



The Coastal Passage

64th Edition
Jan. - Feb. 2014



E-TCP #64



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SANCTUARY COVE INTERNATIONAL BOAT SHOW®

22-25 May 2014

GOLD COAST, QUEENSLAND AUSTRALIA

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Queensland's improving marine weather services

As part of the improving weather services, a number of changes have been made to the coastal waters weather forecast service for Queensland recently. Boaters should now be aware of some new Coastal Waters boundaries, including new forecast zone names. Coastal Waters Wind Warnings now cover today and tomorrow.

Smaller zones

The Southeast Coastal Waters zone has been split into two new zones; Sunshine Coast Waters (*Double Is Point to Cape Moreton*) and Gold Coast Waters (*Cape Moreton to Point Danger*).

An extra zone has been created between Torres Strait and Cardwell; Peninsula Coast Waters (*Sharp Point to Cape Melville*), Cooktown Coast Waters (*Cape Melville to Cape Tribulation*) and Cairns Coast Waters (*Cape Tribulation to Cardwell*)

(See map for further details)

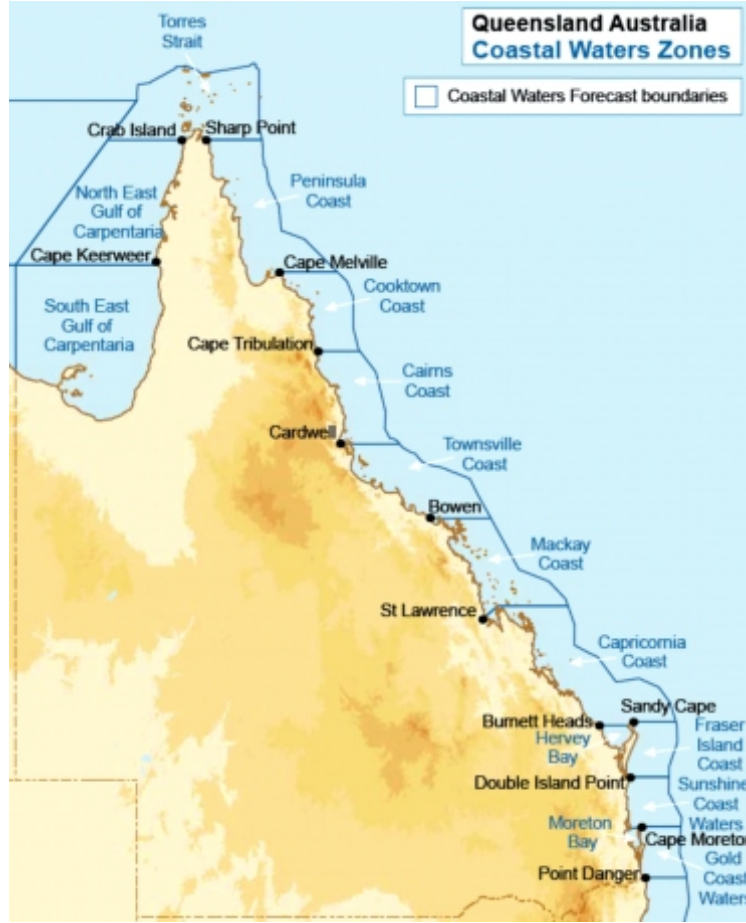
New forecast zone Torres Strait

New coastal waters forecast and warning service has been introduced for the Torres Strait with 4 day wind and wave forecasts plus wind warnings. This new forecast zone covers the entire Australian national boundary in the Torres Strait, servicing many more island communities including Boigu and Saibai Islands.

Wind warnings now include today and tomorrow

Marine Wind Warnings for the current day and the next day have been incorporated in the coastal waters forecast, eliminating the need for a separate product and assisting with longer term planning. A new product called Marine Wind Warning Summary has been made available through the website.

For more information
Bureau's Marine and Ocean weather services, please visit:
<http://www.bom.gov.au/marine>



The cover photo:

Steffen, on his recently restored Sailing Trimaran *Sulu*, contentedly cruising somewhere on the Queensland coast.

Photo by Vicki J

SPONSOR TCP AND WIN!

Go to: www.thecoastalpassage.com/sponsorTCP.html - Sponsor for \$5 . The 1st & 10th to sponsor wins a **FREE TCP cap & T Shirt.**

We will mail your prize anywhere in the world - **FREE!**

TCP #63 Winners:

Terry Culley & Michael Kalajzich

Contributors

Hettie Ashwin, *SY Dikera*
Susan Bett, *MY Scallywag*
Stuart Buchanan, *SY Pluto*
PJ Halter, *SC Cheetah*
Vicki J, *ST Sulu*
Alan Lucas, *SY Soleares*
Janice Wooller, *MY Yarrawa II*



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

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

WIN 2 TICKETS TO THE SANCTUARY COVE BOAT SHOW, May 22 - 25, 2014!

The Sanctuary Cove Boat Show has sent The Coastal Passage 6 pairs of tickets to the show to give away to TCP readers. All you need to do to enter the drawing is send an email (mail@thecoastalpassage.com) telling us why you like to attend the show. TCP will have a drawing early February and if your name comes up we will let you know - then you can send your address. We will mail these tickets anywhere in the world. To learn more about the show see the ad in this edition with a link to the shows website.

Cheers,

Kay, Bob and the Sanctuary Cove Boat Show crew.



The Coastal Passage

The Coastal Passage logo and lighthouse are trademark

www.thecoastalpassage.com

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

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

The Coastal Passage

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What do I get?

*Kay, giving Scruppy
a scrubbing*

When I wrote in the last edition about sponsoring TCP I also asked several good mates what they thought. I asked for honest opinion, not just what they thought I wanted to hear - I am not insecure; I can handle constructive criticism...

Some told me that it was not "right" to ask for donations / sponsorship without giving something back. My response was, "You get to read and enjoy TCP and help keep TCP cruising along. Isn't that enough? Some agreed, but others said something like, "You make money from advertisers - isn't that enough?"

When reading the online edition it is pretty obvious that we do not have the amount of advertisers we had in print. Let's hope that will change this New Year. Also, the TCP advertising department (me) has not had the time to visit potential advertisers and also hope to work on that this year.

The good news is TCP does have a few new advertisers: Australian Bureau of Meteorology has had ads in TCP 62, 63 and this edition as well. The Sanctuary Cove Boat Show not only has an ad but has sent TCP *FREE* passes to the show in May to give away to readers - how cool is that?! See previous page for details.

Advertisers do help with paying for TCP costs now such as website fees, office supplies, internet services, ect., but we still work for free (there's that word again). Also our excellent contributors (I consider them



sponsors as well) have understood and don't expect a payment until TCP makes a profit again (thanks y'all!).

Others have told me readers would pay me \$5 for each download. "We can save them all and read at our leisure." Would you? Are you happy to pay \$5 for a download? I would love to hear what you think:

mail@thecoastalpassage.com

continued next page...

Sponsorship totals for ETCP #'s 61, 62 & 63 is \$250.00

Here is a list of the Sponsors:

(I hope I got you all - if not let me know!)

Peter & Shannon Giller, SY *Tryphena*

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Gail Bauld

Phillip Thuaux

Geoff Searle

Peter Woodcock

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Lynne Undraitis

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PJ & Steve Halter, SC *Cheetah*

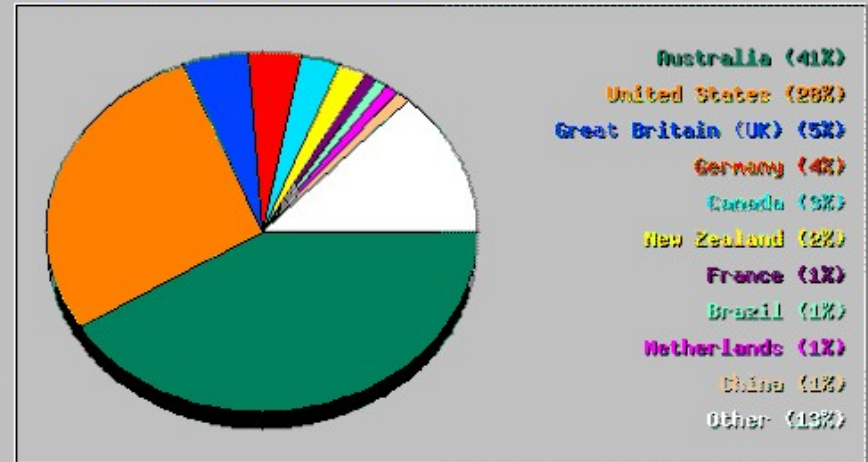
Terence Culley

Thank-You to all of you!

www.thecoastalpassage.com/sponsorTCP.html

To give you the recognition you deserve for sponsoring TCP, send us your boat name & where you live and we will post it in next TCP!

Usage by Country for December 2013



Above is a pie chart from our web stats program taken on Dec. 30, 2013. It shows TCP is being read all over the world!

Happy New Year from Kay & Bob to all our boating mates in both hemispheres!



Kay, in tourist mode

Dear TCP readers, This is my story...

I am currently visiting my sister Kay and brother-in-law Bob Norson here in Queensland. I arrived here on Dec 5th and plan to return beginning of March to my home in Montana, USA, where I work as a painter.

I'm here to help Kay & Bob finish their 40ft Catamaran, *Scrappy*. Because of Bob's illness their 6 year project has slowed almost to a standstill. Their daughter Kirsten has made quite a lot of progress with deck gear, some fit out and electrical work, but lots more needs to be done to get it cruising. So, being a professional painter with time off (cold, snowy weather) I was fortunate enough to be able to come to Australia to help out.

I've worked on boats most of my life. Yeah, powerboats. Working for the fat cats fishing and maintaining their boats. We fished mainly for marlin & tuna in Mexico, Costa Rica and Panama as well as Southern California.

It's wonderful here; the people I meet and Kay and Bob's friends are so friendly and helpful. I understand why they have become Aussies.

I feel so lucky to be here! In the late 60's our family (6 kids and our Mum & Dad) lived at Henley Beach, South Australia while our father was working for NASA. They sent him here to help with the Aussies space program, one of their accomplishments being the launch of the first



Australian satellite.

You can imagine the joy I feel returning to Australia with such fond memories - a dream come true!

I look forward to every edition of *The Coastal Passage*. Not only for the great articles, but for an update on what my Down Under family is up to.

I want to thank all of you for your support - there are so many of you out there who share Kay & Bob's passion and have helped immensely to keep *YOUR* paper *FREE*. After all, it is *YOUR* paper too! Now that I am here I realise the extent of their sacrifices and dedication to keep the paper free. Even with infusions of their personal savings and hours of work with no pay, they have only so much to give.

As we know TCP is not on Rupert Murdoch's payroll. TCP has given you a voice to express your opinions, stories and sometimes just to bitch about something that's bugging you.

I've known Bob for 31 years and always known him as an active activist, supporting our constitutional rights, especially freedom of speech.

I've always held my breath at a new TCP, wondering what possibly unlawful and blatant government atrocities is Bob exposing now?

Bob is passionately concerned with issues that effect all of us. Hats off to you Bob!

continued next page...

Kay and Bob have plans to make TCP bigger and better and get TCP printed again. Kay shows me there are over 100,000 (and counting) downloads in one edition and a total of \$250 donated. To me that is rather lopsided. Come on y'all, let's help TCP NOW. Either sponsorship, pay for each editions, or lose TCP - you decide.

Bill Kaye,
Kay & Bob's brother and lover of all things boating, fishing and the water...



Bill, inside Scrapy,
Dec., 2013

Hello TCP,

Great news for visiting cruising boats. The New Zealand government has confirmed that the TIE (Temporary Import Exemption) is to be extended from 12 to 24 months.

The TIE is issued to overseas registered yachts when they clear customs into New Zealand and allows yachts to be brought into the country, exempt from duty and GST, for a specific period.

The extension of the Temporary Import Exemption is an initiative the Island Cruising Association has been actively lobbying government on for a number of years as this extension opens up the potential for overseas cruisers to both explore New Zealand's fabulous cruising and get much needed maintenance and repair work done during the one stay. Cruising Boats staying in NZ for the full 2 years will also now have the option of having work carried out over the New Zealand winter with less time pressure and often lower winter rates.

Cruising Yachts that arrived after July this year, that were issued a 12 month TIE, can apply to customs to have their TIE extended to the full 24 months.

Below is the relevant link:

<http://www.customs.govt.nz/news/stories/Pages/change-in-temporary-entry-period-for-yachts-and-small-craft-11122013.aspx>

We would also like to introduce ourselves. My wife Lyn and I run the Island Cruising Association. Simply put, we provide resources and training to get people out there, extended coastal or offshore, doing it safely and having fun.

Last year we cruised your east coast on our Western Pacific rally from the Whitsunday's to Hobart and loved it; Australia has some awesome cruising. During our travels we met and talked with many budding cruisers and decided to run a second series of Cruising Preparation seminars, ten in fact, from Perth to Cairns, these start early next year.

We also thought we'd try to level the playing field a bit and bring some of our cruisers over to Australia to enjoy your cruising grounds. The NZ2OZ rally departs Opuia in New Zealand on the first of May, heads up through Vanuatu and onto Mackay from there, arriving mid June.

Regards,
John & Lyn Martin, Island Cruising Assoc.
www.islandcruising.co.nz

Hi John & Lyn,

Thank you for this information. One can only hope the Australian Government sees the value in the New Zealand laws concerning duty for boaties planning trips to Australia. I don't think I need to say more...

Regards,
Kay

Hello TCP,

Great website. I found it through your spot in *Good Old Boat* Magazine. Does anyone know the type of cat pictured in your advertisement? I'm on the hunt for the right one.

Regards, Olivier

Hi Oliver,

That catamaran pictured is a Peter Snell design, "Easy" catamaran. The name of that cat is Two Easy. Maybe it

is for sale....You can do a search on Peter Snell and find lots on his boats. If you do contact him could you let him know it was the TCP ad in Good Old Boat that led you his way?

Regards, Kay Norson

Hi Kay,

Absolutely will let him know and thanks very much for getting back to me. I thought it would be a long shot ... so glad to hear from you.

**Kind regards,
Olivier**

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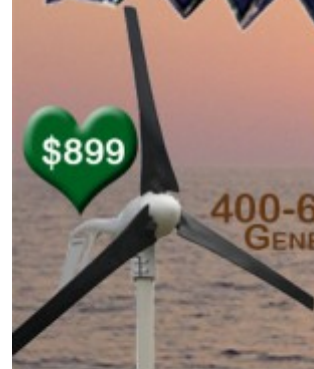
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ARRIVE EARLY

Story & photos by Vicki J, ST Sulu

We should have named our new boat Arrive Early. It's what it has been doing all its life.

As *Devils3* in a past life it has proven its worth over time and has always arrived early. How it came to us lived up to its reputation of arriving too early. How well I remember the fateful day. My morose captain without a boat, spending his days off, in his dressing gown, trawling the internet for the boat he would one day own. After 6 months I finally got the willies and boasted, "You want a boat I'll show you how to find a boat."

By not typing a minimum amount and a modest top end price, up popped *Devils3*. One look and I knew it was the tri for me. After 15 minutes of research I knew Steffen would love it. At \$20,000 under market value there was little choice but to scrape together all we could and make our move, too early.

The south easterlies were still in full swing so the previous owner and Steffen sailed almost the whole way from Cairns to Yeppoon against the weather to deliver the boat to our home port of Rokhampton.

What has caused the change of heart for two confirmed monohull sailors to convert to a multihull? We are getting on and don't have time to waste. We plan on getting there early. Besides the kernel had been planted long before.

continued next page...



The crane lifting *Sulu* onto props after the flood water.

It was the very first day I sailed *Shomi* out of the Burnett River heading out to sea on my way to Town of 1770 and Round Hill Head. I was over the side puking and low and behold over the horizon sailed what looked like a plate with sails on water. It moved in the most graceful of ways towards me. It seemed especially so to me because at the time I was wallowing in the swell with little wind. The couple onboard and I talked about the origins of *Shomi* while they came about twice in the short conversation we shared. We even ended it quickly so they could sail off. By the time I had finished throwing up again they were well and truly over the horizon. I knew right then that the next boat I would own would be a tri.

Anyway, after the hairy trip south on *Devils3*, we felt quite justified in a little sail around the Islands of home in quiet conditions last Christmas, New Years time. All would have been ok if I hadn't backed over the dingy line and put the prop through the hull at Yellow Patch. We hadn't planned to take the boat out of the water for 6 months to a year's time. Besides we were broke.

However my mistake was the sole reason we were on the hard when flash flooding hit the Fitzroy and boats were torn from moorings and played dodgems all the way down the river. So perhaps arriving early was meant to be.

My goodness it takes such a long time to complete a refit when one has to earn a crust, maintain an orchard, chooks and veggie patch and refit a shop for a new business venture. A green Spa called *Rainforest Indulgence*. Not to mention regular flights to see my grandchildren grow. Did I mention it was also expensive? But just 7 months after going up on the hard we were back in the water with a much more efficient and comfortable boat, new name and all.

I know *Devils3* is a great name for a racing boat. "Go like the Devil" and all that. What we now have is a cruising version of a groundbreaking multihull that has proven itself over the test of time. *Sulu* for those in the know, is the name of an Island and also a Sea in the Philippines. *Sulu* means double outrigger canoe, in their language. Perhaps we can't get away early but one thing is for sure...we will arrive early.

Splash down!



***Sulu*, with an eye catching paint job, ready for cruising...or racing???**



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Carbon Trading

The worldwide reputation of Queensland's boating laws and the often arrogant ways in which they are enforced, led me to consider ways of democratising their policing along environmental lines. Perhaps, I thought, they could be linked to carbon share trading as a means of reminding our persecutors that on the subjects of safety and environment, they should be practising, not preaching.

The way things are, you are sailing along doing absolutely nothing wrong, when out of nowhere appears a large, high-speed patrol boat. As it draws abeam, a RIB full of armed Hollywood heroes launches off its stern then zooms across to your innocent little ship to carry out a terrorist exercise and/or search for infringements. Without niceties, the officers swarm aboard to finance their invasion and outrage your sensitivities. You are stunned and shocked by an invasion of privacy that is chillingly like the beginning of Nazism in the 1930's.

Now let's replay the same scene under my proposed democratic carbon trading system. This time, as the RIB comes alongside, a carbon share balance must be established before the officers can board your craft. Instead of shouting 'We're coming aboard', then rudely carrying out their

threat regardless of your protestations, they must say, 'Subject to carbon share transactions, we may have to board your boat'. As a sop to their egos and in recognition that rules and regs are unstoppable - as well as a lament to the death of the assumption of innocence, you are automatically deemed to have committed an offence and immediately lose 1000 shares.

However, because many of today's rules and regs are linked to the environment, you countermand by pointing out that their mother ship and RIB are burning obscene quantities of fuel whilst you have burnt none all day. This automatically cancels out the deemed 1000 shares and produces a level playing field.

At this juncture lifestyle cruising sailors can increase their share portfolio by pointing out that they have not used a car for months (years in some cases); that they always walk or use public transport; they consume just five litres of freshwater a day against landlubbers' statistical squandering of up to 600 litres a day; they use wind and sun power instead of being connected to a fantastically wasteful grid and find at least three uses for every item aboard ship. Furthermore, they belong to one of the last western social groups in which obesity is virtually unknown, thereby easing the burden on present and future health budgets.

continued next page...

The officers - still bouncing up and down alongside in their RIB, now owe you 20,000 shares and are hanging their heads in shame. They promise to be better environmental citizens in future and will start by replacing their RIB with a gaff-rigged pinnacle and the mother ship with a trireme and 120 rowers. They will also have sponge or Baby Wipe baths instead of long, hot showers, and will shred their copies of *Mien Kampf*. They even promise to join Jenny Craig and replace their 4WDs with pushbikes while planting native trees in their backyard. Furthermore, they understand that they cannot board you again until all share folios have tipped back in their favour.

Feeling magnanimous and without rancour about the tyranny of the pre-carbon trading days, you tell them to have a nice day then go and exchange your extra shares for an Al Gore DVD and a yacht charter holiday to see what sailing is like without a licence nor any obligation to comply in any way with dozens of hypocritical rules.

A return to democracy through environment-based shares would be mind-bogglingly complex but, hey, that's never troubled governments in the past so why should it now? But let's say the concept is rejected: there may be other ways to a return of democracy on the high seas - albeit, at the possible cost of a brief civil war. One way is to accept being demonised by marine officials in exchange for having all landlubbers

subjected to the exact same treatment. Give police, customs and at least five state government departments the absolute right to enter any house at any time without warrant, warning or pleasantries to issue on-the-spot-fines of up to \$64,000 for aging electrical systems, leaking plumbing, LPG infringements and for not insuring a house for salvage costs when it becomes a public liability.

An alternative to the above is to adopt the Italian system that works on the basis that when rules and regulation-meltdown is reached, everyone ignores them - including the government. And don't be fooled by the fact that Italy has changed governments every ten months since 1945: this is not proof of a country in distress: far from it, it is proof that the country doesn't need a government. It works just fine without one.

Back in Queensland it has to be acknowledged that bullyboy boarding tactics seems to have decreased lately, so maybe anarchy is already clicking in. After all, marine officers are human too, able to endure just so much public anger before turning a blind eye to a mass of rules that make no sense. Nevertheless, Nazism may not have left us astern yet, as suggested by a recent incident. It is deliciously ironic that it happened to a retired boating officer from another state.

continued next page...



The advertisement features a background image of a desert landscape with a wind turbine in the foreground. Three solar panel products are highlighted with green heart-shaped price tags: a curved 120W Flexible Solar panel for \$550, a 100W Folding Solar panel for \$599, and a 400-600W Generator Wind turbine for \$899. The Pxn logo is in the top left corner.

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The retiree in question bought a cruising boat in the Burnett area. Steaming his treasure south, still in Queensland waters, he was shocked by the sudden appearance of officers jumping onto his side deck from an official boat *whilst under way*. There were no niceties, just the usual bullish attitude that stunned our retiree whose boat did not attract a fine because, predictably, she fully complied. Without apology, they left him in a state of shocked disbelief, so when it happened a second time (that's right, he was boarded *twice* during his few days in good old perfect-the-next-day-Queensland), he had his response ready: As they stormed aboard, he confronted them saying; 'Look, I'm a retired boating officer from interstate. I once had the same powers as you, but never boarded boats without permission, and certainly *never* under way. Don't you people get *any* training in civility?'

In telling me his story, he went on to say that towards the end of his employment most boating officers who came from a solid maritime background, like himself, were retiring and being replaced by young officers whose training is more about police tactics than understanding the nautical world. And although he felt 'his' state would never be as bad as Queensland, he held no real hope for overall improvement anywhere in Australia.

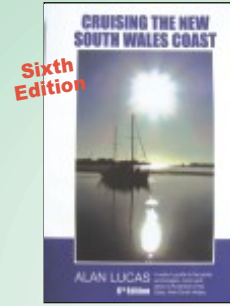
And I can't let this subject go without referring to an item on the ABC during early December 2007. Sydney Airport, now privately owned, complained that Australian Customs were causing unnecessary bottlenecks and delays to the flow of incoming passengers. This, they said, restricts profits and ruins our reputation with tourists who will go elsewhere. The company statement went on to promise that it will not tolerate it and will demand change!

So, there you have it: all we have to do to repel boarders is call ourselves tourists. The next time officers come alongside, just say that you have no licence, know nothing about boats and their regulations and are, in fact, just bare-boating. They'll probably say 'Have a nice day sir and enjoy your visit'.

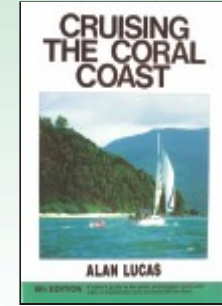


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Susan Bett, author of Great Ideas Galley Guide shares a few tips on herbs

Since the beginning of time, herbs and spices have been used for treating certain ailments and in healing various conditions. Here are just a few - most of us have these on board or on the kitchen spice rack.

BASIL

Called "Holy Basil" in India; it assists the immune system in fighting disease and can kill bacteria when applied to the skin. Place 2-3 tsp dried basil leaves in a cup of boiling water and leave to infuse for 10 minutes. Drink 3 cups a day.

CINNAMON

Ground from tree bark, this powerful antiseptic healer is used for treating wounds by sprinkling the powder directly on to the wound after it has been cleaned. It also reduces the risk of heart disease by lowering LDL cholesterol levels (the bad cholesterol). A natural food preservative, cinnamon regulates blood sugar and has been shown to reduce arthritic pain. 1 heaped tsp can be taken daily with honey and hot water.

GINGER

An aromatic spice used in cooking, particularly in Asia. As a health aid, ginger can help with sea sickness and nausea as well as relief of menstrual cramps. A good immune booster, it also lowers blood pressure and cholesterol and can be effective in a "hot toddy" with hot water, lemon juice and brandy to relieve cold and flu symptoms.

 FRUIT	 CHICKEN	 FISH
Cloves	Rosemary	Chives
Allspice	Curry	Marjoram
Rosemary	Dill	Curry
Ginger	Bay Leaf	Dill
Sesame	Ginger	Thyme
Mint	Nutmeg	Sage
Anise	Paprika	Tarragon
Cinnamon	Marjoram	Oregano
Mace	Cumin	Basil
Nutmeg	Saffron	Savory
Poppy Seed	Basil	Ginger



TURMERIC

A major ingredient in curries, this golden spice has an anti-inflammatory action. It protects liver function and more recently has been found to block the formation of beta-amyloid, the substance responsible for the plaques that obstruct cerebral function in Alzheimer's disease. Add 1 tsp turmeric powder to a cup of warm milk and take daily.

TARRAGON

Hailing from southern Europe, tarragon is a member of the daisy family. It is traditionally used as an appetite suppressant. Works well when seasoning fish but is also effective in preventing artery-narrowing plaque deposits, and has anti-cancer properties.

TO PRESERVE HERBS

DRIED:

Keep lids tightly screwed on and store away from direct sunlight and heat.

FRESH:

Preserve by making them into **Herb Oil**.

Great when added to mayonnaise, marinades or salad dressing. Works well with thyme, rosemary, fennel, tarragon and basil. Lightly bruise herbs and place in a 350ml jar with a tight fitting lid. Cover the herbs with olive oil and close tightly. Keep in a cool dark place for at least 3 weeks then strain, pour into airtight jars and store.

HERB VINEGAR:

Use a good quality wine or cider vinegar and immerse fresh herbs for up to 3 weeks. Strain and seal in an airtight jar.

CHEAT'S CORDON BLEU

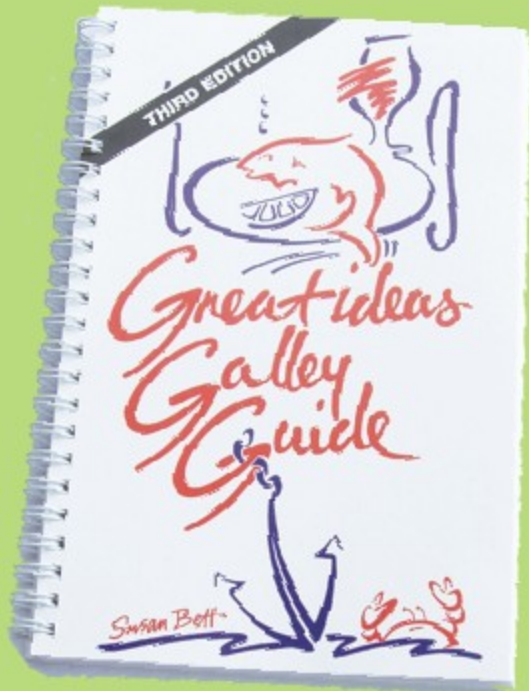
4 veal steaks
4 slices of any cheese (Swiss preferable)
2 slices fresh or canned ham
2 eggs, beaten
1/4tsp garlic salt
1/4 tsp dried mixed herbs
1/4 cup butter or oil
seasoned flour
Dried breadcrumbs
1/4 sp freshly ground black pepper

Trim sinew and fat from steaks and pound lightly to 1cm. Place a slice of cheese over each steak and top with ham. Dredge with seasoned flour. Mix breadcrumbs and seasoning. Dip steaks into beaten egg and then breadcrumbs and refrigerate for 1 hour. Heat butter or oil, add veal and brown gently on both sides for a few minutes. Serve immediately.

NOTE: You can replace veal with chicken. Serve with lemon wedges and squeeze over top before eating. A hollandaise sauce is a nice touch as well.

Great ideas Galley Guide

by Susan Bett



"Susan's book was developed with a basic (no oven or fridge) galley in mind, with over 70 recipes for a "no oven" galley. Also included are many recipes, tips and information for an "upmarket" galley. Whether you are just learning galley cooking skills or an old pro, all can benefit from having this book on your bookshelf."

Kay Norson, Galley Guide lover

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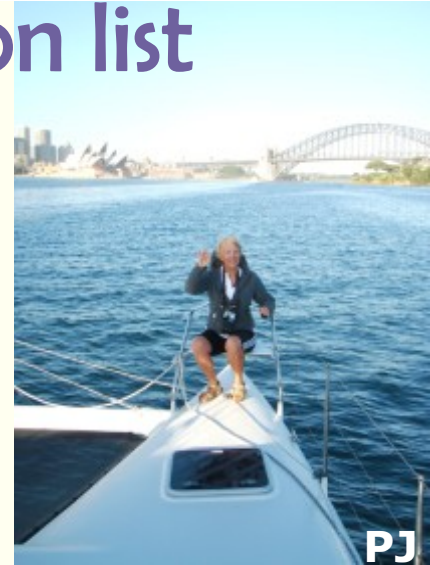
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PJ's "essential for cruising" substitution list

"Don't leave port with out this!" PJ Halter SC Cheetah

Ingredient	Amount	Substitution
Allspice	1 teaspoon	1/2 tsp cinnamon, 1/4 tsp ginger, and 1/4 tsp cloves
Arrowroot starch	1 teaspoon	1 tbsp flour, OR 1 tsp cornstarch
Baking mix	1 cup	1 cup pancake mix
Baking powder	1 teaspoon	1/4 tsp baking soda plus 1/2 tsp cream of tartar OR 1/4 tsp baking soda plus 1/2 cup buttermilk (decrease liquid in recipe by 1/2 cup)
Beer	1 cup	1 cup nonalcoholic beer OR 1 cup chicken broth
Brandy	1/4 cup	1 tsp imitation brandy extract plus enough water to make 1/4 cup
Bread crumbs	1 cup	1 cup cracker crumbs OR 1 cup matzo meal OR 1 cup ground oats
Broth	1 cup	1 bouillon cube plus 1 cup boiling water OR 1 tbsp soy sauce plus enough water to make 1 cup OR 1 cup vegetable broth
Brown sugar	1 cup, packed	1 cup white sugar plus 1/4 cup molasses and decrease the liquid in recipe by 1/4 cup OR 1 cup white sugar OR 1 1/4 cups confectioners' sugar
Butter (salted)	1 cup	1 cup margarine OR 1 cup shortening plus 1/2 teaspoon salt OR 7/8 cup vegetable oil plus 1/2 tsp salt OR 7/8 cup lard plus 1/2 tsp salt
Butter (unsalted)	1 cup	1 cup shortening OR 7/8 cup vegetable oil OR 7/8 cup lard
Buttermilk	1 cup	1 cup yogurt OR 1 tbsp lemon juice or vinegar plus enough milk to make 1 cup



PJ

Ingredient	Amount	Substitution
Cheddar cheese	1 cup shredded	1 cup shredded Colby cheddar OR 1 cup shredded Monterey Jack cheese
Chervil	1 tbls chopped	1 tbspc chopped fresh parsley
Chicken base	1 tablespoon	1 cup canned or homemade chicken broth or stock. Reduce liquid in recipe by 1 cup
Chocolate(semisweet)	1 ounce	1 (1-ounce) square of unsweetened chocolate plus 4 tsp sugar OR 1 ounce semisweet chocolate chips plus 1 tsp shortening
Chocolate (unsweetened)	1 ounce	3 tbspc unsweetened cocoa plus 1 tbspc shortening or vegetable oil
Cocoa	1/4 cup	1 (1-ounce) square unsweetened chocolate
Corn syrup	1 cup	1 1/4 cup white sugar plus 1/3 cup water OR 1 cup honey OR 1 cup light treacle syrup
Cottage cheese	1 cup	1 cup farmer's cheese OR 1 cup ricotta cheese
Cracker crumbs	1 cup	1 cup bread crumbs OR 1 cup matzo meal OR 1 cup ground oats
Cream (half and half)	1 cup	7/8 cup milk plus 1 tablespoon butter
Cream (heavy)	1 cup	1 cup evaporated milk OR 3/4 cup milk plus 1/3 cup butter
Cream (light)	1 cup	1 cup evaporated milk OR 3/4 cup milk plus 3 tablespoons butter
Cream (whipped)	1 cup	1 cup frozen whipped topping, thawed
Cream cheese	1 cup	1 cup pureed cottage cheese OR 1 cup plain yogurt, strained overnight in a cheesecloth
Cream of tartar	1 teaspoon	2 tsp lemon juice or vinegar
Crème fraiche	1 cup	Combine 1cup of heavy cream and 1 tbls of plain yogurt. Let stand for 6 hours at room temp.

Ingredient	Amount	Substitution
Egg	1 whole (3 tbls or 1.7 oz)	2 1/2 tbsp of powdered egg substitute plus 2 1/2 tbsp water OR 1/4 cup liquid egg substitute OR 1/4 cup silken tofu pureed OR 3 tbsp mayonnaise OR half a banana mashed with 1/2 tsp baking powder OR 1 tbsp powdered flax seed soaked in 3 tbsp water
Evaporated milk	1 cup	1 cup light cream
Farmer's cheese	8 ounces	8 ounces dry cottage cheese OR 8 ounces creamed cottage cheese, drained
Fats for baking	1 cup	1 cup applesauce OR 1 cup fruit puree
Flour--Bread	1 cup	1 cup all-purpose flour plus 1 tsp wheat gluten (available at health food stores & some supermarkets)
Flour--Cake	1 cup	1 cup all-purpose flour minus 2 tbsp
Flour--Self-Rising	1 cup	7/8 cup all-purpose flour plus 1 1/2 tsp baking powder and 1/2 tsp of salt
Garlic	1 clove	1/8 tsp garlic powder OR 1/2 tsp granulated garlic OR 1/2 tsp garlic salt--reduce salt in recipe
Gelatin	1 tsp, gran.	2 tsp agar agar
Ginger--dry	1 teaspoon	2 tsp chopped fresh ginger
Ginger--fresh	1 tsp, minced	1/2 tsp ground dried ginger
Green onion	1/2 cup, chopped	1/2 cup chopped onion, OR 1/2 cup chopped leek OR 1/2 cup chopped shallots
Hazelnuts	1 cup whole	1 cup macadamia nuts OR 1 cup almonds
Herbs--fresh	1 tbls chopped fresh	1 tsp (chopped or whole leaf) dried herbs

Ingredient	Amount	Substitution
Herring	8 ounces	8 ounces of sardines
Honey	1 cup	1 1/4 cup white sugar plus 1/3 cup water OR 1 cup corn syrup OR 1 cup light treacle syrup
Hot pepper sauce	1 teaspoon	3/4 tsp cayenne pepper plus 1 tsp vinegar
Ketchup	1 cup	1 cup tomato sauce plus 1 tsp vinegar plus 1 tablespoon sugar
Lemon grass	2 fresh stalks	1 tbsp lemon zest
Lemon juice	1 teaspoon	1/2 tsp vinegar OR 1 tsp white wine OR 1 teaspoon lime juice
Lemon zest	1 teaspoon	1/2 tsp lemon extract OR 2 tbsp lemon juice
Lime juice	1 teaspoon	1 tsp vinegar OR 1 tsp white wine OR 1 teaspoon lemon juice
Lime zest	1 teaspoon	1 tsp lemon zest
Macadamia nuts	1 cup	1 cup almonds OR 1 cup hazelnuts
Mace	1 teaspoon	1 tsp nutmeg
Margarine	1 cup	1 cup shortening plus 1/2 tsp salt OR 1 cup butter OR 7/8 cup vegetable oil plus 1/2 tsp salt OR 7/8 cup lard plus 1/2 teaspoon salt
Mayonnaise	1 cup	1 cup sour cream OR 1 cup plain yogurt
Milk--whole	1 cup	1 cup soy milk OR 1 cup rice milk OR 1 cup water or juice OR 1/4 cup dry milk powder plus 1 cup water OR 2/3 cup evaporated milk plus 1/3 cup water
Mint--fresh	1/4 cup chopped	1 tbsp dried mint leaves

Ingredient	Amount	Substitution
Molasses	1 cup	Mix 3/4 cup brown sugar and 1 tsp cream of tartar
Mustard--prepared	1 tablespoon	Mix together 1 tsp dried mustard, 1 tsp water, 1 tsp vinegar and 1 tsp sugar
Onion	1 cup, chopped	1 cup chopped green onions OR 1 cup chopped shallots OR 1 cup chopped leeks OR 1/4 cup dried minced onion OR 1/4 cup onion powder
Orange juice	1 tablespoon	1 tbspc other citrus juice
Orange zest	1 tablespoon	1/2 tsp orange extract OR 1 tsp lemon juice
Parmesan cheese	1/2 cup, grated	1/2 cup grated Asiago cheese OR 1/2 cup grated Romano cheese
Parsley	1 tbspc chopped fresh	1 tbspc chopped fresh chervil OR 1 tsp dried parsley
Pepperoni	1 ounce	1 ounce salami
Raisin	1 cup	1 cup dried currants OR 1 cup dried cranberries OR 1 cup chopped pitted prunes
Rice--white	1 cup, cooked	1 cup cooked barley OR 1 cup cooked bulgur OR 1 cup cooked brown or wild rice
Ricotta	1 cup	1 cup dry cottage cheese OR 1 cup silken tofu
Rum	1 tablespoon	1/2 tsp rum extract, plus enough water to make 1 tbspc
Saffron	1/4 teaspoon	1/4 tsp turmeric
Salami	1 ounce	1 ounce pepperoni
Semisweet chocolate	1 cup	1 cup chocolate candies OR 1 cup peanut butter or other favoured chips OR 1 cup chopped nuts OR 1 cup chopped dried fruit

Ingredient	Amount	Substitution
Shallots, chopped	1/2 cup	1/2 cup chopped onion, OR 1/2 cup chopped leek OR 1/2 cup chopped green onion
Shortening	1 cup	1 cup butter OR 1 cup margarine minus 1/2 tsp salt from recipe
Sour cream	1 cup	1 cup plain yogurt OR 1 tbsp lemon juice or vinegar plus enough cream to make 1 cup OR 3/4 cup buttermilk mixed with 1/3 cup butter
Sour milk	1 cup	1 tbsp vinegar or lemon juice mixed with enough milk to make 1 cup: Let stand 5 minutes to thicken
Soy sauce	1/2 cup	4 tbsp Worcestershire sauce mixed with 1 tbsp water
Stock--beef or chicken	1 cup	1 cube beef or chicken bouillon dissolved in 1 cup water
Sweet condensed milk	1 (14-ounce) can	3/4 cup white sugar mixed with 1/2 cup water and 1 1/8 cups dry powdered milk: Bring to a boil and cook, stirring frequently, until thickened, about 20 minutes
Vegetable oil--for baking	1 cup	1 cup applesauce OR 1 cup fruit puree
Vegetable oil--for frying	1 cup	1 cup lard OR 1 cup vegetable shortening
Vinegar	1 teaspoon	1 tsp lemon or lime juice OR 2 tsp white wine
White sugar	1 cup	1 cup brown sugar OR 1 1/4 cups confectioners' sugar OR 3/4 cup honey OR 3/4 cup corn syrup
Wine	1 cup	1 cup chicken or beef broth OR 1 cup fruit juice mixed with 2 teaspoons vinegar OR 1 cup water
Yeast-active dry	1(.25-ounce) package	1 cake compressed yeast OR 2 1/2 tsp active dry yeast OR 2 1/2 tsp rapid rise yeast
Yogurt	1 cup	1 cup sour cream OR 1 cup buttermilk OR 1 cup sour milk

Improvisation

By Hettie Ashwin, SY Dikera

Living on a boat is a lifestyle choice. Things that you take for granted on land take on a whole new meaning on the ocean.

Like the adage ' bucket and chuck it'. No problem I hear you say. Necessity is the mother of invention. Improvise! Except when I used the receptacle it had a split on the rim and when pressure was applied the split pinched and wouldn't let go when I stood up. Not a pretty sight when you have a green nine litre bucket stuck to your derriere and the boat is rocking.

But some sayings hold true no matter where you are; if it's "rockin" don't come "knockin". It was a barmy summer night with just a slight breeze when I cuddled up to my Captain and he suddenly jumped up, "Oh My God, what was that?" We've been together nearly 20 years and he'd never asked that before. Then he started ripping the sheets and blanket off the bed. It was getting interesting, new, exciting! "Jesus Christ," he yelled, flaying around in the bed. Just go with the flow I said to myself. I thought my new perfume was more like a wonder drug. So animated, so boisterous, so alive.

"Hells bells," he screamed, "Look at that," he said pointing. I'd seen it before but I played the game. "Oh, yes." "No, look," he shouted, ripping the bed apart, and he got on his hands and knees. I'm not a doctor, but I could see right away he had a problem. He was squirming around then jumped up and hit his head on the ceiling. Boat berths are built for sleeping not jumping on the bed. It seems a sea bird dropped his dinner through our front hatch and the tiny little crustacean made himself at home between the sheets. What he latched onto can only be left up to the imagination.

I grabbed the mobile phone, not to call for help but for the torch facility. "How do I get to it. Via menu or speed dial?" His answer was to throw his head lamp at me. "Bloody hell," he wriggled into a position I remembered from giving birth and only a midwife should see.

continued next page...

The advertisement for Power by Nature features a background of a desert landscape with a wind turbine and solar panels. At the top left is the PxN logo, a stylized sun with rays. Below it, three products are highlighted with green heart-shaped price tags: a 120W Flexible Solar panel for \$550, a 100W Folding Solar panel for \$599, and a 400-600W Generator Wind turbine for \$899. The text 'POWER BY NATURE' is prominently displayed at the bottom, along with the website 'WWW.PXN.COM.AU' and the email address 'E: SALES@PXN.COM.AU'.

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"Improvisation" continues...

"Hurry," he screamed and I looked, feeling like a miner going down the pit.

It's not something to talk about in polite company. Not the conversation opener I'd imagine would go down well with sundowners on the deck of the yacht. "Oh, did you know. My husband has crabs." Needless to say I have to administer the ointment three times a day. Like I said, sometimes you have to improvise.

A note from Hettie:

Dear TCP Readers,

I am trying to "crowdfund" to purchase 6 cartoons for my humorous novel about buying a boat:

What does boat stand for? Bring On Another Thousand! I am inviting you to become part of my humorous novel, "Mr. Tripp Buys a Lifestyle". The hilarious story of a hapless couple who buy a boat for the first time.

The writing is complete and now the book needs that bit extra.

Here is a link to a snippet:

<http://hettieashwin.blogspot.com.au/2013/06/snippet-from-mr-tripp-buys-lifestyle.html>

So...I have hit on the idea of 6 cartoons to highlight those funny moments in the novel. To this end I have set up a "Pozible" account to fund the illustrator, Jo Brooker. I freely admit I don't have an artistic bone in my body. Check out my [pozible](http://www.pozible.com/project/174149) project <http://www.pozible.com/project/174149> and decide if you want to be part of this. There are rewards for your generosity, and my undying gratitude, (naturally). Mr Tripp has yet to find a publishing home, but with 6 cartoons in the package, it will be a winner.

Thank you, Hettie Ashwin





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All at sea with women

By Stuart Buchanan, SY Pluto

I can't understand it. Through no fault of my own, I've found that some women don't seem to like me at all. It started many years ago when I was in my late teens and fancy-free. Sarah, a very attractive girl lived a few doors along the street from where I lived with my parents. One day, I plucked up enough courage to invite her to the local flicks; she accepted, and on that date I found she seemed as interested in me as I was in her. A few nights later I called in to her house about seven o'clock one evening.

"Sarah's not home," her mother said gushingly, "but come in and wait — she'll be home soon."

Her mother, all smiles, poured me a soft drink and offered me a plate of chocolate biscuits.

"How long will she be?" I asked.

"She should be along any minute now," her mother replied. "She's attending a typing course so she can get a job while she's waiting."

"What's she waiting for?" I asked, as I popped another biscuit into my mouth.

"To get married of course."

continued next page....

Married! I nearly choked on my biscuit. At the ripe old age of seventeen, I had put marriage into the same category as death — something that would happen in the very distant future. I mumbled some inane excuse and took off like a scalded cat. I didn't invite Sarah out again, but anytime I passed her or her mother in the street, they both looked in the opposite direction as though I wasn't there.

In my early twenties I was working in an architects' office. One of my workmates, John, had recently married and he and his wife were living with his mother-in-law. The couple had just paid off a block of land and planned to take out a mortgage to build their dream home before starting a family.

"The only thing is," John said to me, "once we take out a mortgage, we'll be tied down for years. I've always wanted to drive around Australia on a working holiday while we're still young."

"Well," I replied, trying to be helpful, "you've got your land, no children or other responsibilities. So now would be the ideal time to do it."

Next morning, John arrived at work looking pale and with dark bags under his saucer-like eyes.

"My wife doesn't like you," John said. "I mentioned your idea of travelling around Australia to her and my mother-in-law. They both turned against me. My wife hardly stopped crying all night. I didn't sleep a wink."

My idea? I thought.

Within two months, John's wife was pregnant and the working holiday was definitely off. It's weird knowing that I was sort of responsible for the conception of that child. I wonder if they named the kid after me.

Shortly after I purchased my ketch *Pluto*, my next door neighbour, Peter, hinted that he'd like to go for a sail.

"Sure," I said, "how about next weekend — we'll sail over to Moreton Island."

It was beautiful sailing weather — 12 to 15 knots from the north-east. We dropped anchor at Tangalooma and snorkelled in the clear water around the wrecks, before indulging in a lunch of prawns, fresh bread and a couple of icy-cold beers. By the time we returned home, Peter was all fired up about buying a yacht and sailing up the coast. Unfortunately for Peter, his wife Lisa didn't share his enthusiasm for the plan. From that weekend on, Lisa hasn't spoken to me.

Some years ago while *Pluto* was moored in Gladstone, I met one of the Gladstone Harbour pilots, Paul. Paul invited me to accompany him on a helicopter out to a bulk carrier, which he piloted up the 16 mile channel to Gladstone. When the vessel was safely berthed, I invited Paul on board *Pluto* for a rum, cheese and biscuits.

Over the next ten days or so, Paul would ring me on the mobile most evenings about five o'clock.

continued next page...

The advertisement for Power by Nature features a background image of a wind turbine and solar panels. At the top left is the PxN logo, which consists of a stylized sun with rays and a green leaf-like shape below it. To the right of the logo is a curved array of solar panels with a green heart-shaped price tag containing '\$550'. Below this is the text '120W FLEXIBLE SOLAR'. In the center, there is a smaller solar panel array with a green heart-shaped price tag containing '\$599'. To the right of this is the text '100W FOLDING SOLAR'. At the bottom, a wind turbine is shown with a green heart-shaped price tag containing '\$899'. To the right of the turbine is the text '400-600W GENERATOR WIND'. At the very bottom, a red banner contains the text 'POWER BY NATURE', the website 'WWW.PXN.COM.AU', and the email address 'E: SALES@PXN.COM.AU'.

"Is it all right if I pop down to *Pluto* to join you for a rum before I go home for dinner?" he'd ask.

"Of course Paul," I'd reply.

Paul was good company and often he'd leave about eight o'clock full of rum and cheese. The last thing he had on his mind was the dinner his wife Cate had waiting for him.

On the few occasions I met Cate she replied to anything I said to her in monosyllables, all the time giving me the evil eye.

A few weeks ago, a sailing mate of mine, Kent, arrived at our home to return a book I had lent him.

"Would you like a rum, Kent?" I asked.

"Just a quick one," he replied. "I've got to drive Julia down to the airport soon. Our son's returning from Sydney this evening."

We were deeply engrossed in a discussion about the merits of various boats when, all of a sudden, Kent looked at his watch and exploded out of his chair.

"Bloody hell!" he exclaimed.

Kent ran out of the house to his car, picked up his mobile from the front seat and jabbed a few buttons.

"Five messages from Julia!" he said in panic. "I'm dead! I'm dead!"

He jumped into his car and wheel-spun down the driveway. He didn't even say goodbye.

Next time I met Julia, she didn't seem to like me at all.

Not so long ago I invited a friend out for a day's sail on Moreton Bay.

"I'd love to go," Col said, "but my wife's parents are having an anniversary dinner that night. Just a minute and I'll check with Sue."

A few minutes later Col returned to the phone.

"Sue's not overjoyed at the idea, but she's agreed as long as we're back at the marina no later than five o'clock. She'll pick me up from there."

continued next page...

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It started off as a good sail, but on the way back the wind turned and increased to 20 knots right on the nose.

We arrived back at the marina shortly before seven o'clock to be welcomed ashore by a madwoman.

And you know what? She blamed me. As if I had any control over the weather!

There's one redeeming factor though — I've discovered that I'm not the only bloke who seems to unwittingly turn some women against the male species. Frank, a mate of mine, along with his girlfriend and two other couples organised a week's bare boat charter in the Whitsundays. Apart from Frank, none of the others had sailed on a yacht before. They left Airlie Beach under motor. Frank hoisted the main and the 13 metre yacht heeled over. The three women looked concerned. Frank unfurled the headsail and the yacht heeled over even more. The women began to panic.

"Should the yacht be leaning over so much?" one of the women asked.

"That's what yachts do," Frank replied as he cut the motor.

The silenced motor seemed to add to the women's concern.

"Look," Frank said reassuringly, "keeled yachts are designed to do this. Even if the yacht turned right over, it would come back up again."

Reassuring words to most men; but it did nothing to reassure the three women.

"Turn right over?!" Frank's girlfriend screamed. "Turn right over?! You didn't tell me that could happen!"

Amidst frightened screams, the women mutinied and demanded to be taken back to the marina, where the six spent the remainder of their charter. On their return to Brisbane, Frank and his girlfriend parted.

Struth! What's the problem with some women? What do blokes do to upset them? Can anyone explain it to me? I asked my wife, but she just gave me a look that only a woman can give, then smiled and shook her head. No wonder us blokes are developing inferiority complexes.



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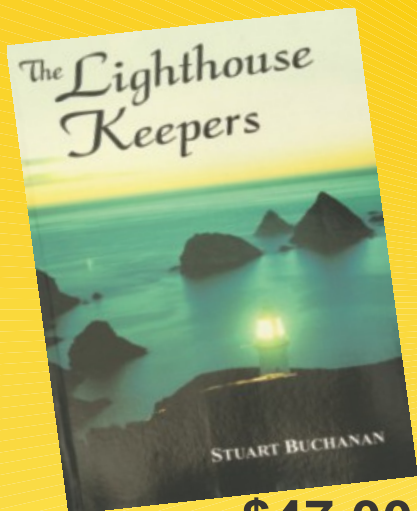
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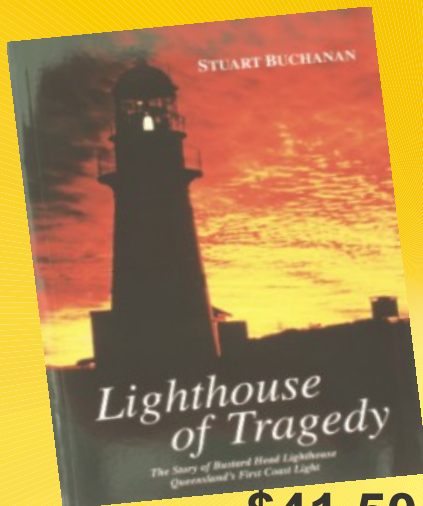
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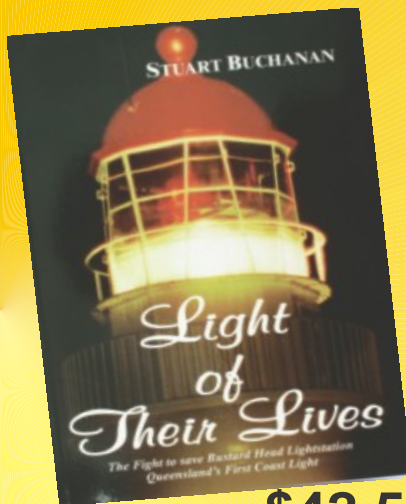
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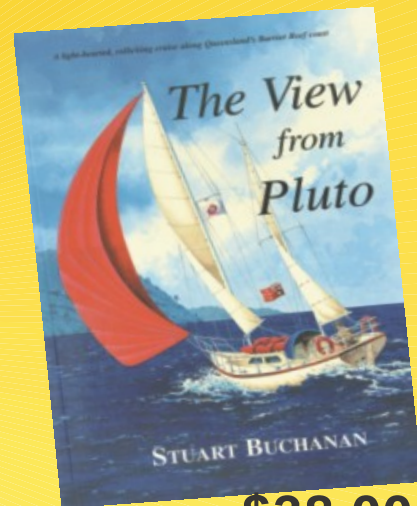
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to Borneo on MY *Yawarra II*
July thru Sept 2103.**

My sister Pamela's impending visit to *Yawarra II* (Y2) dictated the date of our departure from "mainland" Malaysia to cross the South China Sea to Sarawak on the island of Borneo. Transiting the busy shipping channel between Singapore and China/Taiwan/Japan kept us on our toes while on watch. In one 3 hour period we had THREE ships that were on a collision course with Y2. We altered course to dodge around two of them while the third kindly altered course to avoid us. Numerous other vessels crossed our path but not close enough to worry about.

From several miles away we could see a recently sunk barge marking an old wreck on one side of the shallow channel into the Santubong River. It looked quite bizarre - "like it's been dropped from a helicopter" remarked Patrick from *Labarque*. How on earth it ended up standing on end is a mystery. It certainly makes a good landmark though; at least until a good storm knocks it over.



Photos by Jan & Nick Wooller

Pamela's visit coincided with the end of Ramadan, the Muslim fasting month. Our Muslim friends in the small village close to where Y2 was anchored had very kindly invited us to join them in celebrating Hari Raya - the day following Ramadan and the most important day of the Islamic year.

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Downtown Kuching had been packed with shoppers in the 2 weeks leading up to Hari Raya. Special food treats were on sale everywhere and tailors had been kept busy making traditional clothes. In each family the head of the household chooses the colour and pattern of the cloth (songket) which is worn like a wide sash around his waist and the women in the family have their outfits made in a colour that complements it.

In spite of fasting during daylight hours, Ramadan is a month of parties all held after sunset of course - and the amount of foodstalls and special treats for sale reminded us of the Prime Minister's message prior to Ramadan last year that "I would like to assure all Malaysians that there is enough food supplies in stock for Ramadan." To our non Muslim ears it at first sounded rather strange but it's not! Prior to Pamela's arrival, Hanafie and his family had invited Nick and I along with our friends Patrick and Elizabeth from *Labarque* (who have known the family for 5 years) to a "breaking of the fast" meal. Hanafie had been keen that we see his house in pre Hari Raya mode so that we would appreciate the changes made to it when we came a few days hence.

Hari Raya saw us dressed in our finery walking through the village to Hanafie's house. Villagers attired in traditional Malay clothes called greetings and in return we wished them all "Selamat Hari Raya". Hanafie's wife, Ashikin (sp?) had been cooking up a storm so we dined



Jan and Pamela with the Bride & Groom the day before their wedding. We did dress properly for the wedding!

well. Many of the dishes were entirely new to us so it was a wonderful opportunity to try them. Traditionally Hari Raya is a time of visiting family and friends over a 3 day period. On "First Day" usually only close family members visit so we felt particularly honoured to be invited on that day. "Third Day" is usually for acquaintances to visit and partake of the myriad of special cakes and sweet treats laid out in the living room which has been especially cleaned (often it will have been repainted too) and decorated with new and elaborate curtains that are put up only for the occasion.

The next day while Nick tackled fixing the engine's water pump using the spare parts Pamela had brought up with her, we girls decided to go for a walk in the village. We

stumbled across what we at first assumed was a house set up for Hari Raya with marquees erected in the front yard.

Stopping to read a banner outside that Pamela rightly interpreted as announcing a wedding, we were quickly invited into the yard and introduced to the Bride and Groom who were dressed for their pre-wedding party - we think for close family members only. After taking lots of photos of us with the happy couple we were urged to come back the following day to attend their wedding.

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When I mentioned we had some other friends in the area they promptly issued an invitation for Patrick and Elizabeth too.

This was an opportunity not to be missed, and although Pamela, used to Western formal wedding invitations was rather surprised that as complete strangers we would be invited and on such short notice too, we once more dressed in our finery and made our way through the village to the wedding venue. This time the Bride and Groom's theme colour was green - the Bride's outfit elaborately beaded and her hands painted with henna patterns. As "VIP" guests we, along with the couple's parents and grandparents, were invited to participate in a ceremony which involved painting oil on their hands and forehead and then sprinkling flower petals over their heads. Afterwards we were each given a boiled egg in a decorated basket (maybe a fertility symbol?). Again we felt honoured to be included in such an important celebration and to be given the opportunity to learn more about the Malay culture.

Elizabeth from Labarcar paints their hands and foreheads with oil and then sprinkles flower petals over them.



While with us Pamela enjoyed a visit to the Semangoh Orangutan Rehabilitation Centre where orangutans that have been illegally kept as pets or whose mothers have died, plus some who have been born at the centre, are reintroduced to the wild. We saw only 2 out of the 28 orangutans that day - a good sign that they are finding food in the wild and don't need to come to the feeding stations. Later in the week we cycled (Pamela on a borrowed folding bike with tiny wheels, looking rather like a circus performer!) to the very good Sarawak Cultural Village where replicas of the living quarters of 7 different Borneo ethnic groups, each manned by people from that group, had been built. Our entry ticket also included a Cultural Dance performance which was very good. Having attended many such events that have been dire we were pleasantly surprised.

To Pamela's delight, from the back deck of Y2 we had ringside seats for viewing the rare Irrawaddy dolphins and across the river, the occasional croc basking on the mudbank. A 20 minute zoom in our big dinghy took us into a nearby river where we were lucky enough to spot several Proboscis Monkeys in the trees close to the river's edge.



This greedy Orangutan in the Semangoh grabbed as many bananas as he could possibly hold.

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On this visit, Pamela got to experience more of the cruising lifestyle when we helped friends who live in Kuching haul their 30' yacht out of the water. Normally this wouldn't be a big deal....but....this is Borneo - no slipway or haulout facility exists for many hundreds of miles. To add to interest, the trailer - although strongly built - was unlikely to have the arms correctly designed. As it was built by someone who had never seen the under water shape of a yacht before was unlikely to have helped. *Kumang* is currently engine-less, so our big dinghy with its 15 hp outboard was delegated as tug boat to manoeuvre her into position on the trailer.

Elizabeth, Mona (the boat's owner) and I were shore crew wielding long boathooks to push/pull/hold it in position while the in-water (in crocodile infested water!!) crew were Ian (the owner) and Asman (their son-in-law). Their job was to check the yacht so that it was resting securely on the trailer and could be hauled up the ramp by their 4WD car. Patrick stayed aboard to shorten/lengthen/tie lines as necessary. Six hours later, lots of thinking outside the box, lots of worry by Ian and Mona (not least about lurking crocs!) and a huge amount of effort by the entire team - *Kumang* was safely on land. A final effort of pushing the yacht and its trailer into place by the whole team and we were done! You couldn't wipe the smiles off Ian and Mona's



Elizabeth and Jan hold Kumang in position while Patrick (Labarque) tends lines aboard. Nick acts as tug captain while Ian and Asman brave the crocs to position the yacht on her chocks.

faces.

Afterwards, Hamid, the owner of the ramp who had also been assisting with the haulout, very kindly invited us all to his house to eat a big lunch of Hari Raya food. The following weekend Nick and Patrick spent a couple of hours helping Ian retrieve a good anchor from his badly fouled mooring block and to move the mooring to a better position.

Pamela's visit was over all too soon and it was time for Y2 and crew to start making our way north. First stop was at a small island 12 miles from the Santubong River where in the clear water there Nick and Patrick could clean their respective props of barnacles without looking over their shoulders for crocodiles!

The Rajang River runs deep into the interior of Borneo and is intersected with a network of other rivers and streams. The water is brown and the current strong. Numerous logs (from both legal and illegal logging upstream), sticks, and other flotsam, compete with high speed overloaded ferries (one recently sank drowning more than 200 people - it was licensed to carry 80), tugs towing huge barges laden with timber, gravel barges and smaller local craft conspire to make navigation in the rivers interesting to say the least. On the river banks we passed several Iban (an indigenous tribal people who used to be headhunters) longhouses, small Malay villages and a couple of larger towns mostly inhabited by Chinese who run/own most of the businesses including the booming bird's nest industry.

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Large, specifically built Swiftlet houses announced their presence with loud recordings of mating birds. The recordings are intended to attract the tiny Swiftlets into their luxury accommodation to build their incredibly expensive nests. These will be harvested and sold to China for use in Birds Nest Soup. Gone are the days when intrepid climbers braved death to retrieve the nests from high in dark cave systems.

At Sarakei Y2 and *Labarque* anchored up a side arm as we hoped to get away from the main river traffic. A huge gravel barge - so overloaded that the name on its stern was under water - manoeuvred close by Y2 at 0500 the next morning causing a few extra grey hairs. That afternoon while Nick and I enjoyed a drink on the aft deck, Elizabeth called on the VHF to warn us that another gravel barge was heading our way.....WAY too close! Thank goodness for the hydraulic anchor winch as we were able to rapidly upanchor and move out of its way. When the next morning a tug towing an out of control barge rounded the corner into our side arm causing yet more grey hairs, it was definitely time to move on.

Twelve miles further upstream is the small town of Bintangor where the Sungei (river) Bintangor joins the Rajang. With *Labarque* leading the way we ventured upstream - heading not only into an area where the depths were not charted, but where our charts didn't even show a river network existed. Y2 was definitely in "deepest, darkest Borneo" albeit



Dinner party in the longhouse

with surprisingly good Wifi coverage!! We were heading for an Iban longhouse that *Labarque* had visited 3 years earlier and where the people had been welcoming.

Longhouses are the traditional way of living for the Iban people - a long building with adjoining rooms/dwellings all opening onto a wide communal enclosed verandah. The verandah is where all the socializing, community decision making, mending of fishing nets, making of the traditional conical hats (still very much part of their attire), etc. takes place. It is the heart of their lifestyle. The size of a longhouse is denoted by the number of "doors" rather than of inhabitants and this one was fairly big having 27 doors (though they can be up to 100 doors!) each set about 6 metres apart. We had arrived at a rather inconvenient time for

them as they were still in their official mourning period (15 days) following the death of their tuai rumah (chief). During this time they can have no celebrations/dancing/singing/alcohol/radio or TV (though we were amused to see the teenagers still had Smartphones). The longhouse itself was rather dilapidated and the people in general poorly dressed. Other than the occasional Smartphone and older style TV they don't have many possessions but what they do have is a wonderful sense of community.

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Despite the mourning period we were invited by one extended family to have dinner with them on Saturday night. Twenty two adults and a few kids sat in a circle in the main room of the apartment to eat from numerous small bowls of food. Some of the vegetable dishes were made from forest plants we had never encountered before. All were delicious. The enormous iced chocolate cake that I had made and taken in as a gift for the family disappeared quickly.

After dinner we all retired to sit on the mats on the verandah. Usually there would be singing and dancing - particularly on a Saturday night - and trays carrying small glasses of their home brewed rice - tuak - passed around.

For this last day of the mourning period though, everyone sat around chatting quietly with the numerous friends and relations who had travelled to the longhouse to show respect to the tuai rumah. A couple of guys passed out small plastic cups all along the length of the longhouse and then poured sweet black coffee from enormous aluminium kettles. Later huge tubs containing tubes of sticky rice wrapped in banana leaf and plates of Sunflower seeds were passed out - again all along the entire length of the longhouse.

Venturing back to the boats in the dark several hundred metres along the very rickety wooden planked walkway was quite an adventure.



Nick on the very dodgy and long walkway to the longhouse -pretty scary to negotiate at night.

Several planks bowed alarmingly under our weight but none, thank goodness, gave way and dropped us into the sodden field below.

The following day we had even more canoe loads of people from the longhouse arrive at our boats to visit and to see how we lived. It was fascinating for us to see what of our possessions interested them the most. The painting of a Kenyan tribesman done by Nick's mum garnered a lot of interest as did the Tanzanian intricately carved statue of a family all entwined. The older women avidly discussed the extremely fine weaving on a small basket that I had bought in the Philippines many years ago and it was obvious they appreciated the craftsmanship involved in producing such fine quality work.

The family who had befriended us invited us to a "fellowship" in their apartment on the Sunday afternoon. Once again we all sat in a big circle. It seems that 5 "doors" have broken away from the main Methodist religion of the rest of the "doors" and are conducting more Evangelistic services. It was actually quite fun. We particularly liked the "ice breaker" of doing the Hokey Pokey (sung in Iban) and also pounding our neighbours backs while pretending to be thunder (not sure what that was about but it certainly caused lots of laughter!).

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Lenta, who was leading the fellowship - all in the Iban language of course, was getting so carried away at one point during the service that I muttered in what I thought was sotto voice to Elizabeth "We won't be able to tell when they start speaking in tongues." Young Chanda who obviously had acute hearing and who was the other side of Elizabeth quickly pointed out "Oh they do speak in tongues sometimes." What a shame we missed it!

Such a friendly reception from this longhouse community made us sad to have to leave the next day but time was marching on and we have to get to Miri (just south of the border with Brunei) as we have a plane to catch....



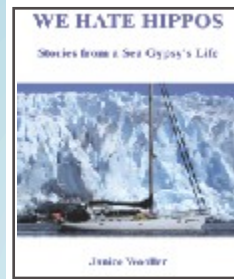
Jan and Nick have cruised more than 15,000 miles aboard their converted trawler *Yawarra II* and will continue to explore SE Asia. They also will spend part of each year in the European canals on board their Dutch canal boat, *Kuah*.

Jans Book, "We Hate Hippos: Stories from a Sea Gypsy's Life" is now available from the TCP website (see ad right), or you can email Jan directly: yawarra2@gmail.com

Janice and Nick on board Yawarra II in Lauban

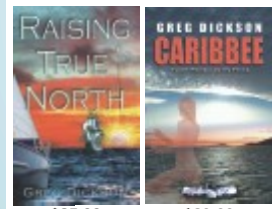
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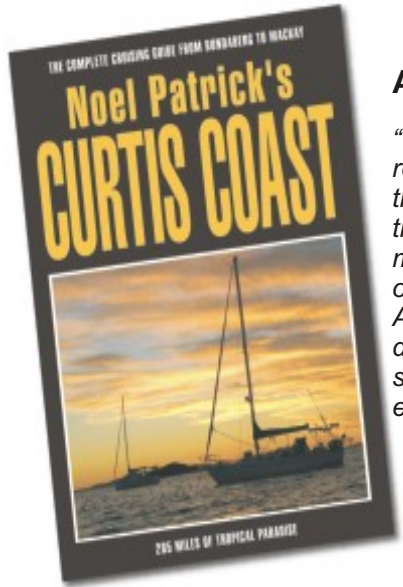
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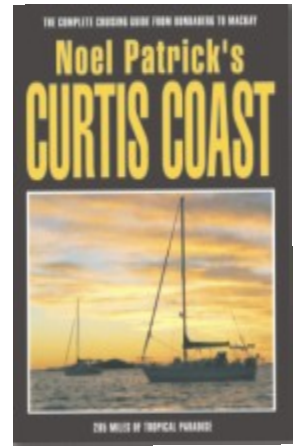
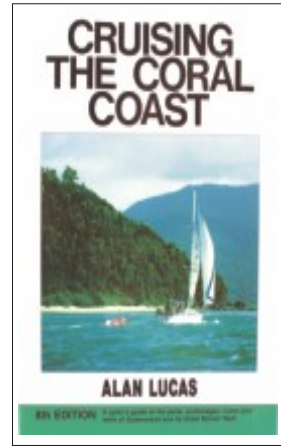


A quote from Noel Patrick:

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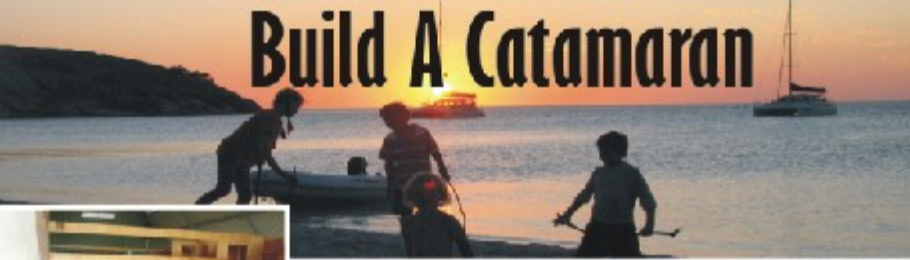


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Simrad's new guiding star - the Nss Evo2

Accuracy, speed and good looks are just three of the virtues of the new NSS evo2 navigation tool from Simrad, which will be one of the star products for Navico at the 2014 Sanctuary Cove International Boat Show (SCIBS).

Simrad's new NS-Series multifunction navigation system, the NSS evo2, is the perfect combination of integration, design and performance the ideal navigation solution for power cruisers and sportfishing vessels.

According to CEO, Leif Ottosson, "With the introduction of our NSS evo2, every blue water cruiser and angler has access to their ideal navigation solution. It offers impeccable speed and performance, and the most integrated navigation portfolio on the market for award-winning radar, sonar and entertainment solutions. The NSS evo2 provides convenient and intuitive usability, and looks stunning on any helm."

According to the experts who have tried and tested it, the NSS evo2 is the perfect choice for the game fishing enthusiast or weekend cruiser.

It boasts a feature set rivalling that of any of its competitors, making the NSS evo2 the stand out amongst the major players in the marine electronics segment. It comprises full integration capabilities for radar, autopilot and NMEA, TouchSensible™ interface with multi-touch control and rotary dial with keypad and embedded CHIRP enabled Broadband sounder and StructureScan™ Sonar.



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Since ease of use is a major factor when deciding on a new purchase of electronics, seasoned cruisers and newcomers to boating can rely on the NSS evo2 with peace of mind knowing they have a unit that is easy to operate while maintaining the highest level of quality and functionality.

TouchSensible™ multi-touch control with logical keypad input and push-to-select rotary knob delivers precision control in any sea condition. The system offers quick and seamless multi-touch access to performance features with an intuitive icon-driven menu interface. Charts can be moved, zoomed and personalised with familiar tablet-like gestures, while new pre-set screen splits and data panel configurations are optimised for widescreen viewing whether fishing or cruising.

Offering boaties powerful navigation versatility and an unprecedented selection of simple, plug-and-play expansion capabilities, the NSS evo2 provides full autopilot integration with a dedicated navigation screen for cruising.

For serious anglers, the NSS evo2 features the best built-in fish finding technologies on the market: Broadband Sounder, including the BSM-1, the BSM-2 CHIRP sounder and StructureScan® HD.

As Product Manager, Mark Griffiths explains: "NSS evo2 has built in CHIRP capable echosounder and structurescan modules enabling the operator to search underwater structure inshore for baitfish/potential diving locations and then move out to deeper water and use the CHIRP or traditional 50/83/200kHz echosounder for fish finding.

"It also includes a built in 10Hz GPS/GLONASS receiver for fast position updates and accurate SOG/COG reporting for smooth chart plotter usage.

NSS evo2 can network with FLIR M-Series day/nightvision cameras giving the user direct camera pan/tilt/zoom control direct from the display screen."

According to Griffiths, there is a host of characteristics that make the NSS evo2 most useful for the cruising market. "We have included a new nav. steer page into the HEROiC software to provide the customer with all the data they need while underway in a clean and concise manner. The nav. page enables the operator to directly monitor autopilot status and make any adjustments as necessary while also being able to monitor the planned route on the perspective chart screen."

And there's more. "NSS evo2 offers best in class module integration by including CHIRP sonar, Structurescan and 10Hz GPS all within the MFD simplifying installation and reducing the overall system cost and complexity."

The NSS evo2 is compatible with all innovative Simrad performance modules including Broadband 4G™ and 3G™ Radar; GoFree Wireless Wifi-1; SonarHub™ Sounder, SonicHub® marine audio server and more. Fully customisable, boaties can network up to six NSS evo2 multifunction displays, view engine data and control onboard devices through digital switching.

The system is also equipped with an HDMI video output for compatible monitors and video input for night vision camera support. "NSS evo2 includes full autopilot integration allowing the customer to plan a route on the chart display and then engage the autopilot and navigate the planned route all from one display," says Griffiths.

continued next page...

In terms of aesthetics, the sleek, extremely low-profile look with classic black or brushed silver trim panels look great on any helm. It's available in 7-, 9-, 12- and 16-inch ultra-bright, the 16:9 wide screen displays.

The NSS evo2 multifunction display features a high-performance, high-gain integrated GPS antenna for clear, strong and accurate positioning whether it is flush-mounted or bracket mounted with included hardware.

Like all Simrad NS-Series MFDs, the NSS evo2 supports the widest choice of cartography options in the market; compatible cartography includes Jeppesen C-Map Max-N charts, Navionics® Gold and Platinum, Insight Genesis™ and a variety of other third-party charts. NSS evo2 users can even navigate using two distinct chart types simultaneously.

Best of all, the NSS evo2 series displays have a two-year limited parts and labour warranty and are protected by the Simrad Advantage Service Program.

The Simrad NSS7 evo2 and NSS9 evo2 have recommended retail prices AUD\$2,199 and \$3,299, respectively. The NSS12 evo2 and NSS16 evo2 are \$4,499 and \$6,399 and will be available from March 2014.

Navico will display the latest in navigation technology when it exhibits at SCIBS in 2014.

Sponsored by Club Marine, the 2014 SCIBS will run from May 22 to 25. Tickets are now available from Ticketmaster.com



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News from Southport Yacht Club

Multihull Division for Sail Paradise 2014



Photo by Andrea Francolini/AUDI

Southport Yacht Club's emerging sailing series, Sail Paradise, will have a special division for multihulls when the regatta is staged from March 14 to 16. The club is hoping that the promise of exceptional racing on the beautiful waters off the Gold Coast's magnificent ocean beaches, plus plenty of onshore fun, will lure an impressive fleet to the regatta.

The series will also provide an excellent preparation opportunity for yachts being entered in the 50th Anniversary Brisbane to Gladstone Multihull Yacht Race, scheduled for Easter next year.

It is anticipated that more than 40 sailboats, from monohulls and multihulls through to high-performance off-the-beach classes, will be competing for special trophies. "Southport Yacht Club is working hard to ensure Sail Paradise 2014 is a memorable event for all competitors, both on and off the water," said SYC Commodore, Ian Hall. "As well as promising outstanding racing, our club's hard-won reputation for being the friendliest on the east coast will ensure everyone enjoys an excellent post-race party atmosphere. "We are certainly hoping we get a strong fleet of multihulls next March as we want to establish a special relationship with this impressive element of the sport. We see long term opportunities there."

Commodore Hall also emphasised that there were added benefits for family and friends who would be supporting the sailors competing at Sail Paradise 2014. "The people who are there to support the sailors can enjoy the theme parks and other famous attractions on the Gold Coast during the day then join in the celebrations back at the yacht club when the sailors return."

Preliminary details for Sail Paradise 2014

can be found on the regatta website:

www.sailparadise.com.au

For more information please contact

Bronwen Ince: (07) 5591 3500

enquiries@southportyachtclub.com.au



News from Royal Queensland Yacht Squadron

RQYS completes \$10.5 million marina rebuild!



terms of power, water and fire-prevention and, most importantly, useability." "We now have the space to accommodate more boats and more members!" said David, obviously pleased to be no longer turning away prospective visiting cruisers, new members and their boats.

Royal Queensland Yacht Squadron caters for all types of sail and power based boating activities. In sailing, there are competitive fleets of all types of craft from off-the-beach junior classes right through to major keelboat offshore racing. The club also boasts very active cruising fleets of both sail and power boats.

Following the August completion of a \$10.5 million refurbishment of its original marina, Royal Queensland Yacht Squadron now boasts the largest and most modern single marina facility in Australia. With 572 berths ranging from 10 to 33.5 metres for both mono and multi-hull vessels, the marina well and truly complements the expansive land based facilities that are the pride of Queensland's premier yacht club.

RQYS Marina Manager, David McTaggart is justifiably proud of what has been achieved with this latest re-development. In the space of 12 months, they have completely rebuilt a majority of the infrastructure within their original marina, and in the process, have provided the very best amenity for their members and visiting boating guests. "We have a state-of-the-art facility that ensures that every berth is the very best in

For more information about leasing or renting a berth at RQYS Marina

Phone: 07 3393 3554

For membership enquiries at the Royal Queensland Yacht Squadron

Phone 07: 3396 8666

Web: www.rqys.com.au

Email: marinamanager@rqys.com.au

Regards,

Ian Threlfall

Vice Commodore

Royal Queensland Yacht Squadron



Whitsunday Maritime Training Centre offers rare opportunity



(back) Damian Suckling, Dean Foster of VMR, high school students Tiana Moloney, Robbie Marshall, Lukas Bergermann, Dean Kowitz of VMR, Laurie Stoppa, Luke Duffy, Andrew Mentiplay, (front) Kirby Lee Que of VMR, Ray Lewis of the VMR, Sara Plummer and Brad Medwell-Everett.

Whitsunday Maritime Training Centre has assisted to build the skills and careers of seven individuals, including high schools students and Volunteer Marine Rescue volunteers, by putting them through an international marine safety course, at no cost.

Four volunteers of the Airlie Beach Volunteer Marine Rescue (VMR) and three high school students were given the rare opportunity to undertake the highly-regarded Certificate of Safety Training (STCW95) course, fully funded by the centre.

The Whitsunday Maritime Training Centre is a part of the Whitsunday Sailing Club in Airlie Beach. Whitsunday Maritime Training Centre, Instructor Chris Green, who is a qualified Master Class 1, said the course would open up many career opportunities to work on commercial vessels operating in international waters, including superyachts. "Some of it (training) is rigorous, however they all did extremely well it's great to see locals having an interest in a maritime career," Mr Green said, "And it's great the centre made it available to these unique people."

Among the students was Volunteer Marine Rescue senior crew member, Dean Foster, who said the STCW95 training will be vital to the VMR with its sea survival and emergency procedure focus. "It really prepares you," Mr Foster said. "Not only will it help the VMR and community, it's wonderful to work closely with the Whitsunday Sailing Club."

Meanwhile, Year 11 student Lukas Bergermann, said he was planning to do even more maritime training in the future. With a goal to be a marine engineer, Lukas said it was great to see the club giving the opportunity to young people. "It will be an advantage for our futures in the marine industry," he said.

The Whitsunday Maritime Training Centre was awarded the Whitsunday Tourism Education and Training Award in October this year.

[see the Whitsunday Sailing Club website
for more Whitsunday news:
www.whitsundaysailingclub.com.au](http://www.whitsundaysailingclub.com.au)



ROLEX SYDNEY HOBART YACHT RACE



*photo by
ROLEX-Daniel Forster*

High-lights



Perpetual LOYAL & Wild Oats XI

*photo by
ROLEX-Daniel Forster*

**The Rolex Sydney Hobart Yacht Race is organised by
Cruising yacht Club of Australia with the co-operation
of the Royal Yacht Club of Tasmania
Official race website: www.rolexsydneyhobart.com**

The ironing board, voodoo stick and chicken pies contribute to the record-equalling victory by supermaxi, **Wild Oats XI** in the Rolex Sydney Hobart Race

Apart from a superbly skilful effort by the crew, and magnificent preparation, there were three other elements that contributed to *Wild Oats XI's* record-equalling seventh line honours in the Rolex Sydney Hobart Race.

When the 30-metre long, eight-year-old thoroughbred racing yacht docked in Hobart late yesterday to the cheering and applause of more than 5000 elated onlookers, skipper Mark Richards was quick to recognise the contribution of one particular person the yacht's 85-year-old owner, Bob Oatley, who is as legendary in winemaking as he is in sailing. Oatley, who also owns Australia's premier tropical island resort, Hamilton Island, is the man who will be behind Australia's next challenge for the America's Cup: his Hamilton Island Yacht Club was recently recognised as the 'Challenger of Record' for the match.

Oatley was so chuffed by *Wild Oats XI's* success late yesterday, he declared to the waiting throng of media on Constitution Dock in Hobart that 'the old girl' will be back next year to try for an eighth line honours.

Wild Oats XI was still a metre from the dock when Richards leapt ashore to share the excitement of the moment with Bob Oatley. Richards immediately paid high praise to his remarkable crew. He then created intrigue when he told the media there were three other factors that helped the yacht to success the voodoo stick, chicken pies and the 'ironing board'.



Surfing to Hobart: Wild Oats XI reached more than 30 knots off Tasmania's east coast

Photo by Bret Costello/ News Ltd)

The chicken and white wine pies, made by Bob Oatley's granddaughter, Nicky, were considered to be vital to the crew's nutrition during the 2 days 6 hours 7 minutes and 27 seconds they were at sea (a time that was almost 12 hours outside the race record mark set by Wild Oats XI last year).

continued next page...



photo by Andrea Francolini

The 'voodoo stick': Wild Oats XI skipper, Mark Richards, shows off the 'voodoo stick', after the yacht claimed line honours.

Wild Oats X1 arrived 28 Dec, 07:07:27 PM

The 'voodoo stick' was Bob Oatley's favourite walking stick a specially-made carbon fibre job which has a small model of *Wild Oats XI's* hull forming the handle. He handed it over to Richards and the crew in Sydney as a symbol of his presence in the 628 nautical mile race, and as a good luck charm and that it was.

When the *Wild Oats XI* crew found themselves 12 nautical miles behind the then race leader, *Perpetual Loyal* (Anthony Bell), on the first morning at sea, veteran crew member, Steve Jarvin, brought the 'voodoo stick' into play. The moment *Perpetual Loyal* appeared on the horizon ahead he aimed it the yacht, saying, 'There's the target'.

It worked! By late afternoon *Wild Oats XI* had drawn clear of *Perpetual Loyal*, and when she rounded Tasman Island, at the entrance to Storm Bay, she had surfed her way to a lead of more than 50 nautical miles.

It was when the north-easterly wind increased to 30 knots, and *Wild Oats XI* began surfing down powerful Tasman Sea swells, that the 'ironing board' the yacht's new hydrofoil wing, which was fitted to the hull especially for this race was seen to provide the much-hoped for speed increase.

"When we extended the wing out to leeward the bow lifted and there was a noticeable increase in speed," Mark Richards said. "It was really exciting to see."

The concept for the 'ironing board' came from Bob Oatley's son, Sandy. It was the result of an

exhaustive search for a way to stop the yacht from nose-diving when surfing down short, steep seas, as were encountered yesterday.

Sandy Oatley said this morning that he will now investigate the possibility of further developing the concept. He plans to share data from his research with the English yacht design organisation, Dynamic Stability Systems.

Last night the *Wild Oats* crew celebrated their victory with the Oatley family and 50 supporters at a dinner in Hobart. When the dinner was finished the majority of the crew then made the traditional pilgrimage to the famous Customs House Hotel, on the Hobart waterfront, so the party could continue.

By Rob Mundle, Media Manager, Wild Oats XI



photo by ROLEX - Carlo Borlengh

Victoire announced overall winner of the 2013 Rolex Sydney Hobart

Sydney plastic surgeon Darryl Hodgkinson's 50-foot Cookson/Farr design yacht *Victoire* is the overall winner of the 69th Rolex Sydney Hobart Yacht Race.

The Cruising Yacht Club of Australia (CYCA) named her the winner this morning of the Tattersall's Cup after the only remaining yacht at sea that could beat her, Roger Hickman's *Wild Rose* ran out of time this morning, still 26 miles from the finish at 7.00am.

However, the CYCA had to run the numbers and be very sure before announcing its member Darryl Hodgkinson and his *Victoire* had been successful,

Victoire crossed the finish line at 0800 yesterday and became the boat to beat. As time ticked, it came down to Hickman and his *Wild Rose*, and it was a matter of waiting to see whether he could make enough ground to win the race, but, with the south-westerly conditions, was unable to capitalise. *Wild Rose* is expected to finish at about 1000 today.

Due to slow going, *Wild Rose* is not expected to finish until lunchtime today.

It means that Hodgkinson has won at his first attempt in the 50-foot fibreglass canting keeled boat he bought from her previous British owner, Chris Bull. Bull also sailed the yacht with great success, having finished



photo by ROLEX - Carlo Borlenghi

second overall in the 2010 Rolex Sydney Hobart and fourth in 2011 and again last year.

"It's an amazing achievement and the people you gather around you you believe in them and they believe in you. It's also having the right equipment. Crossing the line in one piece we did have a rather nasty Chinese gybe I had a personal taste of the water," an overjoyed Hodgkinson said this morning.

"This morning Katherine (his wife) was recounting how I came home and said I wanted to win this race. It can be a dangerous race, but the boat is so solid and my crew they are so good. I thought it would be a two-year program before I had a serious chance to win."

"My philosophy was to buy something tried and tested. It's a real machine, this boat. Cooksons knew what they were doing when they built it."

Hodgkinson had nothing but high praise for his crew: "Sean Kirkjian is the best helmsman around and the way Danny (McConville) prepares the boat he's meticulous. The whole crew is fantastic. It's a good win for the Club (CYCA) too," he said.

continued next page...

Generous as ever, Hodgkinson praised his opponent. "Wild Rose, it was a waiting game Roger is always a good competitor. Sam Haynes (who finished second overall) was always going to be hot competition."

Asked how he thought the boat's previous owner, Chris Bull might feel, 'Dr Darryl' said: "Chris is a gentleman and has been so helpful. He said he would be very happy for me to win."

Just two years ago, in December 2011, Hodgkinson was named the CYCA's 2011 Ocean Racing Rookie of the Year. Unusually, just a year later, he was named Ocean Racer of the Year following many successes, including winning the Club's Blue Water Point Score with his previous *Victoire*, a Beneteau 45.

The latest *Victoire*, built in New Zealand by Cookson's and known as a Cookson 50, but designed by Bruce Farr, wins the race from Phil Simpfendorfer's Victorian yacht *Veloce*, *Celestial* (Sam Haynes, NSW) and the German Ker 51 *Varuna* (Jens Kellinghusen). It also means another "almost" for Victorian Bruce Taylor in *Chutzpah*, who finished fourth.

So, *Victoire* not only wins the Tattersall's trophy as overall winner of the race after *Wild Oats XI* took line honours. *Victoire* also wins the ORCi class.

By Bruce Montgomery, RSHYR Media



Darryl Hodgkinson and his crew on arrival at Consitution Dock.

photo by ROLEX - Carlo Borroni

Victoire was #9 in line honours & arrived 29 Dec, 08:00:32 AM

A record donation to worthy charity and Rolex Sydney Hobart competitor



Russell McCart accepts the cheque from CYCA Associates President Pam Messenger.

photo by Andrea Francolini

There's little wonder why the Mates4Mates charity was selected to receive a record donation from the Cruising Yacht Club of Australia's Associates Committee.

The women's committee, which has been raising funds for more than 10 years, produced a record \$4,200 in donations from the annual Christmas hamper raffle.

President Pam Messenger said the Committee unanimously supported donating the cash to the Mates4Mates charity, which supports wounded, injured and ill Defence personnel.

continued next page...

Aptly, the charity is fielding a team of returned soldiers aboard the Volvo Ocean 60 *Spirit of Mateship* in this year's Rolex Sydney Hobart Yacht Race.

The yacht's skipper, Russell McCart, who has competed in 12 Sydney Hobart's, was thrilled to receive the cheque. "They've been blown up, some of these guys have been shot, they've been in Black Hawk (helicopter) crashes," McCart said. "The military's a reasonably insular place as it is, and when you're wounded, you tend to withdraw more into that group. "So what we're trying to do is show there's another side of life - there's things outside the military - and introduce them to a broader range of people. "Most have been overjoyed, and a couple have said this (the Rolex Sydney Hobart) has been on their bucket list."

Mrs. Messenger said the donation was even timelier, following this week's announcement that the last Australian troops have been withdrawn from Afghanistan.

"The announcement that the troops are coming back has really hit home, and there is a realisation that the guys need that support," she said.

By Danielle McKay, RSHYR Media

***Spirit of Mateship* was #22 in line honours & arrived 29 Dec, 06:50:43 PM**

From father to son

In this city, if you played your cards right, when you were born your old man owned a boat, or was very good mates with someone who did - so your earliest memories were of sun, salt air and a summer sea breeze - messing around on Sydney Harbour with the nonchalance of someone born to it.

For some, the old man's boat was big enough to go to Hobart. For them, Christmas was as much a ritual of bottom cleaning and visits to the chandler as sitting on Santa's knee and tearing open pressies while the oldies were still asleep.

You'd watch the old man rack up the miles. One Hobart became 25, then 30. He would take his place alongside the Hobart legends, full of stories of Bass Strait and not-so-quiet little drinks with sunburnt mates.

That was then. Now it is the sons who are writing Rolex Sydney Hobart history.

"When I was young, I spent the whole weekend at the Cruising Yacht Club waiting for dad to get back from racing," Carl Crafoord, one of Australia's most sought after navigators, remembers.

Carl is coming up to his 28th Rolex Sydney Hobart, this year on the super maxi *Wild Thing*, and it will be just two short of his late father Max's 30.

"It was a different culture then. In the 50s and 60s your father went sailing. They went offshore all weekend and came home full of beer. These days, if you did that, you'd get divorced. I helped paint the boat, learned how to do things. You had no choice. It was what you did," Carl says.



photo by ROLEX - Carlo Borlenghi

continued next page...

"Your parents built a boat in the garage and then sailed with you. I would never have sailed without my father. He did 30 and I want to match him. Sailing is for life."

Carl deeply respects the practical, working class style of yachting that characterised his father's era. You all knew the boat inside out, how everything worked, how to fix things when they broke. There was, after all, no-one a mobile phone call away.

"These days, the boat comes wrapped in plastic," he says.

Self-sufficiency can be an invaluable quality in a petulant Bass Strait. Carl loves the new breed of boats. The speed, the technical innovation, the professionalism of a modern ocean racing crew, but it is clear he has a deep respect and fondness for the men of Max's era, and their heavy, wet boats that took five days to get to Hobart. *Wild Thing* will get there in under two days.

One of Max Crafoord's CYCA compatriots, Peter Green, arguably the most highly respected sailing master of his era, was the first person to notch up 35 races. Many were on Ray Kirby's *Patrice III*.

This year, Peter's son Mike will equal his late father's 35 starts. And in a pleasing symmetry, Mike will be tactician on board a brand new *Patrice*, a Ker 46, campaigned by Ray Kirby's son, Tony. "It's in our DNA, we really have no choice," Mike Green muses. "When I was little, dad put me into Manly Juniors, then I graduated to Cherubs and finally skiffs. After I won a couple of national titles, he said I was good enough to sail with him;



photo by ROLEX-Daniel Forster

but I would be grinding winches, not steering."

Green subsequently sailed two Hobarts with his father on *Patrice III*. "You started at the bottom - you had to earn your place," Green says. "My old man was an exceptional seaman. He had this deep understanding and affinity with the sea. With him, you learned to work as a team. Those old IOR boats were always overweight and under-crewed. Dad loved to go fast. He would say that if you broke it was too light, if you didn't break it was too heavy."

Mike had thought he would quit when he matched Peter's 35 races, but now" My wife says it keeps me young.

The Hobart is always about mateship and getting out there whatever the sea throws at you. You can understand a little bit what it was like for the guys in the trenches.

Rob is preparing for his 29th race, still 11 short of father Bernie's 40.

"I remember as a kid when Dad would be getting ready for the Hobart. The build up, the anxiety, the anticipation," Rob Case recalls. "I don't know how to stop. Your instincts tell you should, but you get this fever in December. There is always something new to learn every year. I guess I will stop when I stop getting anxious before the start." "Dad always had a great respect for the sea and for the boats that sail on it. It was always more than a game. The real deal.

continued next page...

People get hurt, killed. He taught me you have to be able to look after yourself; you don't want to put someone else in jeopardy because of a problem you've created."

Rob Case will be racing again with Matt Allen, on board Allen's gleaming new black-hulled *Ichi Ban*, a state of the art Carkeek 60. It has been a long partnership.

"This year is the one where I'll have done more with Matt than with Dad, who did 40 Hobarts. Dad and I went down 10 times together. This'll be my 11th with Matt," Rob says.

The core of *Ichi Ban's* crew has come over from the hugely successful *Loki*, and reads like a who's who of Rolex Sydney Hobarts: Gordon Maguire, Darren Senogles, Will Oxley, Michael Spies and Anthony Merrington.

"It is an absolute world class crew," Rob says. "I could watch these guys all day. It's like running out onto the footy field with a premiership team; extraordinary. You just want to do your absolute best. My job won't win the race, but it could lose it."

Max Crafoord, Peter Green and Bernie Case have long since hung up their storm gear but this year two pairs of fathers and sons will be out at



Ichi Ban

photo by Andrea Francolini

***Ichi Ban* was #8 in line honours & arrived 29 Dec, 06:04:24 AM**



Brindabella

photo by ROLEX-Daniel Forster

***Brindabella* was #17 in line honours & arrived 29 Dec, 04:18:37 PM**

sea yet again for the umpteenth time. David Kellett, who won the double of line and handicap honours on *Sovereign*, and line honours on *Vengeance* - two of Australia's great maxis- has been a Sydney Hobart fixture for 39 years. In the last 13, David has been head of the Radio Relay Vessel team on *JBW*, and conducts the thrice daily fleet skeds and monitors any problems that crop up and accompanies the fleet to Hobart. Come sched time, son Brad will be reporting in to David as sailing master on another famous maxi, *Brindabella*.

continued next page...

"It always raises a smile when I hear his voice radioing in," David says, "To remember how he started out at the bottom and now he's in charge of a maxi. "I'm very proud. Offshore racing has been a passion for me all my life. Brad chose it, I didn't push him." Brad responds: "It is all thanks to Dad. He set me up for a lifetime in the sailing industry; sailing around the world, America's Cups. I'm very lucky. I have a passion for this race. The thrill of getting across Bass Strait; the feeling of achievement when you finish."

Brad joined his father for his first race at 16, and hasn't missed one since. This will be his 22nd, and he is on track to become the second youngest sailor ever to reach the landmark 25.

"I took him for his first three, then he went solo," David Kellett smiles.

Another Rolex Sydney Hobart fixture is Bruce Taylor. For his 33rd race, Bruce is bringing up the sixth incarnation of *Chutzpah* from Melbourne, and for the 22nd time, his son Drew will be racing alongside him again. Bruce is always saying: "This will be my last *Chutzpah*, this will be my last Hobart," and it never is. "I can't give up until he does - I'd look too much like a wimp," Drew jokes.

The truth is, though, that just like their fathers, none of these guys wants to give up. The Rolex Sydney Hobart is in their blood. Ocean racing has given them too much.

"My son's been sailing in Optimists for two years," Carl Crafoordsays. "He is seven now. In 11 years he'll go to Hobart; he understands what it's all about."

By Jim Gale, Rolex Sydney Hobart Media Team



Chutzpah

Chutzpah was #24 in line honours & arrived 29 Dec, 07:57:20 PM

photo by Andrea Francolini

Queensland sends its finest for Rolex Sydney Hobart

Queensland might like to claim Rolex Sydney Hobart Yacht race record holder and six-time line honours winner *Wild Oats XI* as its own since she flies the flag of Hamilton Island, but that honour goes to NSW. *Oats* is a NSW yacht. Nevertheless, Queensland is again well represented in the race with leading contenders for both line honours and corrected time placings having made the delivery trip to the start.

Grant Wharington's *Wild Thing*, out of Southport, is the flagship of the eight-strong Queensland fleet. Wharington is attempting to relive the glory days of the 2003 race when the Don Jones designed maxi, then two feet shorter and named *Skandia Wild Thing*, took line honours in a shoot-out with the New Zealand 98-footer *Zana*.

A year later she lost her keel when leading the fleet and the crew abandoned ship. Wharington recovered and rebuilt her and was threatening all kinds of retribution in last year's Hobart race, but was prevented from starting because of incomplete paperwork. Now he is on the start line against *Wild Oats XI*, *Perpetual LOYAL* and *Ragamuffin 100*.

"This could be one of the best battles we have ever seen for the line honours," says Wharington.



photo by ROLEX-Daniel Forster

Peter Harburg's *Black Jack*, out of the Royal Queensland Yacht Squadron, provides one half of this year's most anticipated match race, between two Volvo 70s from the last Volvo Ocean Race (VOR). *Black Jack* is the former *Telefonica*, which won the first three legs of the VOR and ultimately finished fourth. She is up against *Giacomo*, the former *Groupama 4* that won the VOR. Kiwi Jim Delegat now owns the boat.

Giacomo boasts a daunting crew that includes Rodney Keenan, Steve Cotton, Chris Dickson and top navigator Juan Vila. *Black Jack* (named after Harburg's mate, Sir Jack Brabham) has an equally impressive line-up that includes America's Cup yachtsman/sailmaker and former *LOYAL* and *Alfa Romeo* helmsman Mark Bradford, Olympian Anthony Nossiter and VOR *Puma* helmsman Ryan Godfrey.

Bill Wild is back with the Reichel Pugh 55, *Wedgetail*, with which he took line honours and finished second overall to Syd Fischer's TP52 *Ragamuffin* in this year's Pittwater to Coffs Harbour race. *Wedgetail* is the former *Yendys* and Wild was lucky enough to secure the services of Adrienne Cahalan, who in the past few years has navigated *Wild Oats XI* to many victories. Under each name *Wedgetail* has been a high-performer in the Rolex Sydney Hobart, ninth across the line in 2010 and first in Division 1 in 2006.

continued next page...

Rod Jones' *Audi Sunshine Coast*, a Welbourn 50, is a composite boat that he tweaked from the original design, but using the keel, rudder and deck from the delightfully named 1989 Farr 50 *Heaven Can Wait*. *Audi Sunshine Coast* won Division 1 of this year's CYCA's Sydney Gold Coast Yacht Race. "I acquired it in late 2011 and have further modified it by the addition of a bowsprit so she flies asymmetric kites. Before, she flew only symmetrical kites," Jones explains. "And our winches use stored power."

The crew is impressive. Jones is a two-time Audi IRC national champion, Matt Chew is a former Etchells world champion, Greg McAllansmith has a second and fourth at SB3 world championships, Sean O'Rourke is a national sabot champion and national open and junior match race champion, Brian Donovan is an Etchells national champion and Lucas Down a sabot national champion. "So a good mixed team," Jones understates.

Spirit of Mateship is one Queensland yacht that will attract a lot of attention during the race, both for the boat and crew. She is a Volvo 60, the former *Southern Excellence* and, before that, *djuice Dragons* that won the final leg of the 2001/2 VOR from Gothenburg to Kiel.

Skipped by seasoned Queensland yachtsman Russell McCart, *Spirit of*

Rod Jones has assembled an impressive crew for *Audi Sunshine Coast*



Audi Sunshine Coast retired at port

photo by Andrea Francolini

Mateship will be crewed by 10 servicemen injured in the war in Afghanistan. They are known as the 'Brave Mates' and raise money for the Mates4Mates charity.

Kerumba is a Ker 50, built in 2012 by McConaghy Yachts in China and making her visit foray to Hobart.

"This boat was designed to very specific requirements with a very complete bespoke interior, including a fireplace" owner Tam Faragher explains. "The design incorporates an innovative lifting keel system that preserves interior space, a necessity for Moreton Bay."

Faragher describes himself as "boat owner, cheque book sharer and thanks his wife for not counting the zeros". He did his first Hobart race in 2005 and was heard exclaiming to his wife on arrival, 'never again!' He says he has even less cents/sense now.

The rest of the crew is fascinating.

"Surveyor Garry Essex has the contacts to realign the satellites if we need. Does this constitute outside assistance?" Faragher asks.

"Peter Fuller is a gym owner operator and in spite of his strict crew training regimen and perfect stature, did his first Hobart on all fours down below. After buying his own multihull and discovering some offshore medical supplies, he promises to help help us to our own victory.

"Scott Williamson, bowman for 10 years, has finally discovered and adapted to life aft of the mast. Dry and warm, he can now hear what we've been yelling all these years. He's confirmed there's still no need to take any notice of what is said aft of the mast."

continued next page...

Ray Sweeney's *Mondo* is a Sydney 38, one of five that will enjoy their own private race to Hobart. As they say, handicaps are irrelevant to Sydney 38s. They only have eyes for each other. Sweeney's competition is Stephane Howarth's *Mille Sabords* (Sandringham Yacht Club), *TSA Management* (Tony Levett, NSW), *Zen* (Gordon Ketelbey, NSW), and *Audacious* (Greg Clinnick, Vic).

Ocean Affinity (Stewart Lewis) is a Marten 49 that performs well in long distance races. She took line honours in the 2009 and 2010 Gosford to Lord Howe Island races, was second overall in 2011 and was placed seventh in IRC Division 2 in last year's Rolex Sydney Hobart against tough competition.

By Bruce Montgomery, RSHYR Media

Ray Sweeney's *Mondo* is one of five Sydney 38s and eight QLD entrants



Mondo was #58 in line honours & arrived 30 Dec, 03:13:01 PM

photo by Andrea Francolini

Perpetual LOYAL will be back again for next year's Rolex Sydney Hobart.



Perpetual LOYAL was #2 in line honours & arrived 28 Dec, 10:19:56 PM

photo by ROLEX-Daniel Forster



The dark horse *Beau Geste* in full flight.

Beau Geste was #5 in line honours & arrived 29 Dec, 04:10:45 AM

photo by ROLEX-Carlo Borlenghi

Kiwi winery owner backs himself for Rolex Sydney Hobart

New Zealand's Oyster Bay wine producer Jim Delegat took just one hour to decide on placing \$1million on winning this year's Rolex Sydney Hobart Yacht Race - and the form guide leading into the race shows he has made a shrewd investment.

Delegat spent the money on the winner of the last Volvo Ocean Race, the Volvo 70 *Groupama 4*, renamed it *Giacomo* after his wine pioneer grandfather and installed the might of New Zealand on the deck.

The crew includes second in command Rodney Keenan, Steve Cotton, Chris Dickson and a top navigator in Juan Vila from the successful *Alinghi* crew in the 2007 America's Cup.

Dickson, known as the U Boat commander, a tenacious match racing champion with several America's Cup campaigns behind him, won line honours in the Cruising Yacht Club of Australia's 1998 Hobart race skippering Larry Ellison's *Sayonara*.

"I assembled my management team for the job, including Rodney Keenan and Steve Cotton," Delegat said. "Cotton was the main helmsman and tactician on *Living Doll*. He's done a number of Volvo races. I built the team from there. In Auckland you don't have to go far to find the talent. There are class sailors everywhere."

Giacomo put the frighteners on the all-conquering *Wild Oats XI*,



Giacomo finished two minutes behind *Black Jack* .

photo by ROLEX-Daniel Forster

leading her round the initial part of the course in the CYCA Trophy Passage Series race on Sydney Harbour on December 14, one of the lead-up races to the Boxing Day start of the Hobart race.

Now Delegat is looking to the feature race and is not interested in place dividends.

"My passion is ocean racing. This VOR 70 caught my imagination. It inspired me," he said. "We are confident in this boat. We have shown we can sail the boat well and sail a good race down to Hobart.

"I am 64. I've spent 25 years on and off boats. I feel my time has come. *Giacomo* is the boat to do the job. She carries the spirit of my grandfather, who started our vineyards. I'm skipper. I steer. I'm in the afterguard."

Delegat says the Rolex Sydney Hobart will

come down to conditions.

"We think if we having anything between 18 and 20 knots, reaching and running, we will be in with a strong chance. In the Trophy Series race where we outpaced *Wild Oats XI* for a while, we were flying. We made over 20 knots downwind and upwind.

"We're ready," he said.

By Bruce Montgomery, RSHYR Media

***Giacomo* was #6 in line honours & arrived 29 Dec, 04:11:51 AM**

Bacardi - a Rum Old Time in the Rolex Sydney Hobart

December 26th a 35 year old Melbourne yacht by the name of *Bacardi* will set Rolex Sydney Hobart history - when she crosses the line of the Cruising Yacht Club of Australia's 628 nautical mile race at 1.00pm, she will be commencing her 28th race to Hobart.

No other boat has ever done that many races (although *Phillip's Foote Witchdoctor*, a Davidson 42, set a record of 27 races in 2007, which *Bacardi* equalled last year). It is an astonishing tribute to the boat builders who laid-up her thick, solid fibreglass hull all those years ago.

"She's like the proverbial old axe," jokes Martin Power, the boat's second owner, who looks as salt encrusted and weather beaten as his beloved boat. "She's had four masts, three engines, three rudders and two decks, but the hull is the same."

That hull was crafted in the early days of fibreglass yacht building in Australia. Back then there were no exotics, no foam sandwich cores, just solid glass, way overbuilt with big steel girders under the cabin sole tying it all together. Built to sail through a brick wall, or a 40 foot wave if you prefer.



The sturdy Peteresen 44 Bacardi.

photo by ROLEX-Daniel Forster

In 2010 that thick skin saved everyone's bacon. "The chainplates tying the shrouds into the keel tore away, and the deck on the starboard side got peeled away from the hull by the mast as it broke and went over the side," Power recalls. "We lost all the rails and the pulpit. As the six metre waves broke over us, they'd throw the mast and sails at the boat, over the top of the boom, and then everything would slide back into the water."

The crew had to dodge all this as they desperately tried to sort a way to separate the boat from the rig. "We had rod rigging and you can't cut rod rigging. We got them free eventually, but there were still all the halyards and running rigging keeping the rig and boat attached to each other," Power remembers.

As they sawed at the ropes with a serrated bread knife, Power warned his crew to stay clear of the rope scattered around the deck. "When the mast finally goes, it goes straight to the bottom - you don't want to go with it. "Never give a knife to a crew when he's afraid of dying. He cuts everything, even the outhaul. I said 'why did you cut the outhaul?'"

continued next page...

Throughout all this, the mast tried relentlessly to punch holes in the side of the boat as it slammed into the waterline. "If the boat had been foam sandwich we would have been holed," Power says, but somehow *Bacardi* survived.

Mast finally gone, they pulled the deck back down using handy-billies, and wrapped a storm sail over the gaping hole. Then they motored her back to Ulladulla: "The wind was still 50 knots; we were surfing down the waves under motor at 15 knots. I said if we broached with that hole in the deck we're done for."

Once safe in Ulladulla, and after a beer or three, it was off to Bunnings for some ply and sikaflex before Power and a reduced crew motored back to Melbourne.

There was never any thought, though, that *Bacardi* had sailed her last Hobart "That was just 1 in 27," an unlucky aberration. "We had to do another one."

And sitting dockside at the Cruising Yacht Club of Australia, the veteran Peterson 44 looks a picture, her classic IOR narrow, tapered hull, the pretty tumblehome and long overhangs a study in contrast to the modern wide arsed, plaining IRC fliers beside her.

And being IOR, she is a joy upwind, a handful down, and slow both ways. Yet Power would not swap her for a TP52.

"They are great fun, but if it got rough, I'd wish I was on *Bacardi*. I wouldn't swap my chances of winning with anyone if the wind in the race is on the nose. We want two days of 30 knot southerlies to start the race and then blowing 40 knots from the north when the new boats are tied up in Hobart," the Victorian says.

There is no doubt about it, both Power and *Bacardi* are old school, proudly bearing the Rolex Sydney Hobart torch handed down over the years by the *Love & Wars*, *Pachas*, *Piccolos* and those countless S&S34's (like *Wilparina* this year) from so many local sailing clubs that made this race what it is.

Power has covered a staggering 57,221 nautical miles on *Bacardi* in the 11 years he has owned her, and there are so many more to come. He has covered more than 6,000 in the last few months, meandering happily from race to race up and down the east coast.

He says that this might be their last Hobart though: "it's good fun, but it takes it out of you." But next year is the 70th anniversary Rolex Sydney Hobart and he can already feel the pressure. "We'll see," he murmurs, as a wide grin splits his sunburnt face.

By Jim Gale, RSHYR Media

***Bacardi* was #81 in line honours & arrived 31 Dec, 08:48:06 AM**



TCP Note: I got a bit carried away this year - there are so many great stories and photographs in this years race - I could have had a separate edition. Maybe next year... The writers and photographers really did a first class job covering this race. I believe that is what makes the Sydney Hobart so unique as well. The stories. Thank-you to all of you that work day and night to write the stories & take the photos for enthusiasts around the world to read and enjoy!

**For all race results, more stories
and photos go to the
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