie, a Space Sailer 36 (which is a cruising version of a Swarbrick 111, which is the big sister to

*Mystery*, a Swarbrick 99) heard the radio call and went to stand by.



**Bob "Race face" Hayman**

*Adrenalin* cleared the mast and gear away and started to motor home when the water pump failed. They then put out a call for the Mackay marine rescue boat to come and give them a tow home. *Idle Time* couldn't help them out as they discovered that their yacht was taking water and they had about 4 inches over the cabin sole. While they had been standing by *Adrenalin* both boats had drifted north with the wind and tide so *Idle Time* had about 4nm to motor home. They felt that they could manage this as the pumps were managing to handle the inflow.

As they motored home they went in too close at Lamberts Beach (just south of Slade Pt.) and got tangled up in the shark nets. They couldn't get free and the yacht drifted up onto the beach. The four crew got off safely and managed to get a brief message to the club that they were ok.

In the meantime the rescue team had set out at high speed in their RIB only to get swamped after about 10 minutes running.

Anyway the big rescue cat finally reached *Adrenalin* which by now was some 14 nm north of the harbour and towed them home.

Today a dozer dragged *Idle Time* further up the beach and as soon as a low loader can be organised the yacht will be craned onto it.

So there you go. Stick to cruising, this racing is a silly game.

**Bob Hayman**

## CALLING YOUR BOAT HOME

Over the years I have tried unsuccessfully to understand some of the Legislation made in Queensland. I am continually astounded at the lack of knowledge, thought, common sense, understanding and mentality of some of the legislators in this State. I am appalled at the 'blinker visioned' officials in regard to the Fisheries Act 1994.

Sections of the above act prohibits any fish aboard a boat to be filleted unless the fillet is 40 cm or over and the skin has not been removed. Other fish aboard a vessel must be whole and if it is a reef variety it must have a pectoral fin removed. (I am sure all vessels troll a line behind when moving. What do you do with that Spanish Mackerel you catch?)

Someone please give the live-aboard boatie

full recognition and deem his vessel to be **HOME**, with the same privileges as his land-bound counterpart.

**John Joyce, SV *Emu***

## Greetings John

Good to hear from you. This subject has been covered in TCP but apparently could use a dusting off. Queensland and Commonwealth law do recognise your boat as your home. Our own Chris Ayers was the man who brought the law to attention. It seems an individual official can be sued as a result of home invasion. For the complete article see the TCP web site, Issues page. there you will find the article listed.

**Cheers,**

**Bob**

## Dear Bob,

Is there any way you can help us get the message across to yachties that they shouldn't tie their dinghies to docks on short painters? We have tremendous problems here in Cairns, where the dinghy dock situation is getting way out of control.

Our current problem is the number of dinghies using the dinghy dock is increasing. When the yacht club closes soon the numbers will grow, and with the cruising season building now, accessing the dock is going to be three times as difficult.

Tying dinghies short is extremely rude and inconsiderate of other dock users. But not only that, it becomes dangerous. Two day ago, I tried to get to my dinghy which was on a ten foot painter but a large dinghy had come in around our starboard side, then driven across the front of our dinghy, over our painter then tied short. My painter was trapped underneath the other dinghy. So I tried to climb from his high-sided dinghy into my ten footer. Of course, Murphy was the only one in attendance it must have looked like something out of a third rate comedy as the dinghies began to separate, my dinghy came close to swamping and I had to throw myself back into the other dinghy. I am now sporting a huge blue/black bruise on the inside of my thigh where I hit the gunwhale on the large dinghy. Luckily, a friendly yachtie arrived who helped me out of the dinghy and into mine.

Sorry Bob, this has been a convoluted way of asking you for help in impressing on yachties coming up the coast most who read TCP that they should show some consideration for others. This attitude of not caring about anyone else has got to stop. Long gone are the days where everyone felt like they were part of a big family. Nowadays, it seems like its everyone for themselves. Very sad really.

I really hope that you can educate some of these people Bob. We've given up trying.

**Yours in desperation,  
Rosemary, SY "Sokari"**

## Greetings,

This is a common problem that I've found is most often a result of ignorance rather than malicious intent. Hopefully this note may help. Please everyone, display good seamanship.

**Cheers  
Bob**



## The Coastal Passage

The voice of boaties everywhere

Bob Norson: Publisher, Editor, journalist, advertising, photographer, computer & marine heads technician....

The Coastal Passage  
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## Contributors!

**"It can't be about you without you!"**

- Alan Lucas, "Soleres"
- Cpt. Allen Southwood, MV "Solaray"
- Horrie Hunt, SY "Garuda"
- Iain Rae, SY "Extra Chilli"
- Peter Utber, Ketch, "Leah"
- Petrea Heathwood, SY "Talisman"
- Sam Chambers, SY "Priority 1"
- Trish Hawkins, SV "Quoll II"
- Wendy Barron, former SY "Braveheart"



And a special mention this time to the large number of letter writers, most of which I have found space for. It's obvious there are deep feelings on subjects that TCP will continue to provide a forum for.



# Yachts entering Australia, TCP ask's for facts.. The Questions And the response...

## TCP invites Australian Customs to reply to inquiries that are reflective of issues raised via letter and personal contacts to TCP.

May 8th, 2007

To: Mr. Michael Carmody  
Chief Executive Officer  
and to: Ms Jenny Eutick  
Queensland Regional Director  
Australian Customs Service  
From: Bob Norson  
Editor, The Coastal Passage

Re: Yachts entering Australia

Greetings,

I am writing as a result of intense interest of my readers regarding the enforcement and prosecution of yachts entering Australia that have been found in violation of a newer notification requirement, AKA, the "96 hour rule".

There are some questions that naturally arise from the circumstances we have had reports from that have not been addressed by the ACS in any material I have been able to source. If you or any representative of the ACS could bring about an understanding of these issues it may go a long way to restore the boating communities goodwill that I assure you, has suffered otherwise.

For example; why the rule applied to yachts in the first place? No other country in the world, as far as I have been able to determine, places such regulation on personal craft. The United States of America has a 96 hour rule but only applied to craft 300 tonne or over which seems reasonable but no notice requirement for yachts. New Zealand has a 48 hour rule but thus far has only issued warnings for infringement of them. I am not clear on how this rule benefits Australia?

Why was there no notice given of this important new policy? The ACS spends large sums of advertising dollars to persuade yachties to assist in observation of suspicious activities at sea but I don't recall one ad educating the fleet of this issue.

Why are yachts being singled out for prosecution? The shipping and freight industry have negotiated a compromise deal that allows for a reduced fine and no criminal record (the "infringement notice scheme") whilst yachts bare the full burden of large fines, criminal convictions and the risks of future troubles with countries that may have record of a customs breach in Australia.

I would like to invite ACS response to discuss any errors of fact in reportage thus far. To that end I provide the following web site link that makes available, the two recent editions (in PDF) that cover the issue, TCP editions # 23 and 24. See: [www.thecoastalpassage.com](http://www.thecoastalpassage.com)

I am looking forward to a meaningful interchange that I hope can explain and perhaps rectify policy matters that affect yachts. I can see from the record that the agency has quite a bit of flexibility in its enforcement and perhaps a less antagonistic approach can be organised from consultation. Readers have come up with a few very interesting suggestions that may address customs concerns whilst not alienating the yachting community. I believe a civil debate on these issues with some genuine consultation could resolve the problems. I will hold space for a response as long as I can. Hopefully we can talk within the week?

Sincerely,  
Bob Norson  
Editor and Publisher  
The Coastal Passage

**Notice!** As is regularly stated in TCP and as is usually expected by readers, "all contributions that purport facts in a matter of contention should be ready to provide support for their assertions.." As statements in this letter were either unclear or in conflict with other sources a letter was sent to customs asking for additional information. This request (copy on next page) was flatly denied. Readers should consider this in perusal of this material and note that TCP does not endorse this information provided by Customs. I have decided to publish this anyway but along with the additional questions that were posed to Customs and other information. You decide.  
This response was delivered to TCP by Mr Simon Latimer, "Director Customs Corporate Communication" on behalf of Ms Jenny Eutick via Email

### Information for The Coastal Passage

#### Why is it important that yachts report their arrival in advance to Australian Customs?

Customs is responsible for clearing all goods, vessels, passengers and crew entering and leaving Australia. A primary reason for our presence at the border is community protection preventing prohibited, harmful or illegal goods or persons from entering Australia. While the vast majority of smallcraft are travelling legitimately, criminal syndicates have used them to try and breach Australia's border security. There have been numerous detections and seizures of prohibited items imported by smallcraft in the past, including the seizure of over 1.2 tonnes of illicit drugs in the past decade. In the light of this and other evidence the Australian Government, through Customs, has decided that all vessels, regardless of their size or the purpose of their travel to Australia, must be fully risk assessed prior to their arrival and must therefore provide the pre-requisite information needed to make this assessment. Customs risk assesses every smallcraft and commercial vessel in advance of its arrival in Australia. The assessment takes into account available information and intelligence in relation to a range of border security issues, including: drugs, terrorism and people-smuggling. It is important that this assessment take place in a timely manner, which allows Customs to organise its resources to provide the required response to the threat identified.

#### What are the reporting requirements for yachts?

There are essentially three common elements that every vessel, whether a smallcraft (eg. yacht) or a commercial vessel must report to Customs in advance of their arrival into Australia.

1. Impending Arrival Report of the vessel;
2. Passenger Report for passengers on the vessel, and
3. Crew Report for crew on the vessel. These reports are detailed in government regulations. Customs recognises that these prescribed forms are tailored for commercial vessels and have therefore made concessions for yachts travelling to Australia by only requiring the following information to be reported:
  - o Name of the yacht
  - o Intended first port of arrival
  - o Estimated arrival date/time
  - o Last four ports of call
  - o Details of all persons on board including name, date of birth, nationality and passport number
  - o Details of any illness or disease recently encountered
  - o Details of any animals on board
  - o Details of any firearms on board.

These reports are required under the *Customs Act 1901* and must be communicated to Customs within prescribed time periods before the vessels estimated time of arrival at their first port in Australia as follows:

- If the voyage exceeds 96 hours - not later than 96 hours, or
- if the voyage is less than 96 hours - not later than 72 hours, or
- if the voyage is less than 72 hours - not later than 48 hours, or
- if the voyage is less than 48 hours - not later than 24 hours, or
- if the voyage is less than 24 hours - not later than 12 hours.

While Customs notes that smallcraft differ from commercial vessels in the amount and type of communications equipment many of them carry, it is significant that the majority of the more than 700 yachts arriving in Australia from overseas each year are able to comply with these reporting requirements. These timeframes came into effect in October 2005 when, in a climate of heightened border security, the Government determined that advance notice of the arrival of vessels and people to Australia was an imperative. In the air environment, Customs obtains advance passenger information on all travellers prior to their arrival in Australia, enabling us to pre-screen and risk assess all travellers in order to ensure that they do not pose a threat to Australia's security. In the same way, the Government recognised that passengers, crew and vessels of all sizes (whether it be a yacht, commercial vessel or even an offshore drilling rig) should be assessed prior to their arrival in Australia. After careful consultation with border agencies, the Government determined that passengers and crew should report to Customs no later than 96 hours in advance of a vessel's arrival at the first Australian port. This rule applies to vessels of all sizes ranging from large cruise ships to small pleasure craft. The timeframe of 96 hours was considered appropriate in order to provide sufficient time for Australia's various law enforcement agencies to conduct a thorough risk assessment and to organise an appropriate response. Prior to October 2005 all vessels, including smallcraft and commercial vessels were subject to the following reporting timeframes:

- If the voyage exceeded 48 hours - not later than 48 hours, or
- if the voyage is less than 48 hours - not later than 24 hours

The pre-arrival reporting requirements for yachts did not first appear when reporting timeframes moved from the '48 hour' regime to the '96 hour' regime. Yachts were not excluded from the previous '48 hour' regime and have had to provide some form of pre-arrival notification for several years now.

#### Where can yachts find out about Customs reporting requirements?

Australian Customs Internet site details what yacht masters are required to know and do prior to their arrival in Australia. Given that the yachting community is international by nature and the impossibility of our making individual contact with all yachts, our Internet site is regarded as the best way we can communicate our requirements. Customs issued two Australian Customs Notices in 2005 (ACN 2005/31 and ACN 2005/47) to advise of the commencement of the new '96 hour' reporting regime. It should be noted that these notices did not specifically mention smallcraft.

The Customs Information Centre (1 300 363 263) also provides details of these requirements for those wishing to make contact by phone.

#### What action does Customs take when vessels fail to meet their reporting obligations?

Customs treats non-compliance seriously. The measures available to Customs are the same, regardless of whether it is a yacht or a commercial vessel. Action is determined on a case-by case basis, and can range from a warning letter through to prosecution. Factors that may influence Customs decision on what level of action to take in the event of a failure to meet

reporting obligations may include:

- What attempt, if any, was made to obtain the correct information relating to Customs reporting requirements?
- What attempts, if any were made to report to Customs prior to arrival?
- Did the vessel actually arrive in Australia or the crew go ashore before it made a report of it's impending arrival to Customs?
- What communication options did the vessel/master have available to facilitate the report of pre-arrival information, either from the vessel itself or at the last ports of call?
- Were there any safety/emergency issues that contributed to the reporting issue?

Each decision to prosecute is only taken after careful consideration. This is reflected by the fact that during the past two years Customs have completed five prosecutions in relation to vessels who have failed to comply with the pre-arrival reporting requirements (vessel, crew or passengers). Yet during this same period we have seen more than 20,000 vessels (both commercial and smallcraft) report their arrival in Australia. Yachts have also not been "singled out." For example, on 2 March this year in Tasmania, a shipping company was fined \$2,500 with costs of \$2,867 for failing to report to Customs the impending arrival of one of its vessels, a tug supply ship, and failing to provide a crew report.

#### Can Customs use the Infringement Notice Scheme (INS) to deal with noncompliance?

Within the *Customs Act* (and other legislative instruments) there are "strict liability" offences. A "strict liability" offence means that regardless of whether the person committing the offence acted intentionally, recklessly or otherwise, the fact the action occurred is sufficient to establish that the offence was committed. Under the provisions of the *Customs Act* some, but not all, of these "strict liability" offences can be dealt with by what is known as the Infringement Notice Scheme (INS). The INS allows certain senior delegated Customs officers to serve an infringement notice in lieu of taking prosecution action in certain situations. In relation to the three common pre-arrival reports required for all vessels arriving in Australia (as described above) only one of these reports Impending Arrival Report - can be dealt with via the INS. The other two reports Crew Reports and Passenger Reports cannot be dealt with via the INS. This applies for ALL vessels - commercial vessels or yachts are NOT treated differently when it comes to the INS. Put simply, Customs options for dealing with vessels failing to report their crew or passengers does not include the INS.

#### Why should the yachting community continue to support Customs and its Hotline program?

Customs officers are at the forefront of efforts to stop drugs, people and weapon smuggling at our borders. This is a formidable task when you consider the vastness of our coastline and the sparseness of our population. For this reason Customs has always sought to work cooperatively with the Australian yachting community. As extra pairs of eyes and ears on the water, often in remote locations, they can help us better protect our borders by reporting any suspicious incidents to our Customs Hotline on 1800 06 1800. Border security is about everyone, not just Customs, but yachties too, playing their part in helping to keep our country safer and protecting the lifestyle that we enjoy.

# More Information please...

To Simon Latimer  
Australian Customs service

Emailed 11-07-07

Greetings

The letter I received dated the 14<sup>th</sup> of May brings some questions to mind. I would appreciate a response to the following;

Could you define "smallcraft" as used in the first paragraph of your letter, "**Why it is important...**", and also could you provide an example (preferably recent) of a yacht involved in major drug importation? Or people smuggling? And have you ever had a yacht involved in a "terrorist" activity?

Does the airline industry have the same requirements for notification as yachts? Was the descending scale of notification schedule (as per notice ACN0547) as a result of consultation with the Airline industry?

From your letter, "Yachts were not excluded from the previous '48 hour' regime and have had to provide some form of pre-arrival notification for several years now." Were there criminal prosecutions of any yachts as a result of that period of the 48 hours rule? If so could you direct me to records of that.

"Crew Reports and Passenger Reports cannot be dealt with via the INS. This applies for ALL vessels - commercial vessels or yachts are NOT treated differently when it comes to the INS." Are you stating then, that every vessel that has violated this "strict liability" offence has been criminally prosecuted? Or is this "strict liability" offence still a matter of discretion to the ASC? As in... "Action is determined on a case-by-case basis, and can range from a warning letter through to prosecution."

How many INS actions have been taken against ships in the last year? How many to yachts?

And finally, An important question from my original inquiry is yet to be addressed so I reiterate here, "why the rule applied to yachts in the first place? No other country in the world, as far as I have been able to determine, places such regulation on personal craft."? What special circumstance or condition creates the need to take Australia so far out of step with the rest of the world?

Cheers

The Coastal Passage

*Editors note; In addition to the above TCP was informed that all or some of the statement from customs could be attributed to a Brian Hurrell. As this seemed unclear, a request was made to confirm the true author of this material. This request was also refused.*

# This is the notice that Customs expects you to know about.

The minister for Customs is quoted as stating the "96 hour" rule is, "widely publicised and .. the internet site is regarded as the best way Customs can communicate their requirements".

To find this and other ACS notices or ACN's, you must have web access. Go to their web site at [www.customs.gov.au](http://www.customs.gov.au) That will open the home page, then on the right hand side of the page you will find a list of "quick links". Click on the one that says "media room". At that page you will see a list of about 30 small buttons on the left side of the page, click on the one that says "customs notices". On this page you can look on the left side again or in the centre of the page to find the phrase, "Australian Customs notices". Click there. On that page you will find a list of years. This particular ACN was issued in 2005 so click on that year. Now you will find a list of all notices issued in that year. The one relevant to this report is 2005/31 which, for your convenience is duplicated below. ACN 2005/47 mentioned in the customs response is also interesting reading and can be found on the customs web site. This is as of 27 July 07 but is subject to change at any time.

## AUSTRALIAN CUSTOMS NOTICE NO. 2005/31

Commencement of 96 hour Pre-Arrival Reporting

On 26 April 2005 Customs advised industry that from July 2005 vessel pre-arrival and passenger and crew reporting would be required 96 hours in advance of a vessel's arrival. It was also the intention that shorter periods would be prescribed depending on the length of the voyage.

Since the date of that advice the Minister for Justice and Customs has agreed with industry to seek a longer transitional period for the purposes of the Integrated Cargo System (ICS). The cut-over to the ICS is now planned to be 12 October.

In examining the legislative implications of this transitional period it is now apparent that requiring 96 hour pre-arrival reporting from July 2005 would need a series of amendments to be made to the Customs Regulations. In view of this Customs believes that matters will be simplified for industry if 96 hour pre-arrival reporting becomes effective from 12 October 2005.

A fact sheet on the ICS transitional arrangements is available at [www.customs.gov.au](http://www.customs.gov.au), following the links to the CMR pages.

Customs is examining the forms currently used to supply vessel and crew pre-arrival information.

Some rationalisation is necessary to ensure Customs continues to receive reports, on vessels in particular, required by it and other Government Departments. You will appreciate that information required on a vessel (such as ISPS and levy information) is substantially different from the information being collected through the (ICS) Sea Impending Arrival Report and the (ICS) Sea Actual Arrival Report. A further Australian Customs Notice will be issued giving details of a national simplified requirement. Until then the current Impending Arrival Report must still be lodged.

It is important to note that the Sea Impending Arrival report cannot be lodged in the ICS any earlier than 10 days before the expected arrival of the vessel.

For those companies reporting the Sea Actual Arrival Report on or after the cut-over date, the current arrival report, Form 5 Part One, will no longer be required to be lodged manually. From 12 October the manual lodgement of this form will cease.

The contact for these matters is Manager, Enforcement Operations on 02 6245 5431 or [jennifer.robinson@customs.gov.au](mailto:jennifer.robinson@customs.gov.au).

Brian Hurrell  
National Manager  
Enforcement Operations  
CANBERRA ACT

# What we know... What we Know we Don't Know... ..

## Contradictory Information?

The document received from customs was interesting in that some information seemed incomplete and/or contrary to information from other sources. Also contradictions within the document itself should be addressed such as; "*What action does Customs take when vessels fail to meet their reporting obligations?... Action is determined on a case-by case basis, and can range from a warning letter through to prosecution... Put simply, Customs options for dealing with vessels failing to report their crew or passengers does not include the INS.*" TCP research confirms the former but if this quote is meant to imply that all instances of failed crew report are prosecuted, strongly disputes the latter.

## Misleading information?

For example, relating to the first question in the letter above, in international shipping language, small craft usually means any seagoing vessel under 300 tons. This customs document seems to intermingle the terms 'smallcraft' and 'yacht' in a way that may confuse.

## Drug Issue a Red Herring?

The minister seems to state that the intent of the 96 hour rule is an anti terror measure. "*In the climate of heightened border security and counter terrorism, the Government deemed that advance notice of the arrival of vessels and people to Australia was an imperative.*" Could the smuggling focus in the Customs document at left be an attempt to justify after the fact? Perhaps, but to pursue it in any case, TCP couldn't verify the amount of drugs that Customs say they found on "smallcraft". TCP research has found two cases involving drug smuggling yachts, one with 505kg and another with 90kg. Both busts were over five years ago and the result of foreign sourced information like US Customs. Both didn't add up to 1.2 tons and in that paragraph the term "smallcraft" is used. In the last 30 days (as of July 27) Customs have announced 9 major drug arrests and over a thousand seized mail drug shipping attempts, not an unusual amount. None from a yacht.

## Airlines Get Concessions

TCP have received claims that the descending order of arrival requirements listed at left, "if voyage is less than..." etc, were a concession demanded and received by the airline industry and freight forwarders. This appears to be spelled out in ACN 2007/03. (see above right for explanation of the term and how to access the documents)

## Shippers Get Concessions

Indeed, in ACN 2005/47 there is already mention of modifications of the rules to accommodate the shipping industry already angry with customs over the ICS (integrated Cargo System) that seriously tarnished Customs reputation

in international shipping and in the press. Reports are that debacle has cost over \$200 million in cost over-runs to tax payers and over \$12 million has been paid out in damages to shippers hurt by Customs failed system so far. If it was true that the airlines are accommodated as well as ships, then it would seem reasonable to accommodate yachts in such a way as to avoid criminal prosecution except where criminal intent is established.

## More Concessions for ships

The "INS" referred to (Infringement Notice Scheme) is a concession to the shipping industry that objected to the '96 hour' rule as impossible to comply with. Under the INS, instead of a criminal prosecution, customs may substitute the smaller fine without criminal record that the shipping industry has negotiated as a concession.

## Yachts 100 times more likely for Prosecution than ships

Only one out of the over 19,000 ships that Customs states enter per year has been prosecuted. This was a relatively recent case coming on the heels of TCP's publicity of several yachts being charged. According to the Customs document, only about 700 of the 20,000 marine vessel arrivals last year were yachts. The Document states there have been 5 prosecutions. TCP research confirms, four for yachts and the one ship. According to information forwarded to TCP there have been "several" INS penalties for ships but none for a yacht.

## What is Law and What is Whim?

TCP has reports of vessels that have not complied but not been prosecuted. All yachts prosecuted have been in Queensland. None elsewhere. All have been foreign flagged.

Perhaps the greatest concern for yachts is the uncertainty created by the lack of notification of the law and that the acceptable actions seem to be constantly changing. In last issue of TCP a media release published by Customs contained instruction to yachts to ignore the "statutory maximum 10 days (notice) prior to arrival". That could be construed as inciting to commit crime. The word "statutory" implies law but goes on to say it is OK to ignore it. That release also stated you could now notify third parties to relay info when in other customs documents it states strict criteria for how you contact customs.

In this report (left) it states clearly that the final decision to prosecute is made by customs and they have included a list of criteria that is used to decide. This states then, that customs feels it has autonomy when it comes to prosecution, that it reserves the right to decide who might be prosecuted and under what criteria. It is interesting to note that the specific issues listed in this document as mitigating circumstances apply in large part to the cases of boats

already prosecuted. In particular, the Manzari's should not have been charged according to this document. They did diligently seek the correct information, carried it out to the letter with the best communication gear they had and were careful to not violate Quarantine upon arrival. (facts supplied by the Manzaris with court docs and personal statements for support)

Whilst Customs refers to their web site as the only venue for announcement and information to yachts on the '96 hour rule', the notice document (published above), makes no mention of yachts in it's content so even in the rare event a yacht crew would access the notice, it's relevance would likely be missed. Other information for arriving vessels on the web site has been changed often and in some cases, inaccurate. As reported in TCP # 23, well into this year customs still had the old '48 hour rule' posted.

Especially as it strongly appears that Customs is acting independently in these matters, it is fair to ask why is Australia so far out of step with the rest of the world on the enforcement of these laws?

Except for cargo reporting, yachts entering Australia appear subject to more regulation than ships. Whilst yacht crew must be vetted and approved for a visa before arrival, ship crew are only now being asked to apply prior to arrival.

## Ships crew not required to have a visa to enter Australia.

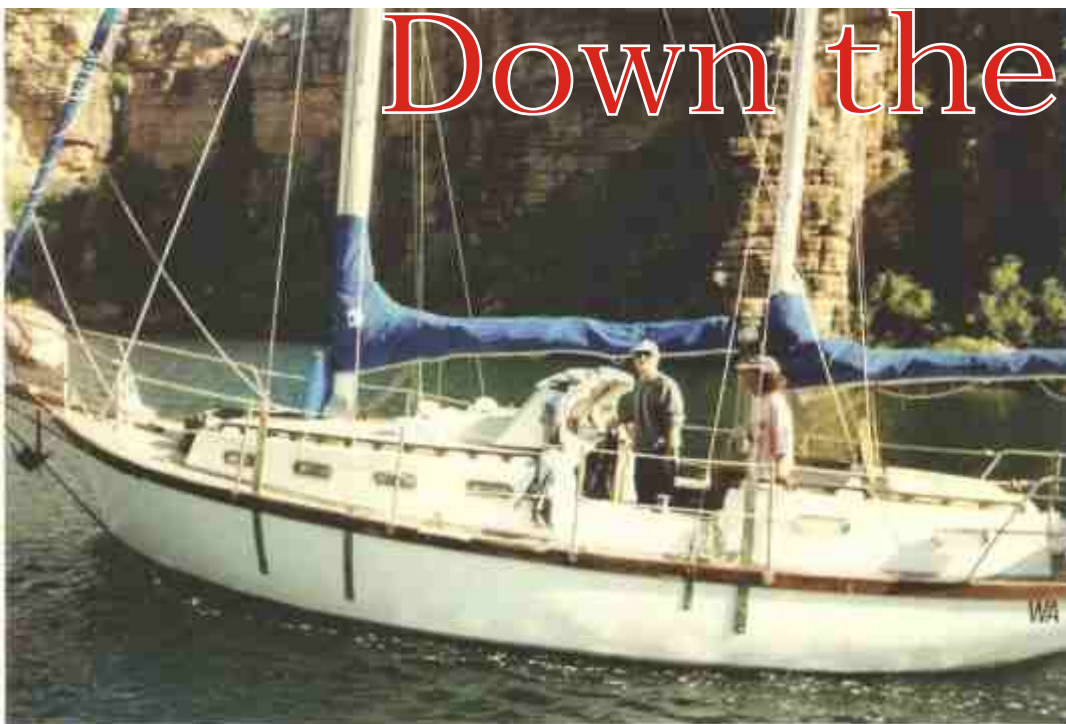
According to Emigration; "*Special Purpose visa. This visa is for foreign crew (including supernumerary crew), plus accompanying spouse and dependent children, of non-military ships that are entering and departing Australia in the course of an international voyage. This visa is granted to crew by operation of law on arrival (editors emphasis) if crew members hold a valid national passport, and another individually-issued document establishing their employment on the vessel (a seafarer's identification document (SID) or valid employment contract).*

**Maritime Crew visa** From 1 July 2007, this visa replaces the Special Purpose visa (above) for foreign crew of non-military ships but a transition period is allowed until 31st December. Foreign crew will be required to lodge a visa application outside Australia. For lawful arrival in Australia, foreign crew will need to hold a valid Maritime Crew visa, a valid national passport, and must be identified as crew on the vessel (eg. crew list, ship's articles, seafarer's ID)."

## TCP reportage has been accurate

Despite invitation to do so, Customs could not contradict or fault any fact published by TCP on these subjects.

# Down the West Coast



By Peter Utber, Ketch, "Leah"

We had dallied too long in Darwin, the port city that always lays her more than welcome mat out to sailors in transit. The season was well advanced and the south-east trade winds all but a memory of their former sail filling glory. Thus we had flopped and slopped our way across the confused Joseph Bonaparte Gulf (which is always as trying on ones sanity as it is on the ships canvas), and raised Cape Rulheirs on the third day out. This tall bluff guards the entrance to the majestic King George river where we repaired our sails and ourselves, and toasted the fact that we were back once more in Western Australian waters.

'Leah' rounded the Cape of Londonderry and seemed to know she was back in the Kimberley. We worked south west for a few days, dodging whales, anchoring each night off islands and shores that carry the names of the French explorers from another age. It was mid September when we reached Silver Gull Creek in the Yampi sound. Phil., as usual, extended his every courtesy to us (as he and Marion do to all wayward sailors), and a week was quickly lost in this remarkable paradise that knows no roads.

From the 'Yampi' we sailed across the mouth of the King Sound, steering a course twenty five degrees off our intended track to counteract the massive tide that roars out from Derby, anchored for the night at Cape Leveque, then pressed on for Port Headland, four hundred miles further down the coast. We passed Broome a couple of days later but did not pull in, the tide ridden anchorages there held no attraction for us, tired as we were.

South from Broome we beat down the Eighty Mile beach where the bones of drowned sailors can still be found in the sand dunes. This area was (and still is) fished for the fabulous mother of pearl shell back in the late nineteenth and early twentieth century. The luggers of those days had no engines, and would be caught like sitting ducks with nowhere to hide when a cyclone came howling down the coast.

We had a different problem. Because the season was late, and the south-east tradewinds had packed it in for the year, the wind pattern had developed into a land breeze/sea breeze regularity. The wind would come off the Western Australian deserts in the early hours of the morning, sometimes reaching twenty five knots. Our little ketch would be pushed out to

sea, close hauled on a port tack until noon, when the wind would drop completely away for a couple of hours. At around 1400, in would come the afternoon sea breeze from the south-west, bang on the nose. We would tack ship and close the coast again on a starboard board, working into a choppy head sea. This was the infamous 'West Coast Doctor' that blew all summer long, bringing welcome relief to the hot coastal communities in the Northwest, but was making life miserable on board 'Leah' for Di. and myself. This sea breeze would blow quite strongly until around 2200 hours, then fizzle out at midnight.

Port Headland slowly drew closer. Because the ever present sea breeze was dictating our heading, I charted a course that would take us through the Bedout channel which runs between Bedout Island and the Amphinome Shoals. The flooding tide was with us, but the seas were standing up against it and our going was slow and wet. We entered the channel before dark, and by 2030 hours 'Leah' was pitching and heaving her way through the waves, her bowsprit one moment pointing at the heavens, then plunging deeply into the three metre seas. We had the motor running to help us lay North Turtle island fourteen miles ahead in the blackness. Once past this island we could pull away for the final sixty miles to Port Headland.

Di. was on watch, not that there was much to look at. The sea breeze howled through the rig and great waves of green water would come hurtling back over the deck, hit the wheelhouse windows and run off the cockpit dodger. We were close hauled on a starboard tack, and making slow headway. The Bedout Island light winked away on our starboard beam, whilst the great shoal bank that runs fifteen miles out from the old Condon settlement was under our port lee. I stood in the companionway, looking aft and watched two gulls holding station with us, the masthead light reflecting off their outspread wings.

The engine stopped dead, too quickly for it to be a fuel problem. 'Leah' fell away to leeward, leaned over and steadied onto a new heading that would see us aground if we carried on for too long. I raised the engine hatch, put the gearbox into neutral and tried to turn the propellor shaft. It was seized solid. Oh happy days! I did a tour of the decks, hanging on as 'Leah' rode up and down on the swells that passed under her keel. Everything seemed normal. I was looking for a rope over the side that may have fouled the prop. Nothing. The spare

water and fuel drums were still lashed down tightly, the spinnaker bag nestled in its usual spot between the drums, also lashed. I made my way back to the cockpit.

"I think the gearbox is seized".

Di. said nothing, her knuckles gleaming whitely on the wheel as she concentrated on steering the best course she could make. I took note of our new heading and went below to the navigation station. Out of the wind, the main saloon warm and snug with the brass bell and galley tap reflecting the soft light from the nav. instruments, my heart went out for our brave little ship as she rose and dipped over the steep seas.

At the speed and heading we were making, we were going towards a bad lee shore, and needed to tack away. I climbed back out into the cockpit.

"Ready about". I readied the sheets while Di. judged the wave patterns. "Lee ho" she called, spinning the wheel to starboard as I released then winched the jib in again. Leah settled down onto the port tack and began slowly drawing away from the coast. The motion was nowhere as violent with the sails full and the wind coming over the port side for'ard of the beam. I took note of the heading and speed made good over the ground and went below again to plot our new heading.

Our speed was nothing to write home about, 2.5 knots, which surprised me for we had the tide with us and the sails full and drawing. On the present heading we would be lucky to clear the shoal that extends south a fair way from Bedout Island. Further to that, the tide was due to change in three hours and would then be running north against us, setting us even closer to peril.

Di. called from the cockpit and I climbed up the companionway steps again, leaving the calm sanctity of the main saloon once more. Her lovely hair hung down each side of her face in wet ringlets.

"What's that behind us, in the water?"

I stared!

Waving and dancing deep under our stern, swathed in a beautiful halo of phosphorence was our spinnaker.

I groaned!

No wonder we were making such poor speed. I could see the sheets which we always left attached trailing out far behind, the whole shebang obviously wrapped around the propellor.

But how? I made my way up to the fore deck once more and stared at the spinnaker bag. The bottom had been blown clean out of it by the seas we had been taking over the fore deck. I was very angry with myself for not having stowed the sail below. We hadn't used it for quite a while, and to leave it on the deck, albeit securely lashed, it was bad seamanship on my behalf that had put us into this tight predicament.

There was nothing we could do about it now, other than to raise the mizzensail and shake the reef out of the main. We sailed on through the night, hard pressed, towing the kite, slowly making way. Fortunately the wind held in and we cleared the reef strewn shoal by one and a half miles. The tide changed, but in the changing seemed to sweep us away from the danger and dawn found us becalmed

in a heaving sea left over from the night winds.

I dived into the still dark water and hacked the great knot of spinnaker and sheets from the propellor, while the boat tried its best to brain me as it rose and fell ten feet. Bits of gaily coloured sailcloth floated around me like fifty dollar notes. The sheets were tightly wound along the shaft and I was exhausted by the time it was all cut away.

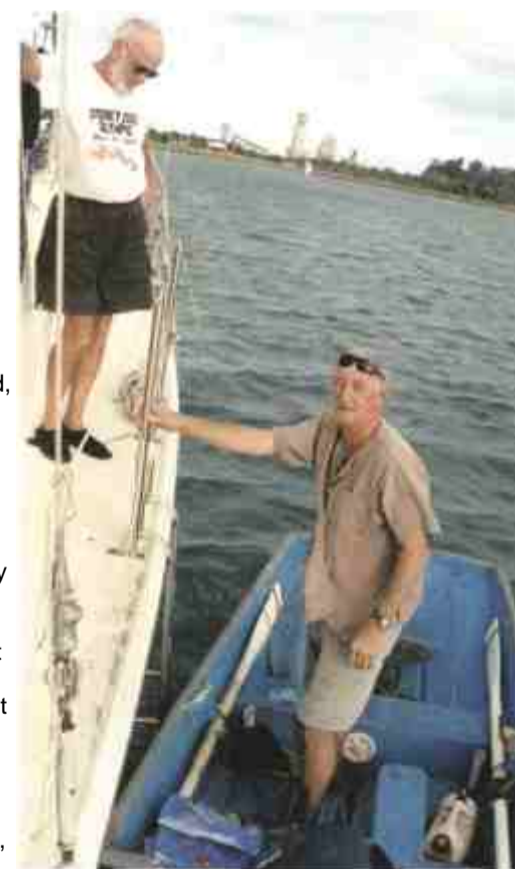
I clambered back on board and caught my breath. We ate a hearty breakfast, then hoisted sail and set a course for the still distant Port Headland, pushing into the morning south east breeze that came howling off the deserts.

"Welcome back to the west coast", Di. grinned at me and I pulled a face. We dodged whales later that afternoon, and entered Port Headland harbour just before dark, seeking shelter from the seabreeze behind Finucane Island. The harbour authorities ordered us out, threatening police action and we re-anchored off the yacht club sand spit that offers scant protection from the wind and rocked and rolled all night.

"Welcome indeed"!

We were to spend four years back on that coast with its wild weather and beautiful isolation before succumbing to the sirens that called from the Great Barrier Reef once again. During that time we fell in love with the historical little town of Onslow, survived the onslaught of tropical cyclone Vance and were married on a lovely beach by the Dampier Archipelago.

***"So I must draw my canvas tight,  
And set my helm a'lee,  
To slowly sail on through my life,  
Because you're calling me."***



Editors note: Occasional neighbours... as we all are. Peter, at right, stops by to give a hoi to Alan Lucas, left.



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# Reflections *by Alan Lucas* The Cable Guy

By Alan Lucas, SY "Soleares"

Since the advent of GPS, cruising boat numbers have soared as newcomers revel in the novelty of finding their way around the world without actually knowing how. Navigational skills have been made obsolete by pushbuttons and colour screens as technocrats take society yet one more step closer towards zombiism. And the damnable thing is, I am one of their victims!

Despite my love of the old ways, I relegated my sextant, nav tables and almanac to a forgotten locker and joined the walking dead, enamoured by GPS's irresistible speed and accuracy. I miss the hands-on involvement of natural navigation, but I cannot return to its broader parameters of sun sights, or the vagaries of a witch's hat or the headaches when I'm dog-tired trying to remember whether to add or subtract Greenwich Mean Time. My connection with stars, mountain peaks, headlands and other natural objects of navigation has been wiped out by my own shallow ideals. But at least there is comfort in knowing that the old ways produced very cautious navigators who never took things for granted. Our constant doubt was every bit as safe as today's unquestioned confidence, and it was certainly more involving.

At a less philosophical level, a defining difference between pre and post-GPS sailors is their respective understanding of distance. Old hands think 'cables and nautical miles' whilst new hands think 'metres and kilometres'. On a number of occasions I have had a new chum say something like, 'Why do you use cables in your books?' - sometimes derisively as if I am out of touch with reality. But these people are unwittingly highlighting their own nautical ignorance because the immutable truth is that kilometres have *not* replaced the old measurements: on land yes, but not at sea. Nautical miles and parts thereof (cables) are still used on charts and GPS instruments, making the exercise of converting to metric quite unnecessary.

Nautical miles and cables are a product of angles at the earth's centre, whereas metres are a measurement of a

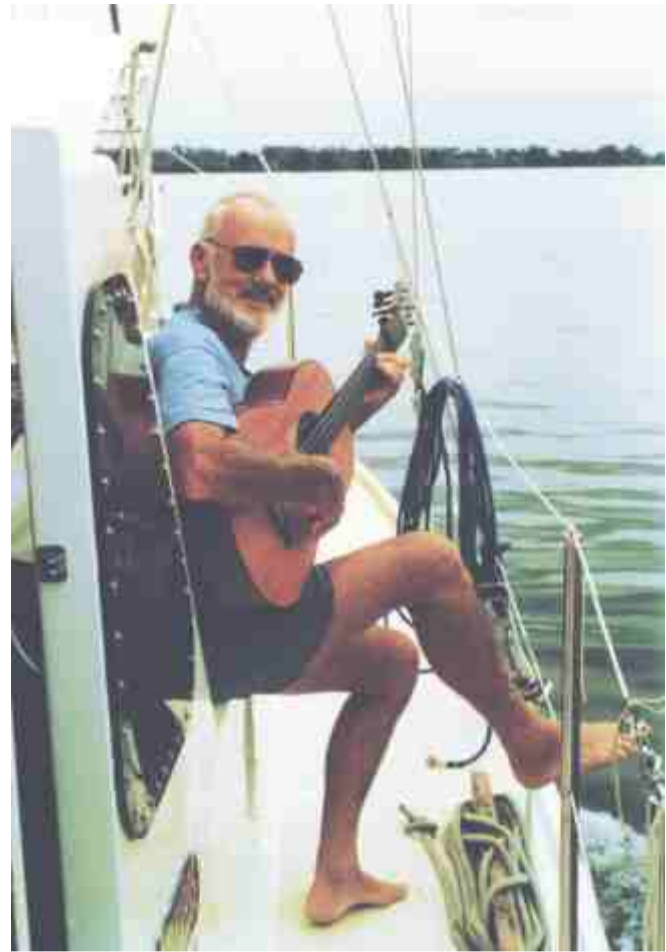
length equal to the distance travelled by electromagnetic radiation through a vacuum; they have nothing whatsoever to do with navigating the seven seas.

Whether your navigation is by GPS or sextant, your position is established by latitude and longitude, which, as stated, are surface lines based on angles at the earth's centre. Subtended at the earth's surface, angles become nautical miles and their fractions. Thus, one degree of angle is 60 nautical miles and one minute of a degree is one nautical mile. One tenth of a nautical mile is one cable. These are clearly stated on charts and instruments, so why would you convert to irrelevant metres and kilometres when assessing distance by GPS?

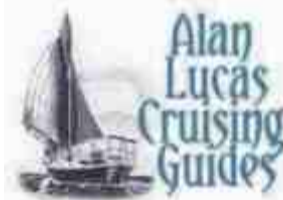
Ignoring nautical reality is, regrettably, encouraged by most maritime authorities who use metres when proclaiming legal distances off various objects. It is as if they have forgotten that we are in a boat on water, not in a car on land. It is true that our instruments and charts have a conversion scale, but why take the roundabout route?

Since the metric system was introduced in Australia in 1973, it is probably true to say that half of today's population has never had to think in feet and miles. But I am not encouraging a return to the Imperial system, I am talking about nautical measurements that cannot be changed nor metricated. They are not unwanted hangovers from an old English system; to the contrary, they remain the only means of expressing latitude and longitude on our planet. Look at an example:

Let's say your latitude by GPS is 30 20.800'. This plots onto the chart as an accurate distance of 20.8 nautical miles from latitude 30 degrees. Stated another way, the above example latitude is 1,820 nautical miles and 8 cables from the equator (each degree, remember, is multiplied by 60 to get miles). The only difference between this and the 'old' days is the fact that GPS uses the decimal point for the cables whereas they were previously expressed as seconds of the minute. Thus, before the days of GPS, 30 20.800' looked like this - 30 20' 48".



Confusing? Maybe, but whether fully understood or not, the bottom line is we are still sailing in a world of nautical miles, not kilometres. Only those rather ambiguous metric soundings oblige us to think in both systems, which, considering the amount of grey matter GPS has destroyed, at least gives the brain something to do.



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# Life raft service

Now we know!!!

story and pics by Bob Norson

This article was published in TCP # 8 and had quite a popular reaction. I found that there are a lot of sailors who had the same concerns and handicapped by the same lack of knowledge. Who do you trust and what exactly do they do? So I hung around the pro's while they work and here is the report.

**When we bought our boat it came with a 6 person life raft that was purported to be recently serviced and in good nick. What with the honesty we received from the other issues during the sale of the boat...we had every right to expect that big fibreglass box to contain rocks!**

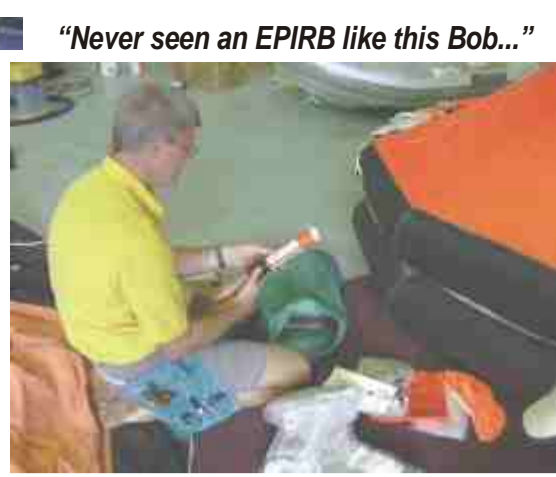
But still, we carried it around on our aft deck for years never really knowing. We talked about it and decided that if time came for panic, we would give our hard dinghy with it's built in floatation the higher priority. The bird in hand approach. The reason we hadn't investigated the life raft was because we had heard that it cost a lot of money to

do the job, besides, we have been the recipient of many complaints regarding the services provided by marine trades and to put your lives in the hands of a stranger.... If I didn't know well, the people doing the job, or couldn't stand behind and look over their shoulder whilst being done, I would still be giving priority to our dinghy.

Wok & Woody (Warwick & Janelle) of Whitsunday Ocean Services have been advertisers with us for some time. Every time I've been there the place has been in utter chaos. They do the servicing for most all the rafts for the charter fleet



Lets take a look..



replacement, then it would be more. Out of date flares and such need to be replaced, but W.O.S. prices on those things are good. (Bobs note; This was a couple years ago. You should ring WOS to check on current costs. 07-4948 1366)

The big day comes! Wok cuts away the seal and opens the box. Instead of the rocks, we find a raft! A good start anyway. Wok notices moisture inside which is a worry, but further inspection reveals no harm done from it. Air from Wok's big air compressor is hooked into it and away it goes. We have a perfectly good raft! Next, the compressed air bottle is removed and weighed. The tare weight is stamped on the side and when weighed ours shows the correct weight for a full and healthy tank. The bottle is a heavy cast iron thing like a divers tank in shape. It is inspected for corrosion, ours is OK but a spot of paint in a corner would prevent future harm. The valve is inspected and also found to be good. Next is the goodie bag with the flares and epirob and the rest. Though some of the gear is out of date, nothing looks to be rubbish. It would all have worked. A refresh of flares, water, batteries, and the paint on the gas cylinder will do inside. A better seal around the case will keep the moisture out and that's that for a few years.

**If nothing else, it was worth it to finally know. If we have to grab our panic bag in the future, it will be to take in the raft.**



Wok explains how to use the emergency gear!

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# Prawns....

Mr Thai has a discussion with his wife. Tim and I have a chuckle over what they might be saying about us. 350 is his counter offer.

In need of a prawn fix, we grudgingly accept their offer. A bag of big banana prawns is handed over in exchange for the cash. Pleased that they'd made a sale, Mr & Mrs Thai Longtail took off toward our friends on Backchat. We weigh the bag in our hands. A small kilo. We've been ripped off!

A flashback. Digging into the cupboard we pull out a miniature weighing scale and hang the plastic bag from it. 750 g is the reading. We put the scale away in a more accessible spot. We'll be armed and ready to do battle next time we're out for the catch of the day.

The radio buzzes, "Quoll II, Quoll II..." Jock Main, from Backchat calls up. "Did you buy any prawns?" Yeah, a kilo. 300 baht," we reply. Jock comments "They're only 400 Baht at Kata Markets..."

The prawns were big, fresh and beautiful. At \$10 for a fabulous feed it really was a perfect catch. Fair for us, Fair for them.

Below: BackChat & Quoll II rafted up in Long Tail



# Action a Plenty on a Swing Mooring



Story & Photos by Wendy Barron, Former SY "Braveheart"

We have been living on a swing mooring outside of Abel Point Marina in Airlie Beach for three weeks. Well really we have been sailing around the Whitsunday's for most of that time and just returned occasionally to the swing mooring. During this time there has been no shortage of action.

Yesterday when we sailed in we were greeted by a mast sticking out of the water next to a mooring buoy. Later in the afternoon the salvage barge arrived and put on a great show. A diver went down to put a sling around the boat and it was slowly lifted to the service on the barge crane. The water was pumped out relatively quickly and it was soon floating again. The barge towed it over to Edge's Slipping Yard to get it up onto the hardstand for the hard work to begin.

Later in the evening while enjoying Sundowners the outrigger club put on some racing for us right in front of our boat. Once it was dark and the lights of two of the three boats had run out of power it brought back memories of a tragic event we witnessed just over a week earlier.

While moored for the night in Hamilton

Island marina a smallish power boat arrived at the main jetty. There was a man lying on the duckboard with lots of blood visible running from his leg into the water. The boat was greeted by the ambulance and the Hamilton Island doctor. They worked on the man for about thirty minutes, before they had killed the pain and stabilised him enough that they could get a stretcher under him and seven men were able to lift him from the duckboard up onto the jetty. During this time another smaller power boat arrived at the jetty. This one had on board a man with kids and a couple of the inflatable craft that people sit in while being towed behind the boat.

Soon after, another boat arrived towing an outrigger canoe that was badly damaged. They managed to get this up to the outrigger canoe shed where they sat and waited for the Hamilton Island security guys to finish their interviews with those from the boats on the jetty. We slowly pieced the story together that the injured man was paddling his outrigger canoe and was run over

by the power boat towing kids behind the boat, obviously with no spotter on board. The bigger power boat came to the injured man's rescue, dragging him up onto the duckboard and racing him into the marina and contacting emergency services.

Luckily the outrigger canoes at Airlie Beach were only faced with one dinghy coming passed who flashed a light at them to let them know he was there. Other than that it was a nice show they put on.

The types of boats that one sees sitting on a swing mooring are also pretty amazing. There is a boat that I have nicknamed The Push-Me-Pull-Me Boat. It took a while to figure out which was the bow and which was the stern of the boat.

The boat next to it looks like it should be in Antarctic waters. It is a ferro-cement boat that is built for pretty rough seas. Apparently it has not moved from the swing mooring for a long time.

One night a woman rowed out of the marina to her boat on a swing mooring that must have been a distance of about two kilometres offshore. She made it just before dark and I certainly hope that she didn't leave anything behind.

Of course being outside Abel Point Marina there is a continual stream of great boats going in and out of the marina. Beautiful tall ships and maxi yachts full of backpackers going on 3 day, 2 night adventure sailing trips come in and out at all times of the day and night. The impressive Cruise Whitsunday operation is always a good show. The big purple space age catamaran, the huge wave piercer that goes out to their reef pontoon daily, and the fleet of new smaller power catamarans that now provide a ferry service to the island resorts are all very professional operated and maintained.

Overall there is an endless source of entertainment just sitting on the swing mooring watching the amazing world go by. When the northerlies arrive to remind us why the majority of people live on land it only adds to the excitement. Or is it annoyance?

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# Sundowners here's my story, mate...



SY, "Plymyt"

Story & photos by:  
Sam Chambers, SY "Priority 1"

The article "Ballast on The Lee Rail" (TCP# 24 fiction article by Kerry Ashwin) brought back memories of real life.

I've been In, On and over the water in some form or other since the early 1950's. So when Shirley and I came to Oz as Ten Pound Tourists in the early 60's and then decided to stay, it seemed logical to buy a boat as a home and live on Sydney Harbour. We found our first floating home after many weeks of unsuccessful house hunting. Where the houses we liked were too expensive or in areas where the Banks and Building Societies would not lend.

Returning to Church Point at the southern end of Pittwater after viewing a house on the water at Lovett Bay (once again no one would lend money on property this far off the beaten track) we found ourselves looking at the yachts for sale in George Mottle's Brokerage.

Here we found and soon purchased "Plymyt". A 30 foot Van De Stadt design with a radical (for those days) Fin Keel and Spade Rudder.

With the help of friends and a large chunk of good fortune we obtained a mooring in Pearl Bay near Beauty Point on Middle Harbour owned by Keith Theile who became a long time friend. (Who remembers Keith and "Spitfire" and who remembers he built one of the first Australian Marinas at Spit Bridge)

George Mottle ( everyone's sailed a Mottle 33 haven't they) and Chris Purser (of "TaxisAfloat" Fame and then just a teenager) sailed our new home with us aboard as deck hands to her new mooring. Along the way I suffered my first ever bout of Sea Sickness. When the wind died away and our new home started to wash under the cliffs at Avalon's "Hole in the Wall"; the damned Ford petrol engine wouldn't start. So 20 minutes with the head down in the motor bay

and the Bum in the air resulted in Sea Sickness ( this was to stay around for the next 30+ years, but that's another story) before we had ignition and a passage to safety.

On Middle Harbour every weekend through the autumn and into winter we learnt to sail our home. Shirley had never sailed before and my sailing had been in small dinghies or pre-war heavy weight coastal cruisers and even older pilot ketches.

The winter was the best time with predictable steady winds and nobody else about. The Sydney Yachties of those days used to haul out for the winter just as though they were based in England or some other northern arena. We were often the only sail around particularly on the eastern side of Sydney Heads. Our routine for weekends developed to this:

Arrive home from work on Friday nights and drop the mooring in a rush to catch the last opening for the day of the Spit Bridge. Motor through and anchor up in "Fisher Cove/Bay" at Clontarf. Cook dinner - Sleep- Wake at first light. Use the Land Breeze to clear the harbour and start heading up the coast waiting for the winter westerlies to kick in and power us up to Barrenjoey. Then work our way into Broken Bay and wander around till mid day Sunday before hurrying back south to catch that last bridge lift. Put our home back on her mooring and get ready for a weeks work.

Those who know us well today will know that we never tow our dinghy and in more recent years never leave it in the water over night. Each No No derives from a near tragedy. The latter to being caught in anchorage by one of the smaller Queensland cyclones. The first has the longest history going back to the 1960's when we always towed our dinghy.

Powering up the Peninsular Coast on a Saturday in a heavy Lumpy Sea I noticed that the dinghy painter was showing signs of heavy wear and decided to reeve a new one. This prove to be a difficult task hanging off the back of our home trying to poke a rope through an energetically bobbing eye bolt on the front of the dinghy. In one of those "Genius" moments that occasionally strike all of us. I reasoned that if I climbed into the dinghy the varying motions would be negated.

So I did. And I was right. But I had forgotten to secure the Towing end of the rope I carried with me. When I lent over the front of the dinghy to reeve the new painter; the bow dug in and the old painter parted. I sat and watched my home and my wife sail away over the horizon. I was now about 3 miles off shore in a 6 foot plywood "Pram" dinghy with no oars. I had removed them and stowed them aboard the yacht to avoid losing them if the dinghy overturned in the rather nasty sea state.

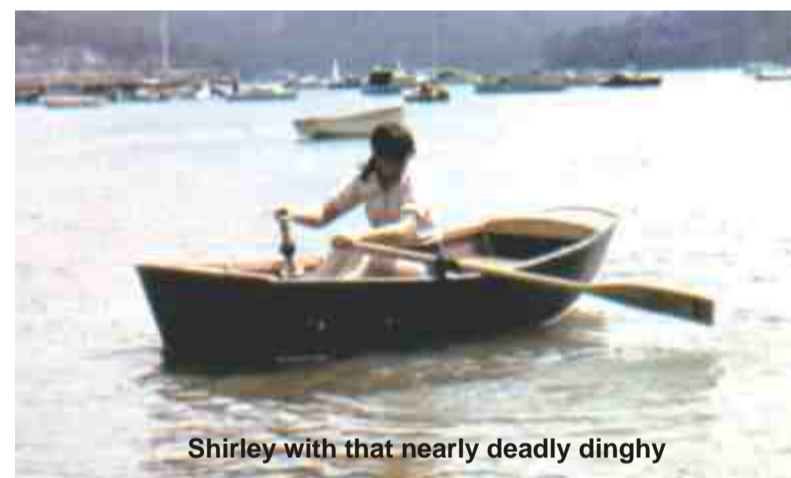
**The lovely lady I'm married to had about 3 months sailing experience and was heading north on her own at about 5 knots under full sail.**

We'd talked about "Man Overboard" drills, "Shepherds Crooks Turns" and the like. But in your late twenties you're invincible, so we'd never done anything about practice. So I got down in the bottom of the dinghy and reached over the side in an attempt to paddle as one would a surf board. Wasn't very successful but I could manage to keep the vessel 'Head into Wave'.

Hours went by since I had seen the mast tip disappear (Shirley says it was less than 20 minutes) when a new mast tip appeared. Then half a mainsail and finally a Dark Blue Hull. My home coming strait at me doing about 3 knots. I was young and fit and quite strong 40+ years ago. When "Plymyt" scraped past I half stood and grabbed a stanchion. Hooked my toes under the combing at the front of the dinghy and hung on while Shirley let the yacht Round Up.

**We have Never (well almost never) towed a dinghy since.**

**Editors note; Along with the photos shown here, Sam sent along a collection of photos of Sydney area in the sixties that rate an article by themselves or at least a web page...**



Shirley with that nearly deadly dinghy

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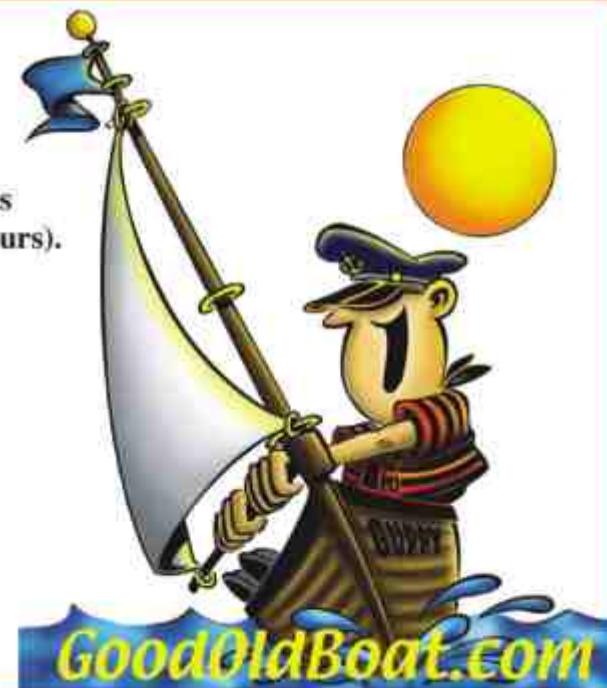
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"the U.S. sailing magazine for the rest of us!"



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## Don't shoot the messenger!

I have read with interest a couple of letters both positive and negative, about the VMR radio reporting service TCP #24 & #25. In response to those letters, I would like to shed a little light on the subject. It is all too easy to shoot the messenger when in fact the real villain is the Govt.

To go back a little in history there used to be the vessel reporting service which was run by AMSA. You filled in the form and posted it in and they would investigate a search or whatever if you didn't report in at the end of your journey. However they decided that they wouldn't deal with private pleasure craft or vessels under 300 tons.

Then there was the excellent service provided by Telstra where by you logged on and each morning and night they would call the list and get updated positions. Then the Federal Govt decided they didn't want to continue the service and sold it to TVNZ and shut down all the Telstra coast radio stations and the replacement didn't continue the service.

Enter the VMR/Coastguard stations who happily continued to take position reports and journey details and pass the information along the chain. This was not an official service but a safety service provided as a part of their activities. This continued without too much trouble and was a fairly effective but not a perfect service. The boating public were encouraged to log on with a VMR station and minimal details were recorded and passed on if necessary.

Along came "Just Cruising". This was a run down ex trawler that was bought by some inexperienced boaters and set off from Mooloolaba in heavy weather against the advice of the local coastguard. They didn't want to log on and consequently their details were not passed on and no one new where

they were going to be at any given time. They made it less than 20 miles before the boat was lost with all hands. It was two days latter that the family first inquired as to their whereabouts. The vessel was found about a week later on the banks of the spitfire channel and the four men were never found.

Next the coroners inquest. One of the recommendations made was that there should be a better and compulsory vessel reporting service so that a track of vessel movements could be kept. This task was given to the Qld Water Police to try and implement. The forum for this to happen is the Qld Volunteer Rescue Committee which is under the guidance of the Dept of Emergency Services. It's members are made up from the Volunteer Marine Rescue Qld, Coastguard, Qld Water Police, Maritime Safety Qld, Australian Communications and Media Authority, Surf Lifesaving Qld. and of course Dept of Emergency Services. I am a member of this committee representing VMR.

The first thing the QWP wanted to do was to put into place a Vessel Reporting Sheet that was to be filled out by all transiting vessels. The idea was that the VMR/Coastguard would get the details and fax them on to the next and final stations. Unfortunately there were a couple of hitches. The form was six pages long and would take forever to fill out. Also there was the additional problem of liability to the volunteers if they didn't pass along the information. This arose from a coroners decision that a young radio operator in Victoria be charged with manslaughter for not passing along a weather change which resulted in the deaths of four firemen. This raised all sorts of issues. What if the fax machine ran out of paper or some such item that prevented the receiving station getting the form. Most volunteer radio stations only run on weekends and this left a hole as well. The end result was that there could be no guarantee that

volunteers would be indemnified if the information failed to get through or was garbled in some way and wrong. The volunteer organisations said they were not interested and would not take part in the service. This resulted in several redrafts of the form by this stage down to three pages and the QWP trying to get the volunteer organisations to take part.

After about a year of wrangling the VMR/Coastguard relented and agreed to a three month trial through selected stations. Your readers who have written obviously got caught up in this trail. The result of this trail was very negative. The amount of airtime taken to get the information, Keith forget about hat size and his maiden aunt telephone number, was excessive and the costs involved in trying to pass on the information was a burden. It also resulted in a very negative response from the boating public who then refused to log on and go through the inquisition. At the end of the trail the system was dropped.

However the QWP have continued to press for this to continue so that they can satisfy the coroners request for this service. VMR & Coastguard have continued to not be part of this and there has been no action. The "Vessel Reporting Sheet" has now been reduced to one sheet and is voluntary if boat owners want to fill it out and lodge it with a VMR station.

There is a full Qld coast VHF radio service run by MSQ (CH16) and at night takes over from the VMR stations and is linked to port control. Unfortunately they will not respond to pleasure craft and will only answer Mayday and Pan Pan traffic at night.

Another committee was set up to try and resolve the problem and the recommendation was that a web based system be implemented which would enable all volunteer stations, the

authorities and the public to access. Vessel details could be kept on file and all there would have been entered is the Departure time and place, No of People on board, the destination and expected arrival date and time. All very simple and efficient. Boaties would be responsible to see that their details were lodged and the others would monitor the system. An alarm would be set off when someone was overdue and action could be taken. The rescue services would be able to look up the details of the vessel & probably a photo to find out what sort of boat they were looking for.

Now for the hitch. Because there is more than one Govt. department involved they can't decide who is going to provide the funds to set the system up. Currently all this is in limbo and no light at the end of the tunnel. If your readers want something to happen then I suggest they speak, write to their local member and enlist his/her support.

I do have one last thing to say about all this. It will only be as good as the information that is put into the system. Cruising yachties are probably the worst offenders when it comes to reporting changes via radio. (P.S. I am also a cruising yachtie and a retired Radio Engineer.) They find a nice sheltered anchorage and decide to stay a few more days or decide to change their destination and don't bother to let anyone know. Next thing there will be a search for them at great expense.

**When your readers get annoyed by some poor volunteer trying to get some vital information remember who has let it degenerate to the disjointed system that it now is. Don't shoot the messenger.**

**Horrie Hunt  
VMRAQ, QVMRC  
SV "Garuda"**



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# The Show!...and then it's over

Lightwave are always a popular stop and the Grainger Design still holding up. Tasman Cats had two boats showing off and had a good audience. Manageable size and attendant lower cost probably a factor in their attraction. That and they do have one of the best bridge deck layouts I've seen. Kay agreed. There is a lot to be said for a 'galley up' location. Great for entertaining and leaves the hulls for other duties but hard to get right. Their new motovessel sounds very promising too, can't wait to get a look when one is available.

I couldn't even get close to the Mobilert booth. They must have done well indeed. The tragedies in the news may have gotten people to finally act on that safety item.

And the action at the TCP booth? Fantastic! The goal for the show was to introduce new readers to TCP, encourage new advertising accounts and most of all, check the pulse. Living in Bowen all these years has isolated me to most of the fleet. Especially since I've been (snivel snivel) boatless (In the process of curing that BTW). The questions nag at me. How are we going? Events have taken the paper into some difficult territory. Is there too much focus on issues? Not enough of this? Too much of that? I needn't have worried. I lost track of how many times some stranger would grab my hand and say how much they appreciated the paper "telling it like it is". The conclusion I came to is that there is more anger out there than I perceived. The government and the "bought and paid for media" don't have as firm a grip on people's opinions as they may imagine. Even in the immortal words of Peter Hansen, "Bob, it aint broke, so don't fix it, just leave it alone!" Unusually kind words from Peter, it's usually something more like, "what do you want now you troublemaker!"

I did get two common complaints. The papers are too hard to find, especially in Sydney. (Amazing how many Sydney sailors were at this show!) The other is that I haven't put the dates on the covers. Both of these issues are being addressed. I have more to say on the distribution issue in editorial, page 4.

We had two computer screens running a slide show of past pics, which was popular. Our collection of Good Old Boat mags had to be watched like a hawk as we didn't have a stack to give away, just my private stash. I had a "stitch-it-awl" and a "CocoTap" to show off and they were much fondled and admired. My supply of back issues took a big hit. I'll never again have as good a selection but I did save some for next year.

And then it was over...not with a bang but a whimper. It just wound down like a toy. As the show faded the packing began. Many people were expecting to be back at work, 'business as usual' by the next AM. Fuck that! Kay and I bolted to the unit by the beach. I was dumb from exhaustion. The next morning Kay convinced me that I should go back to the show in the old van to pack up the gear whilst she bolted for home in the car. Wise beyond her years that one. By the time I threaded my way through the maze of traffic accidents and detours, the show was already mostly gone. The big shaved head guy was back at it and for good reason, not everyone was a gentleman about the loading zone. And in short time I was gone with a very thrown together cargo rattling around the mitsi van thinking about it and trying to come to terms with it all.

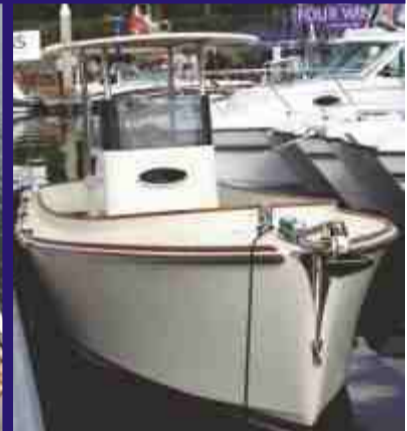
Was it worth it? It's not like I'm selling anything except ads and I never had a chance to even try for that. But I think it was and I think we'll do it next year. Probably be just as unprepared next time too.



The Tasman 35's galley up bridge deck was cool!



The Fusion Boys with a customer from out of town



And then it was over... The Monday morning bolt



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# In The News



## Deflatable Alert

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### Schionning Announces date for next "Muster"



Schionning Designs says, "Muster dates this year are OCTOBER 19, 20 & 21st. Held in Lemon Tree Passage and Tanilba Bay, this event is a must for anyone who has never sailed a catamaran or who is contemplating building or buying a Schionning. The Friday we have a mini Schionning boat show at Lemon Tree Passage Marina and follow that up over the week-end with several fun races hosted by Tanilba Bay Sailing Club." For complete information check the Schionning or TCP web sites. (see "Events" page in TCP) or ring at: (02) 49 62 4 288.



This tip just in from Whitsunday Ocean Services of Airlie Beach. Wok and Woody say consumers purchasing inflatables for the warmer areas of Australia should beware. They recommend that you avoid some Glued PVC boats. They say there is an influx of poor quality glued PVC inflatables coming into the Australia from various countries, Korea, China etc and they may give the consumer grief. Things to look out for when buying an inflatable: warranty, reputation and then price. You might get what you paid for.

How do I tell if your PVC boat is glued or welded??? On a Welded boat- take a close look at a seam. There should be a slight ooze of fabric extrusion where the fabric has been welded together. On a glued boat, a close look at a seam may show a slight yellowing/brown stain next to the seam.

WOS reports they have had several craft show up at their business that are near new but already failing. If in doubt, make sure you know what you have before cruising to isolated locales.

Gladstone just can't keep out of the news lately. Last issue the news of a new requirement from Marine safety Queensland (MSQ) for radio permission to navigate into the harbour (see TCP # 25) met with anger from most of the boating community as the rules are impossible for many vessels to comply with and the penalties are steep, \$15,000!

On the heels of that a new 6 page occupancy contract issued by the state owned marina for even itinerant yachties was bound to arouse suspicion. So far the main point of contention (there are many) is the requirement to give a set of keys for your boat to the office for use in case of emergency. This has been a voluntary policy for some time and some do appreciate the service but many are reluctant to trust state officials with the keys to their home.

I talked to Marina Superintendent, Robbie Williams about the issue. He explained the whole thing is in response to that 1% that don't act responsibly. Apparently these laws have been on the books but not utilised for some time. The important point of this is that **this is not carved in stone yet**. The marina seeks feedback and wishes to know the communities concerns. It is worth noting here that the Gladstone Marina staff enjoys an exceptional reputation among the fleet and a period of consultation may be genuine. The proposed contract and mooring application will be posted on the TCP web site. Look on the "New Stuff" page for a link. Your comments may be directed to Gladstone Marina at;

P.O. Box 1565, Gladstone, QLD, 4680  
or email at [marina@cqpa.com.au](mailto:marina@cqpa.com.au)  
or faxed to: (07) 4972 7094.

The office phone number for the marina is: (07) 4976 1396.

If you have strong feelings on the subject you should make your objections heard and quickly.

## Shoalwater Bay! Who Do you call?

Though it is now recognised that a skipper in urgent need of shelter can not be denied entry to the anchorages of Island Head Creek, Pearl Bay and Port Clinton, even during military exercises, there has been confusion on who you need to notify and how. According to Geoff Henry, OAM and operator of VMR East Mackay, during daylight hours one should attempt contact with Yeppoon VMR 411 on VHF 20, 22 and 79. Their phone number is (07) 4933 6600. Evening hours try for Thirsty Sound CG/VMR 424 monitoring VHF channels 80 & 81. Their phone number is (07) 4937 3155. Both stations monitor channel 16. According to MSQ, there is also a VHF channel 16 repeater in temporary operation on Mt. Westall for the purpose of broadcast of *securite* messages only and will not respond to any call except a Pan Pan or Mayday. MSQ has plans for a permanent 16 & 67 repeater for distress or safety communication at Mt Westall around the end of the year.

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Marinas are often very considerate to install vertical surfaces in convenient places for rigging adjustment, if you look for them.

#### How much tension?

Wire stretches under load so the longer wires need to be proportionally tighter than the shorter ones. Unless it is an old wooden boat aim to have the rigging fairly tight. The test is when sailing, lee shrouds should only be slightly slack, not swinging around. If leeward shrouds are still tight when sailing to windward in 12-15 knots, the rigging is causing unnecessary compression on the mast.

An older wooden boat should have the rigging a bit slacker so the hull isn't stressed at rest.

#### Fore and aft

The rake of the mast is controlled by the forestay. You have already adjusted this. Tension the forestay only enough to allow for stretch. The forestay needs to be kept tight for sailing to windward and this is controlled by backstay(s) tension. It needs to be really firm to achieve this.

The mast can be straight fore and aft or it can have a gentle curve forward in the centre. This is not especially desirable but if your mainsail is a bit

#### #1 Terminology

**Rake:** The lean of the mast in the fore and aft plane.

**Weather helm:** A strong tendency to turn into the wind. Light weather helm is healthy, if you let go of the helm the boat will luff up into the wind and stop. Heavy weather helm will slow the boat and make it hard to sail.

**Lee helm:** A tendency to turn away from the wind. Dangerous if it exists in moderate to strong winds but very common and no problem if it only happens in very light air.

#### #2 What if you can't get it straight?

The mast step on some boats is not level. If you can't get the mast to stand straight, check the step. Sometimes this problem can be corrected by fitting wedges under the mast base.

Alternatively if the step is not far out, simply let the mast stand square to the step, leaning slightly to one side. It won't look obvious, and you should be able to adjust the rigging to keep it straight. The boat will sail to windward slightly differently on each tack. It's actually a common problem and you might be surprised at the number of boats sailing like this, even fairly high performance cruiser/racers.

#### #3 Keel-stepped masts

For a keel stepped mast the wedges or chocks at deck level should be removed for this exercise. When the rigging has been adjusted satisfactorily the wedges are replaced. They should hold the mast section firmly against the inner edge of the hole without pushing it in any direction. As with the mast step, don't assume this hole is correctly centred.

In practice most of us are reluctant to disturb the boot around the mast at deck level because of waterproofing issues. With a good set-up it should be possible to adjust the wedges from underneath but unfortunately they're not all like that. It really is a waste of time to try adjusting rigging with the wedges in place.

By following this article carefully a sailor may decrease their dependence on shore services and increase the satisfaction of boat ownership.

One day you may need to troubleshoot a sailing problem in a location where a rigger is not available. If you aren't confident of the outcome return the rigging to its existing settings and have the rig adjusted by a professional.

The advice contained herein is meant in a general sense only. It does not and cannot apply in a specific sense to any particular boat. Like everything to do with the sea, a prudent and cautious sailor will make use of this information to the extent they feel comfortable.

tired or full (and most are) the slight bend can help to flatten it. I'm talking about a bend of about one mast width, no more than that.

Adjust the fore and aft bend with the lower shrouds and inner forestay, bearing in mind that the lowers also affect the sideways bend. The aft lowers compensate for any bend caused by the forward ones or the inner forestay.

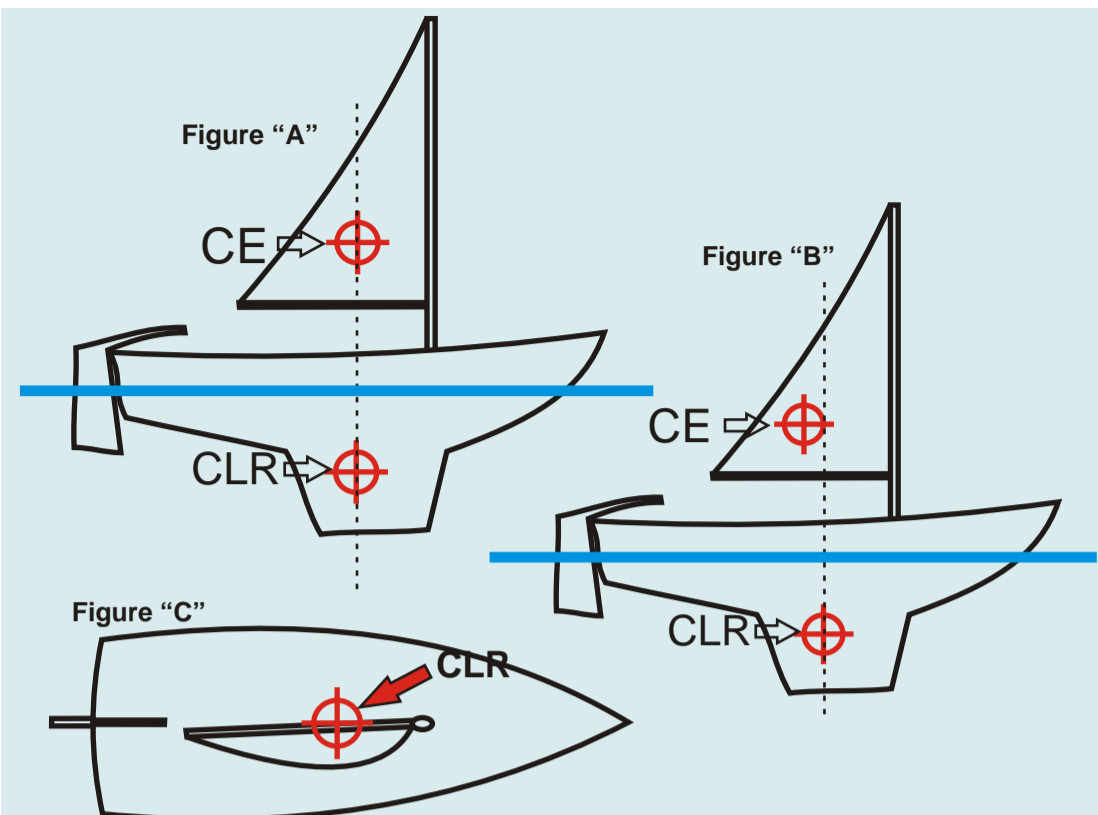
#### Go Sailing

Once you have made these adjustments with the boat at rest it's time to have a look at it under sail. Sight up the track as described above. Check whether the mast is standing straight athwartships. See if it is straight fore and aft or has a slight bend forward in the middle. Make further adjustments as necessary until you're happy with the way it looks.

#### Lock it up

When you're finished messing with the rigging be sure to re-tighten all locking nuts or re-fasten the locking wire on EVERY rigging screw.

# Weather Helm, What and how?



## Weather helm, the tendency for a boat to turn up into the wind

By Bob Norson

Excessive weather helm can be exhausting of crew and ruinous of autopilots. It also places unnecessary strain on the rig and slows the boat down. Not that all weather helm is bad. A certain amount is better than the alternative. An unattended helm going to weather is of little concern. More embarrassing than harmful but lee helm, the tendency to fall off the wind can instigate an accidental gibe which in strong conditions can be quite destructive. Lee Helm is common and no issue in light airs.

How does it happen and what can you do about it? There is a point in your boat underwater that the boat pivots from. If you could look from above as equal force is applied in opposite directions from your bow and stern you would observe the one point that doesn't move, the centre of spin, the axis. That is your "Centre of Lateral Resistance" or CLR. (Figure "C") Vessel trim can effect the location of the CLR somewhat. The other factor is where the power is applied on your sail boat. Your sail(s) have one point that is the centre of that power. Depending on sail trim, heel, wind strength, sea state etc... this point can move around a bit which is why few boats will keep a course without helm input but overall it won't shift too far. That is your "Centre of Effort" or CE.

When your CE lines up vertically with your CLR, your helm is neutral. (Figure "A") No input required if you are on course. If the CE gets forward of the CLR the boat falls off, Lee helm. If the CE is aft of the CLR, (Figure "B") there is your weather helm as the power in the rig is now putting more effort aft it pushes that part of the boat away from the wind which causes the bow to turn into the wind as she pivots on the CLR. This must then be corrected by rudder which when used to excess is nothing but a big brake.

What to do? You can't easily change your boats hull/rudder design but you can alter your CE without cost and the article you have just read explains how. Chronic weather helm can often be cured or at least helped by rig adjustment. Moving the mast head forward brings the CE forward. This will reduce weather helm. Conversely, moving the mast head aft, or putting in "rake" has the opposite effect. If the weather helm can't be cured to satisfaction by rig adjustment then it's time to talk to your sail maker. I was at the helm of a 100 foot schooner, The South Passage, and noted the heavy helm. The skipper told me it used to be even worse. The ship had had to have the main boom shortened and sail area reduced to make the ship manageable. Sure enough, when I looked at older photo's you could plainly see the change. They didn't take off just inches!

If you can adjust your forestay anchoring point or mast step forward, these are also methods to move your CE forward to mitigate weather helm.

If your boat has weather or lee helm, or if your boat points better on one tack than the other, the information in this and Petrea's article should help you work it out.

But! (There is always a but!) Don't mess around with this if you aren't comfortable with your understanding of the information. Do take baby steps in your learning curve if you can. Easy conditions near a place where you can source pro help for example but do not fear your boat either. Your pro can't usually take an all day sail to "fine tune". Sailors have been doing this for thousands of years; chances are we aren't any dumber than they were.

My qualification? None really, and that's my point. I was able to listen to people of Petrea's qualification and apply the information successfully. I am proof that any simple sailor can do it. Also thanks to Bob Oram and Dana Freeman.



#### About the author:

*Just so people know who is telling them all this stuff:*

I've been sailing since 1967, racing and cruising.

In the mid 1970's I worked for a Brisbane yacht rigging and boat sales company.

In 1979 I went to Sydney to work for a marine importing company and sail ocean racers on the Sydney circuit and beyond.

In the early 80's I returned to Queensland and worked for Almass, the oldest yacht rigging business in Queensland.

I left to start my own rigging business, which I operated until I decided to go cruising full time.

*Petrea Heathwood, SY, Talisman*

# A HOUSE FOUND AT SEA



## By Capt. Allen Southwoo, MV "Solaray"

October 2006 we are on M.V. "Solaray" at Portland Roads N.Q. the winds are still 25/30knots S.E. as it has been for weeks and months, with only a few days here and there to travel. So it is little wonder we were going stir crazy together with our good friends Maria and Jim on their motor cat "Freeway". The only thing that saved us from totally losing the plot was our daily Happy Hour with drinks at sundown.

The mother ship "Emu Bay" arrived with our stores and anchored up for the trawlers to refuel etc. I went over in the dinghy to collect our stores together with last weeks Cairns Post. I must explain that any paper and magazines are treated like gold no matter how old, it saves one having to read the labels on the galley stores.

Barbara had long been making noises about a little cottage somewhere to settle down and have a base to come back to, as we have been boating all our lives in one form or another. She was sitting on the "loo" reading the realtor section of the said paper and discovered a small ad in the most obscure section "for sale" 1 bedroom with sleepout carport and shed nothing to spend, situated near the Herbert River which run's into the Hinchbrook Channel 2 miles away. I had a weak moment and said go for it, thinking she could not do it from our position, not so. We had a weak signal on our phone with the external aerial, so she rang the owner and yes! It was still for sale, she then rang her niece, who lives not far away to have a look at it; the answer was yes, the house liveable and very tidy, then the phone call to our solicitor in Cairns who said yes he could do the deal for us with our credit card for the deposit. The only hard part was to sign the contracts, not so. With Barb it's where there's a will they're a way, and by this time we were anchored at Lockhart River again sheltering from 30knots.

We had met Laurie and Joanne on their charter cruiser "Voyager" previously and he was tied up to the barge "Temple Bay" on which he was acting as relief skipper. As there was a phone fax on the "Temple Bay" he kindly offered us the use of the facility. So we exchanged contracts and by settlement date we were back in Cairns and the deal was done on the 24<sup>th</sup> November

The rest is history as they say, we now have a small house and a large boat, we will continue to sail with "Solaray" until she is sold, we will then buy something smaller. My advise to cruising skippers don't allow real estate papers aboard while cruising.

## Hi Bob and TCP readers

Now that you're including southern news in TCP I thought small boat sailors would be interested to read about Robert Ayliffe's double crossing of Bass Strait in his 23' trailer sailer. Rob and one crew sailed his Norwalk Island Sharpie 23 *Charlie Fisher* nonstop from Welshpool in Victoria down the east coast of Tasmania to Hobart, then back again after the Tasmanian Wooden Boat Festival. Although similar voyages have been done before Rob's trip shows that a well designed trailer sailer can be sailed anywhere with careful planning and preparation. Rob has a barrow to push as he is the agent for Norwalk Is. plans but my own interest stems from owning a larger sister to *Charlie Fisher*. Having crossed Bass Strait more times than I can accurately remember I have no desire to emulate Rob's trip, but what a wonderful cruise it would make in a shoal draft boat. Taking a couple of weeks and poking into all the shallow coves and anchorages would be within the ability of many trailer sailers. After sitting out another cyclone season in north Queensland the idea of being able to put the boat on a trailer and take it anywhere has great appeal.

## SY, "Charlie Fisher"



Regards,  
Petrea, SY "Talisman"

## How Many Wine Casks Does it Take to make a Raft??

This important safety question was answered by the dedicated drinkers of Magnetic Island, a location renown for an interest in boating safety and the consumption of wine. A conflict of interest you say?! TCP thinks not and the proof is in the photo supplied by Ashley of said Ilse. Many thanks Ashley!



Ah.. sorry mate.. lost count!

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# The Troublemaker meets the CEO!

By Bob Norson

The scope of this proposed development is important to the boaties, boating business and general public state-wide. You aren't going to need the finest resolution on your Google Earth to spot this one from a satellite photo. In relative area the 760 hectare development would cover downtown Brisbane, South Bank and some of the Valley. Port Binnli of Mackay Marina fame, are in partners in the Freehold title to this property that was once a cane farm and pine plantation, hardly virgin ground. It's a long way to final approval but if it proceeds to plan as I currently understand it, it seems that everyone comes away a winner.

The greatest part of the project will remain open space, mostly accessible to the public. 365 hectares of "of active and passive recreation areas and environmental buffer zones," and another 140 or so for a golf course and other "leisure activities". This is very good news for property owners up stream as this is flood control plain for the Caboolture River. About 100 hectares are set aside for residential. The "Business Park" and marina are slated for 160 hectares

The environment should benefit from this development, which is a real trend breaker anymore. For example, storm water drains for the project are to be routed to traps which retain urban storm water runoff before they reach the waterways. This has been a bitch of mine for years. One of my key arguments against the marine sewerage laws was the hypocrisy of the government laying ridiculous fines on boaties for inconsequential and non-toxic discharge while the government allowed the cities to dump incredible amounts of really toxic material through storm systems that are often little more than liquefied tips for residents and industry. Another example, 100 metre buffer zones on the Caboolture River set aside for revegetation. And besides water runoff, water use is also addressed. The developers claim to be planning roof water harvesting and the use of recycled water. If all the claims made are met, water quality in Moreton Bay, particularly Deception Bay should actually improve.

I got on to Peter Hansen after the boat show to get more information. Though Peter is always very patient with me.. (that is a little joke) I was asking more than he felt he had the authority to respond to. "What do you want now you troublemaker? How would I know, I just manage the marina! I'll put you on to someone who can answer your

questions." OK I thought, here is where I get turned over to some "media adviser" that just got his PHD in bullshit and evasion. "Write down this number," Peter said. "That's for Jeff Smith, he is the CEO for Port Binnli." No shit!

So.. I rang up Jeffery Smith and the man took some time to discuss the project and here is what I found out.

The name, Northeast Business Park suggests a more industrial approach than a development like Mackay, is this to be more like the Gold Coast City Marina then? Jeff responded that though there will be some elements that are very similar to the GCCM, it won't be limited to that. He mentioned an example in Baulkham Hills near Sydney as an example. I looked that development up and it is not a marine development at all, but a planned business community incorporating office space, large scale retail tenants like Woollies and Bunnings and a long list of corporate headquarters. One of the many advantages of that centralised operation is access to good transport, a feature NEBP shares. That one is called Norwest Business Park. When asked if NEBP would be competing at the expense of the GCCM Jeff stated that he felt they would be "complimentary" but the subtle differences and expanding demand should insure the success of both.

The 'mixed use' nature of the surrounding business premises made the style of the marina a matter of curiosity, would it be of a calibre that would attract the boating industry and public? "It will be locked." Jeff said. Because of the locks there will be a good static depth, no tide or flood. The marina is to have berths for vessels as large as 18 metres and the basin is planned for "one thousand berths eventually". That's over double the Mackay Marina. But does the river have enough water for vessels of that size? "The river does", he asserted but "the mouth will be dredged if approved".

"The Jetty Specialists" of Mooloolaba were the development partner that actually constructed the marina jetties in Mackay and the result was very good. I asked if they would assume the same role in NEBP and Jeff expressed his hope they would.

Hopefully the residential part of the project will have a little sexier name than NEBP. Have you guys thought about a name for that? "Yes." Well? "Not now." (Ah Buggar.. there went my scoop!)

I also had a couple questions about the development in Shute Harbour by Airlie Beach in the Whitsundays. Port Binnli is also a partner in that. I noticed when at the show that the area of the proposed project there that was across the road from the water was to be "returned" to the public. This would have been a valuable concession, what was that about? Jeff explained that the land was leasehold and yes, they were proposing to return it to public. He went on to tell how the development was taken over from another enterprise that gave it up. The new partnership, Shute Harbour P/L factored in the adjustments the project would need to receive approval and public support and made those adjustments to the plan.

Between this one and the already commenced Meridian development in Muddy Bay in Airlie Beach (Meridian also now owns the existing Abel Point Marina), the number of berths available will increase dramatically. How confident is Shute Harbour there will be enough trade to go around. Jeff told me that both the state and Shute Harbour P/L had done "market assessment" studies to insure the success of all, which of course would be the case for a business moving around this kind of substantial investment. Jeff reminded me that boat regos had shown tremendous growth in Queensland and my personal observation is that any boaty that has been cruising the coast for a few years will have noticed that marina berths are in short supply.

I pressed for an official Coastal Passage free public BBQ and Thai massage but he wouldn't go for it... (or something like that anyway). Bob,"go to the web site and lodge your suggestion like everyone else can". Hey, I tried!

"One last question", I said. (Was that a sigh of relief I heard?) "Where did the name Port Binnli come from?" Jeff laughed, "Yes, some people think it is a place... it's a Japanese word for something like "beautiful guest."

The Shute Harbour project has made a lot of progress but it isn't over till the fat lady etc.. The NEBP is just beginning but with the track record of the parties involved and the quality of the proposals, both should succeed. It is government that has to finally decide so nothings ever certain... But the amount of letters TCP gets that result ultimately from a shortage of facility, strongly indicatethe need.



The Caboolture site

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



The Plan



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# Business Boaties?

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PETER UTBER  
'Leah'

## A contradiction in terms?

That used to be the case but things are changing. Two big factors are at work here and boaties being the clever and resourceful lot they are, are adapting like cock roaches to the new environment! Factor number one is the inflation we don't have. Well, if you believe the government anyway but the reality is that the costs in operating a vessel are rising at a rate of knots.

The other factor is the ever increasing availability of web access to cruising boats. Which brings me to my first example. Want to visit the corporate headquarters of "Marinet"? No worries. When not at anchor, check at Mooloolaba Marina. How about "Sani-Loo"? Graham and Donna's cat is anchored in the Brisbane River for now but shifting to Maryborough soon.

The ad just below this article? That's Stewart who can be seen in Mackay Marine aboard his beautiful classic timber sloop. And in the Same Marina look out for the ladies in pink run by Annette of Boutique Marine. The Headquarters for Annette? Look for the schooner painted black and red and often flying the big pirate flag!

They don't even have to be in the same country. Archer Marine is currently lying in New Zealand... I think.

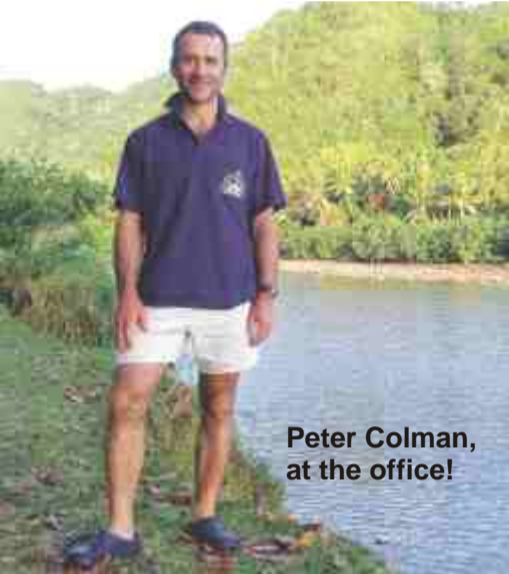
Peter Colman of Blue Sea Machines, just sent me a photo (below left) of himself at Erromango, Vanuatu, (the bastard!). His cruiser tested Watermakers have been selling very well. See his ad on page 19.

Gary and Heather of OutBack Marine have just sold their magnificent Herreschoff Schooner but will likely replace her soon.

Web access has created a possibility for individuals to operate in a virtual market so if they develop or source items of special value to boaties, and they would know what those are, all they need is a way to publicise them... AHEMMM that being my job!

So from time to time I might feature some of the business boaties on these pages just to let you know the possibilities... maybe you will join them!

Just beginning a new business are the crew of Sokari currently in Cairns. They have started a boat for sale web site [www.yotsonline.com](http://www.yotsonline.com) and TCP wishes them all the best. Another new one is the crew from SY Outsider of Brunswick Heads who have developed a "nesting" dinghy (below) that they are right proud of. They can be reached at 04188 43315 or email: [outsider@australis.net](mailto:outsider@australis.net)



Peter Colman, at the office!



OK, who can spot the million \$\$ worth of "on the spot fines" in this photo?! But amazingly they have good freeboard left.

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# Just a couple more.. **Letters**

Dear Bob,  
**Follows my letter to Senator Johnson concerning the 96 hour reporting rule by Customs:**

April 27, 2007

Dear Minister,

We are writing to you about the appalling way customs has been treating private yachts entering Australia from overseas. It appears that under the guise or confusion of anti-terrorist fervour, rules have been put in place that most cruising yachts cannot adhere to, and early cases have been made to pay exorbitant fines for being unable to follow unreasonable rules. The 96 hour stipulation for written notification of arrival is impossible for small boats. Not only have these rules alienated and penalized unwitting cruisers, these new policies are now becoming known overseas and will have a damaging impact (like the "integrated Cargo System" fiasco) financially on the Australian marine industry. Thousands of yachts are now being warned to avoid Australia because of these new unreasonable rules; so all the repair,

maintenance and tourist dollars these visitors would normally spend here will go elsewhere.

Whoever came up with these new rules knew nothing about the realities of small boat passage making, and as a result, Australia's international reputation is again being sullied. We strongly urge you to rescind these bizarre rules and reinstate clearing in procedures that are in line with internationally accepted standards. All these yachts are not a threat to Australia's security, but such unreasonable rules enforced by an uninformed bureaucracy is indeed damaging Australia's interests!

**Respectfully Yours,  
 Jonathan W. Peter**

*Editors Note: Jonathan did get a response from the office of the minister that is largely word for word, the response TCP got that is published on page 8, with a remarkable exception. According to the minister, the new 96 hour rule was "well publicised". See page 9.*

Hi Bob,  
 Firstly congratulations on 25.  
 I can't agree with your comments about "Multicultural Cruising". If you applied the same standards to contributors as you do to yourself

we'd miss out on the best stories. I thought your story showed what the essence of cruising is about. If it was a tad amateurish, that only added to its charm.

Thanks for running my letter about Tony and Phyllis Di Salvo of Iola. (TCP # 23) I spoke to Phyllis recently and she said it was amazing how many well wishers have contacted them after reading the Coastal Passage. She asked me to pass on the news that both she and Tony are recovering well. Tony's up and about, doing gym sessions two or three times a week with his personal trainer, and is determined to be back on deck soon. That same determination that saw them move from Barcardine to life afloat still drives him. Also, Phyllis reckons TCP is hard to get in Port Bundaberg. She says you virtually have to know the day it arrives to obtain a copy. Maybe you have a distribution problem there, or maybe just too many fans of TCP.

Cheers,  
 Petrea.

Greetings  
 You are kind. But yes, you have a point. That first article did set a tone that has been flowing through TCP ever since. That is, these pages are accessible to all of us, "charm" being more important than polish.

As always, you are quite astute. I'll check papers at the Port.

Bob

## In response to inquiry in TCP 24 & 25 "Agreed Value" insurance

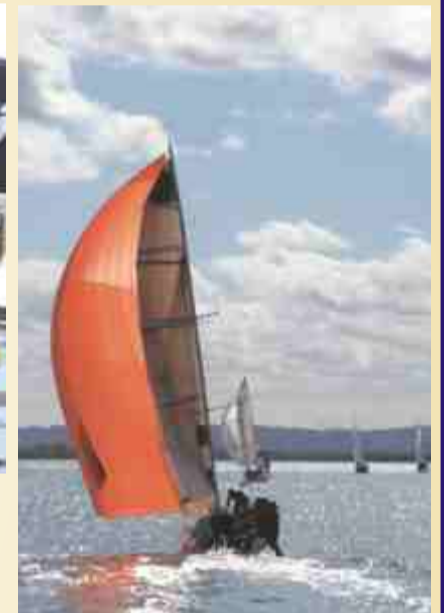
Whilst cruising through the recent boat show I noticed an insurance booth and stopped to ask questions that had been put to TCP in recent letters, that is, what about agreed value policies and why the constant surveys? Steve Mahaffey, below, reported that they have agreed value policies and they send out an agent to have a look at the boats at their expense and more! But there is a catch, the boats have to be worth at least \$200K to qualify. Talk to Associated Marine Insurers at (07) 3368 9555



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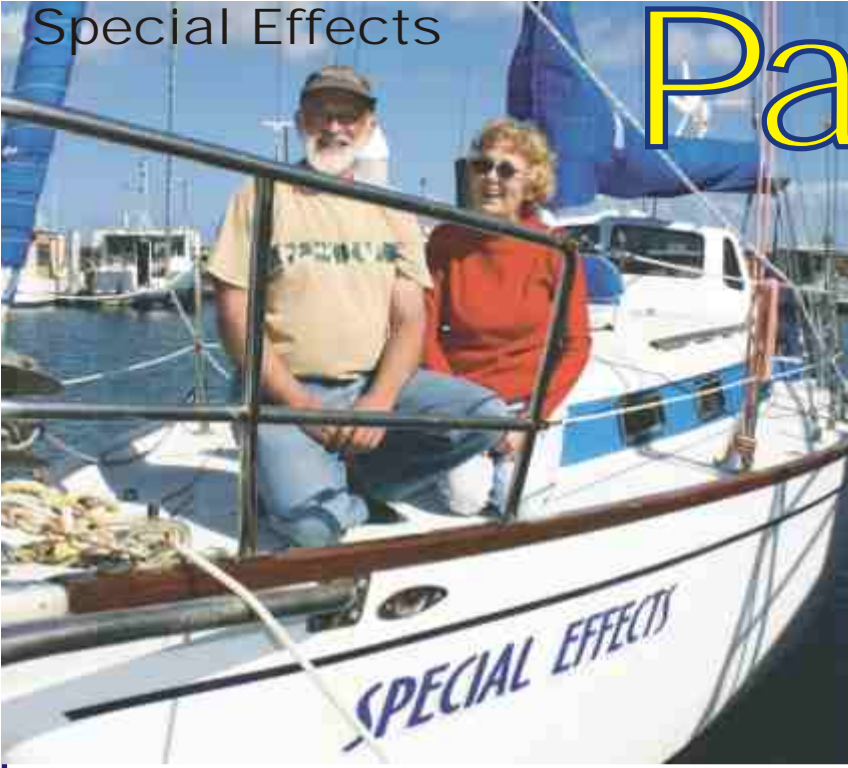
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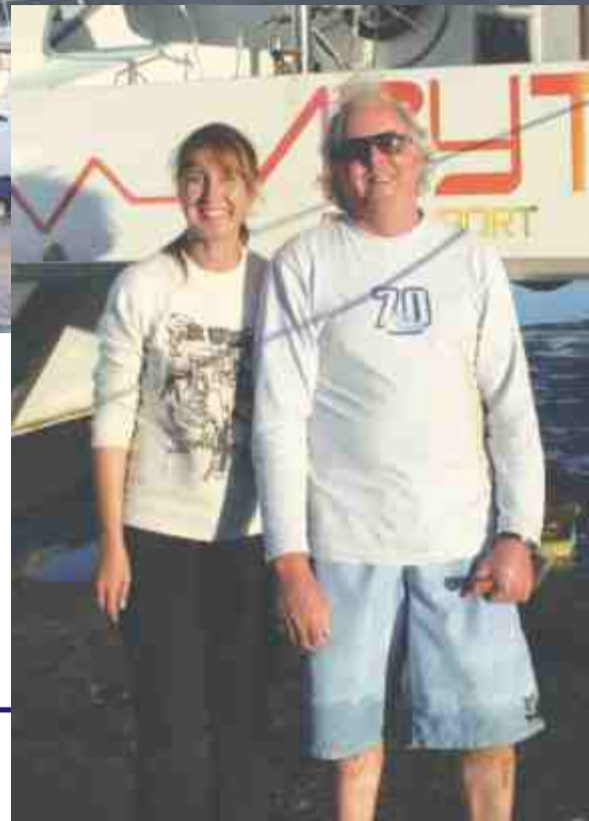
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# Passage People



## Arythmea

Barbara and Rob Nilon were caught doing a last tidy up on their cat before delivering her to a new home. Rob built the boat 15 years ago and they have seen a lot of the Pacific with her. On the boat's first sail they were in strong winds and a doctor friend who was crew suggested the name as it seemed like heart attack material! The spelling is medically incorrect though. They won't be boatless long perhaps. A Motor Multi is being considered.



Moving into a new town with new neighbours can always be a risk so when the knock on the door came I was ready for anything. But it was just Marilyn delivering a cake from next door to welcome us to the neighbourhood. Our hearts melted. Then we found Ernie and Marilyn were yachties and it made sense! Thanks for the welcome my friends. The story of their boat is amazing. Their Pearson 323 was a gift from a benefactor in America. She was delivered by ship and truck right to Hervey Bay. As this goes to print they are on their way north to the islands. Fair winds Marilyn and Ernie.

## Slinky Malinki



Tom, Chrissy and young lad Jake liveaboard their Hitchhiker Cat. Tom used to build houses but loves boats and found a way to make it pay. He works for Streamline Marine in Urangan, builder of many well known cruising boats like the Oram 44C, "Extra Chill". But when the particular project he is working on is finished, they bugger off north. Last year seven months worth. Being culturally deprived I had to ask what the name meant. My kids are too old for me to have known about the popular children's books featuring the cat, "Slinky Malinki". Seriously, I always love to see a family boat. I think kids raised on the water have a big advantage in life and the parents deserve respect for the gift.

## Eastern Witch



This was a boat I remembered from Bowen but new owners, George and Sue had done a big refit and many miles since then. We began to talk old times and it turned out that they were at Percy Island when Andrew Martin was there for his last visit as reported in TCP # 11. Their recollection of events was spot on to what was reported to TCP by George Mayer, island caretaker at the time. (see TCP web site, The "Percy Island Saga") It's a small world this yachting community! It's good to see there are still energetic people out there fixing up old boats and doing it.

A letter to the community from:

## First Kiss



Dear Coastal Passage,

I am writing to your publication to provide a public and heartfelt thank you to all of the people who provided assistance to my vessel "First Kiss" during the incident several months ago, when the barge crane "Gropo" capsized in Mackay Marina.

Annette, the ever present smiling face around the marina and proprietor of Boutique Marine, along with Graeme off "Fatima", were instrumental in initially sealing holes in the hull which undoubtedly saved the vessel. Todd, Peter and Jonno, the "hardstand boys" did a great job getting a large centrifugal pump aboard, and removing her to the hardstand. Brad and staff, for draining the hull once on the hard. Lorraine Fitzsimons for notifying me of the incident and Fred for the numerous times he has assisted me, both before and after the incident. I am sure that there are more people who deserve thanks that I am unaware of, you also have my gratitude.

After months on the hard and a fine repair job by John Stickland and Brendan, "First Kiss" finally left the harbour last week for the first time since her delivery voyage to Mackay some six months ago. In company with "Brampton Lights", an enjoyable few days out at the islands was had. Thanks to the efforts of those previously mentioned, and the "unknown others", I can look forward to many more such voyages.

It is gratifying that in this age of lifestyles that are all hustle and bustle, and "faceless" people concerned with nothing but their own agendas, people of the cruising community have maintained the ideals that much of society seems to have lost to some extent nowadays.... Concern for others.... Willingness to assist others in times of need .... And the ability to offer a sincere smile and a warm "hello, how are you" to a person they don't know..... I for one consider myself fortunate to be surrounded by such people.

Once again my heartfelt thanks to all.....

Regards,  
Rod Pearce "First Kiss"

For a complete photo account of this incident see the TCP web site, go to "Dramatic Photos" or see TCP # 24, Passage People