



The Coastal Passage

**77th Edition
April-May
2016**

***Summer in
The Whitsundays!***



Bob Norson photo

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See next page



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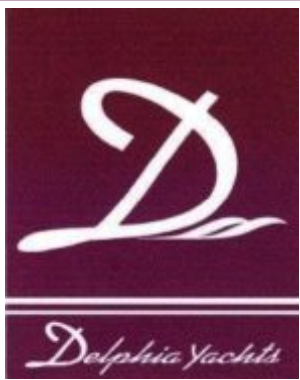


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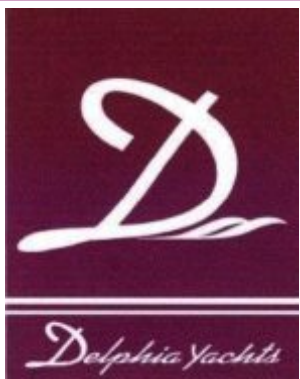
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The cover photo:

Bob Norson catches a like minded sailor in the act, Whitsunday Passage.

Contributors

Stuart Mears, SY *Velella*
Mike Osborn, SC *FreeFall*
Bob Norson, SC *BareBones*
John Martin, ICA (NZ)
Sue Streeter, *marineberthswap.com*
And all of our 'Events'
Contributors. We wouldn't
Have room for them all!



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

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

The "Issues" Issue

This is a collection of articles from TCP #15 to #57 that illustrates the advocacy and educational thrust of the paper's content. This is by no means an exhaustive or complete assemblage. It is a sampling and reference to the high points.

TO DOWNLOAD PDF CLICK HERE:

For more see www.thecoastalpassage.com/issues.html

Whew!, It's done!

You can't imagine what a job producing this 'paper' is. By the time it's done I'm ready to collapse, swearing I'll never do it again. But a month or two later there is that need... Something left undone. Some new menace to our rights as sailors (that includes you stink boat people as well as the fart catcher crowd) that it has to get cranked up again. The issue of Rob Judd versus MSQ in the letters section is one such item. Because of a broken 18 month old chain, his boat drifted onto a jetty in the Brisbane River, doing no harm to either jetty or boat but then MSQ (Marine Safety Queensland) got involved and their "inspector" decided his boat wasn't seaworthy even to travel to his choice of boat yard to make repairs and maintenance already scheduled. The justifications for this regulation, that was obviously intended for commercial shipping but arbitrarily applied to Rob's 27 foot yacht (sound familiar?), Were nonsense. The yacht was in the process of refitting and Rob had already spent a lot of money to do so. All should watch this case as his fate could be your own on some unlucky day.

Between this new issue and the legal mess covered in TCP #76, it is obvious that MSQ is out of control and in need of a new boss, or at least the worlds biggest enema!



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

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

The Coastal Passage

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MSQ, Tenders, the QRBC and what it all means to you. The follow up report from TCP #76

To refresh readers, last issue TCP covered the attempts by MSQ (Marine Safety Queensland) to rewrite the law concerning the use of yacht tenders by literal act or by reinterpreting it to suit them. The MSQ legal representative referred to a council that could represent individual boaties in this matter. TCP was not familiar with the organisation and went to investigate and join, as was advised and here is what I got:

MSQ representative said; " Also I cannot stress to you strongly enough to look into becoming a member of the Queensland Recreational Boating Council. They have been the driving force behind the review of tenders with the general manager amongst changes to other requirements. They have very good minutes taken from the meetings so attendance in person would not be a necessity."

<https://www.facebook.com/pages/Queensland-Recreational-Boating-Council/685828984843435>

Contact for QRBC is the secretariat Ernie Stewart: ernieste@bigpond.net.au

I contacted the secretary as advised about membership but was told it wasn't for individuals only organisation. I wanted to bring the tender issue to the clubs attention somehow and I noticed that the chairman was an old acquaintance. Des Thomson of the Morton Bay Boat Club was instrumental in getting printed editions of TCP into the club many years ago. I contacted him and emailed the last edition where the facts were discussed for the consideration of the club. But then things did not go as expected.

On 19 Feb 2016, at 1:30 pm,
bob@thecoastalpassage.com wrote:

Hi Des

I wrote to Ernie (secretary) about joining and he said only organisations and clubs.

I asked is TCP not an organisation and have not received a reply. He also said an organisation needs to be put forward for membership consideration by a member. Would you consider nominating The Coastal Passage as a member?

How did the MSQ question go?
Cheers
Bob

Bob

Organization refers to things such as Gold Coast Waterways Authority, Parks and Wildlife and South-east Catchments not businesses!

The hierarchy of MSQ are to review the press release re tenders and come back to this Council.

The QRBC is happy to have issues such as this put on the agenda!!

Des Thomson

Continued next page....

More on MSQ, Tenders, the QRBC

So why did The legal pro at MSQ lecture us all to join this club so we could be heard? I discussed the matter with Pete Kerr of Lizard Yachts and he directed me to the clubs charter on their FaceBook page and here is what I found:

CHARTER

To act as representative spokesman of member organisations **in communications and other dealings** (TCP emphasis) with Government and Government departments, industry and the public generally on all aspects of recreational boating activities.

To encourage and promote safety, the practice of good seamanship and courtesy at sea amongst recreational boating owners and those with whom they share the use of the waterways.

To ensure that the **rights** and privileges of recreational boating owners and operators **are preserved** within the context of social and regulatory pressures upon the marine environment and marine facilities.

To provide a source of informed opinion on matters pertaining to recreational boating and to act as an expert advisory body on such matters as may be required from time to time.

So I wrote another note to Des Thomson:

Hi Des

Your words: "Organization refers to things such as Gold Coast Waterways Authority, Parks and Wildlife and South-east Catchments not businesses!"

Those aren't organisations Des, they are all government agencies!

according to your charter:

To act as representative spokesman of member organisations IN COMMUNICATIONS and other dealings with Government and Government departments, industry and THE PUBLIC generally on all aspects of recreational boating activities.

Government agencies have no more right to be at the table than I do.

"...dealings with Government and Government departments, industry and the public generally on all aspects of recreational boating activities."

I represent industry and the public all in one ball. A two for one.

If what you say is truly the policy, then the charter is a fake. To preserve the reputation of the club you will have to remove the government agencies as members and truly engage with the public, which TCP collectively represents. Happy to oblige.

cheers

Bob

Continued next page.....

Summation and conclusion

I didn't get a reply from Des, I hope the tone of my last letter didn't put him off. I take the position of boaties advocate very seriously and have to ask the hard questions and make demands as I see fit as editor of TCP. The words of the MSQ legal rep encouraging individuals to joins the CRBC can only be construed as stupidity or dishonesty. Experience suggests the latter. It was only because Des Thomson was chair that I gave it the time of day.

"...MSQ are to review the press release re tenders and come back to this Council." We'll see what that means. MSQ and every state agency I have experience with only becomes involved with a non-government body when they know they can manipulate the outcome. TCP's article being put on the table may have thwarted that otherwise predictable outcome.

As it seems incomprehensible for a reasonable body of real boating enthusiasts to accept what MSQ has in mind, their rather wacky explanations and justifications for demanding nav lights on yacht tenders and limiting their use to exclude anything they consider recreational, this will be a most interesting public statement should the QRBC choose to divulge it. And if they do not, that will tell us even more won't it?



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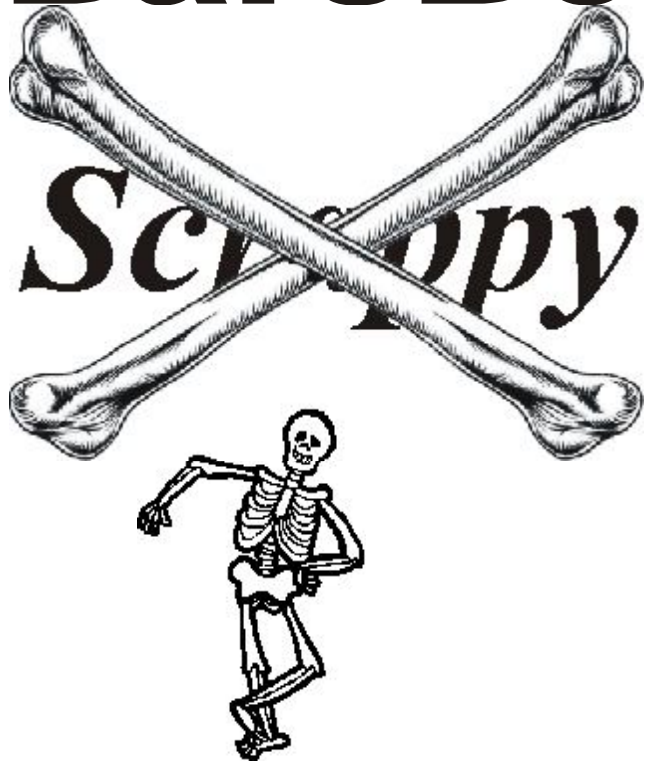
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BareBones Is BACK!



Am I superstitious? No But.... The boat I built started out being called *BareBones* after the philosophy of it's construction. The bare essentials for going fast in relative comfort. And that has been achieved. This is the first boat that has been built by a marine publisher in Australia of any kind that I know of!

So now the old name is back and back to stay. If not for superstition, why you ask? Well, after some of the bad luck encountered in the last couple years, It does kind of give one the willies! But the main reason is that people just did not get the "other" name. People assumed it meant something.. Er scruffie.. Poorly done or second rate which wasn't the intent at all. A being that is scrappy is a fighter! "Don't mess with him, he is a scrappy bastard". And while I don't run my life on the expectations of others, it was irritating.

Whilst I've heard of ceremonies to change a name, I've never heard of one to change a name BACK! So anyone who can claim some authority on this, help me out.

In the meantime. I'll be getting out the blackpaint to 'mark' the boat to aus reg satisfaction.

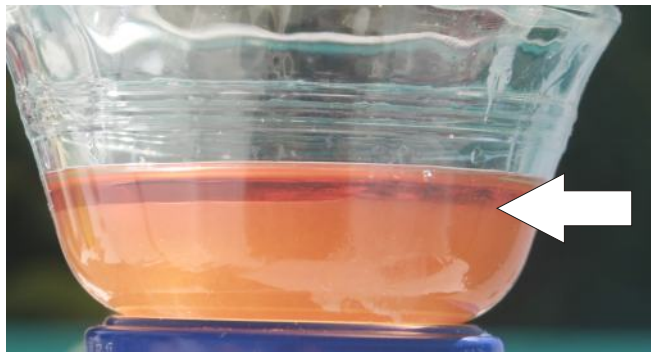
And this one is not a 'she', BareBones is definitely a he. **AND DON'T FORGET IT!**

Adventures of BareBones

We had just completed a raid into Airlie Beach, picking up supplies and fuel and were making our escape from the chaos. Just rounding Grimston Point to anchor up at the far end of Woodward Bay. We were just off the rocks and being belted by a strong tide but with both motors purring along, situation under control, until it wasn't. First one motor fades. That's it, just slows down, coughs, spits and dies. While I am trying to restart that one, the other one goes.... WTF!!! I'm losing control as the tide takes over my navigation and the rocks are getting closer. I'm flogging both starters and get one motor limping, just... But it is enough to gain steerage.

We make our way into the outer anchorage amid the foulest language Honda could imagine. Somewhere in an air con office in Tokyo an engineer must have gotten a sudden headache. I was livid. Out comes the tool box and as the light is fading I wack together a work light out of a spare LED fixture, some

Bad Fuel!!



This was the first sample seen in daylight. You can see the layer on top that is clear and the level below, marked by the arrow, is cloudy, mostly water.

wire and a 12V socket. The work goes on into the night as no way I can rest until until all systems are go on my boat!

JOLT!! Ignition system is OK. Plugs look OK. The carbie is a nasty job to get at and working over water with Snap On tools adds stress to an

already ugly job. Slow down, be careful and DON'T DROP ANYTHING! So the whole system is laid out in pieces and checked piece by piece. The filter was a little clogged but cleared out when I blew through it... YUCK, SPIT! Never mind, I have spare filters anyway. Then the fuel goes to the pump, check, no problem there, then to a black canister whose purpose remains a mystery but when I dumped it out it looked like there may have been water in it. Hmmmmmm...

Took the float bowl off the carbie and nothing dramatic that I could see with the light that I had. Anyway, the short of it is I took everything apart X two and had two running motors that night. But the next day didn't go well. Barely made to Airlie Beach again. It was time to check the fuel because another inspection of the black canister before the carburetor showed a messy mixture of water and fuel that wasn't as visible working at night.

Continues next page.....

Bad Fuel! Continues

So now every one of our 7 tanks had to be checked. We had just refuelled two days ago. A mate had given me a lift to the *United* servo in Cannonvale near Airlie Beach as the local marina's fuel was very expensive. The *United* servo was the cheapest around but at least in my case, was looking like less than a bargain.

I took one side off the rubber manual fuel pump so I could get a sample from the bottom of all the tanks. After doing that for just a couple of the tanks I was making my apologies to Mr Honda and his engineers. I couldn't understand how they ran at all! See photo at right.

What was interesting about the larger samples taken in my scientific pickle jar, was that the 'clean' fuel was at bottom!?

Water is heavier than petrol but ethanol isn't. This is pure speculation but could ethanol have been mixed in the fuel? Ethanol/alcohol is a solvent that can cause water to mix with petrol instead of just laying at the bottom and is lighter than petrol. I did not buy ethanol laced petrol. I paid the price for "the good stuff."

It is interesting to note than when I went to the Honda dealer to get a fresh supply of spare filters, I made comment to the woman behind the counter of my problem and where I bought the fuel. "Hah. Get in line!" was her response.

I disposed of a couple hundred dollars worth of that fuel and gladly paid the price at the marina to refill.



Bob's Pasta Snack! For Boaties on the Run...

I make my own pasta sauce because I like mine best and it is so easy to do. The brief recipe is: tomato paste because it is easy and compact to store. Just add water, make it seawater if your are scrimping. Dice up some onion and capsicum, if you have it. A dab of fresh garlic is nice too, but the dried stuff will do. For "meat" I dice up a little of anything I have including sausage but walnuts will do nicely if you are without meat or don't care for it. With the lot simmering, first add sugar. Not very much of it. It's purpose isn't to sweeten but to cut the acid of second rate tomatoes, which is what the canned stuff is.

Now the spice. I can't stand the bland sauce that commercial suppliers fob off in Australia. Not everyone here had their taste removed at birth like foreskin. There is not a lot of room on boats for gourmet spice racks but the essentials for this sauce are: dried coriander leaves, oregano, fennel seeds and chilli powder. I leave proportion to you. If in doubt, add a dab, stir and taste.

I make a big batch to last for a week or more of spaghetti and or snacks and the following is a favourite. Less than 10 minutes to prepare.



I was lucky this time to have , La Vache qui rit, The Laughing Cow. A French cream cheese type product. Very nice if you can find it or afford it but otherwise any cheese you have on board will do just fine except you shave off some on top of the sauce instead of under it as is shown next page.

NOW... The package at right says "wraps"... Hate that. They are not bloody "wraps" they are Tortillas. The Mexicans invented them, they get to name them. I think it is patronising for marketers to assume Aussies are too stupid to deal with a foreign name.

Now the GOOD NEWS! The cheapest tortillas are usually the best! The Wollies Home Brand shown above are as good as any and better than the ones that cost several times as much.

Continues next page.....

Bob's Pasta Snack!

Using one packet of the Laughing Cow, spread semi evenly around the tortilla. I use something like a crepe or pan cake pan but what ever you have that will fit in your broiler.

Next a dose of the sauce. This sauce has pulled chicken, meaning a roast piece of breast pulled apart with a fork rather than diced with a knife. Make it so it looks like a little pizza.

Continues next page.....



Bob's Pasta Snack!

I set a plate under my pan to get it closer to the flame. About 50mm away works best for mine. I keep an eye on it as it goes very fast even on medium heat. I like it when it just starts to burn around the edges.

You can eat them like a pizza but I prefer to fold them in quarter sections as below. One is a snack, two is lunch and three with a couple beers is tea for me! I love the easy stuff!



What Is 8mm Chain Really??

Bob Norson

Answer?: Depends on who makes it.

As a professional jeweller for many years, my eye will discern very small differences in dimension at a glance. I used to sort small diamonds into parcels by differences of 1/10thmm by eye alone. So when I brought some new 8mm chain on the foredeck close to my main anchor chain I was immediately alerted. One of these is not 8mm! Actually both weren't.

My main anchor chain is best you can get. PWB. For the sake of saving weight, I wanted high quality, Australian made 8mm rather than cheaper 10mm made in China because that is about the only choice anymore.



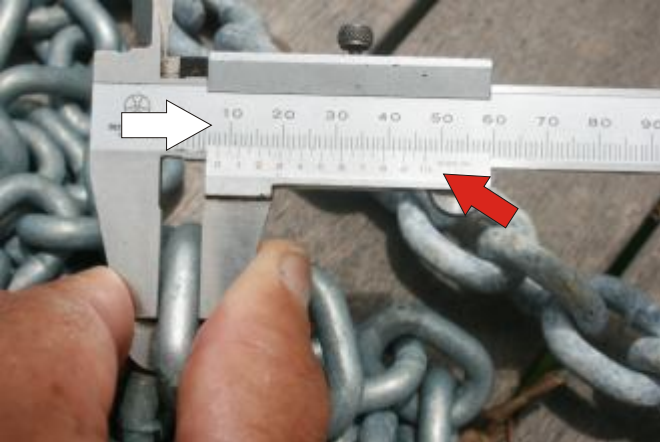
Hey, Wait a minute!! These chains are supposed to be the same thickness but obviously are not.

I bought some cheap stuff because that was all that the chandlery had in stock at the store I was in. They do feature more variety in their catalogue. I needed to outfit BareBones with spare ground tackle. Emergency use. So I bought a Manson light weight aluminium sand anchor, (excellent by the way!) 30 feet of the chain and the rest rope.

It was time to measure up the difference.

Continues next page.....

What Is 8mm Chain Really??



OK.. Confess, how many out there know how to read a vernier caliper?? Well, I didn't have a digital model handy but I was able to barrow a good vernier. Reading a venier is easy. The numbers on top, white arrow, read the mm's. To get factions of the mm, look at the row of numbers on the bottom of the slide, red arrow. Find the number below that aligns best with any number above and that will be your measure to .1 of a mm. On this gauge it also has lines to measure to .05mm. When you get your .1 look on either side of it to see which .05 number aligns with a number on the white arrow scale. Too easy!!

So.. The measure of the chain in the upper photo which is the Chinese

made stuff, is 7.8mm. The measure for the slightly used PWB, Australian made chain, is 8.35. That is over ½ mm difference. My guess is the Australian made chain was 8mm before galvanising. The Chinese made stuff doesn't look right for hot dip. Looks more like a spray on finish like cheap roofing tin, 'Zincalume'.

Horses for Courses.

I have contacts in Airlie Beach that suggested that several boats may have been lost in the storms of a couple years ago because the Chinese made chain that was used on their rented moorings parted.

A good anchor and good chain, best insurance. Nuff said



BareBones Update!

By Bob Norson

It has been a hard slog getting our rig and sails replaced after this winters dismasting. I'll never be happy with our Tempo Spars rig but I can't find anyone to buy it even heavily discounted so have to make the best of it for now. We got a splendid head sail from Rolly Tasker, through our agent, DG Marine but ran into a snag with the main as the GM at RT refused to build the sail to accommodate the single line reefing designed for us by Bob Burgess. Derick from DG was out of contact for a few crucial days and when I couldn't get the General Mgr to budge, I called Gary Saxby at UK sails in Brisbane to make it and I am waiting on delivery now. The price is certainly right!

The GM at Rolly Tasker retired a few weeks after our dispute.

The shining star in all of this has been *Windslyce*. They make the sliders we are using and ball cars for the serious go-fast crowd. Quality equal or better to the biggest names and lower prices. But the big thing was the personal service. Absolutely incredible. Norman went to a lot of trouble to hunt down the track specifications (the rig supplier would not cooperate!) And I'm confident it will wll work perfect but if there is anything wrong, I know I can contact and every effort will be made to correct it. No excuses, no blame game, just fix it.

Over the years Windslyce has become the one you go to, the insiders secret advantage. **Ask your sailmaker to supply Windslyce!**
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Crevise Corrosion

Crevise corrosion is something I've heard of but seen few examples. So when Bill of *Ashima* at Mackay Marina showed me a handfull I was very puzzled. He had just had a rigger out to inspect, do wire replacement and installing a furler. He was the one who spotted and replaced them. But why? First thing checked, are they 316? Magnet said yes.. Hmm. Stray current? The metre said more voltage than I would like between the rig and water but very little amps, .00 something. So what caused this? Bill is very keen to know! And I want to know just because. If anybody out there can enlighten us your knowledge would be gratefully received and passed on to readers. Please get in touch by email at bob@thecoastalpassage.com





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EVENTS! **SeaLink Magnetic Island Race Week 2016**

Don't miss em!

By Tracey Johnstone

Online entry is open for the 10th edition of the SeaLink Magnetic Island Race Week being conducted by Townsville Yacht Club from September 1 through to September 6, 2016.

First off the entry start line for this year's event is Gary McCarthy who kept his iPad close at hand yesterday waiting to leap in and achieve this honour. The Mooloolaba Yacht Club skipper has entered the PHS division with his newest Pearl, an Elan 310.

"It's probably a dubious honour to be first on the entry list, but since it's the tenth anniversary and I have raced there several times I reckoned it was worth trying for first

place, at least in the entry list" he said. "Each time we get there we have a great time. The locals make us very welcome; it's almost like a homecoming, until you get on the water then the competition kicks in and the racing is tight," McCarthy added.

Hot on his stern was Royal Brighton Yacht Club's

Paul Jackson and his Duncanson 28 footer *Run Run Run*. The team of southerners have competed at Magnetic Island several times, enjoying the chance to get out of cold Melbourne weather, don their t-shirts and shorts and go into battle on the warm waters of Cleveland Bay.

Continues next page.....



EVENTS!

Don't miss em!

From the local fleet, Townsville Yacht Club's Tony Muller with his Jeanneau 40, *Brava*, jumped online to add momentum to what is expected to be an outstanding entry list by the time of the first race on September 2.

The classes open for this year's SeaLink Magnetic Island Race Week (<http://www.magneticislandraceweek.com.au/>) are IRC Racing, Performance Handicap, Non Spinnaker, Trailable Yachts, Sports Boats, Multihull Cruising and Multihull Racing.

The race schedule is a combination of round the buoys on Cleveland Bay and passage races on the waters around the stunning Magnetic Island.

The mid-morning race start times allow for a pleasantly gentle start to the day for the sailors who will be drawn to the island from around Australia and from northern Queensland. There is also always a contingent of overseas sailors that arrive in to join the fun.

The race program has received an update since

SeaLink Magnetic Island Race Week 2016

last year. Racing starts on Friday 2nd with the Strand Bay Race and then on Saturday 3rd the fleet will contest the Around the Island Race. Sunday 4th is a lay day before the final two days of racing on Monday 5th and Tuesday 6th.

SeaLink Queensland General Manager Paul Victory promises some special moments for everyone attending this year. "For the tenth year of the regatta we expect the usual superb sailing conditions. Off the water the social program will celebrate the north Queensland and Townsville's 150th year anniversary.

"As the major event sponsor for the first ten years of the regatta we are doing our bit to ensure this year we include in the race week celebrations a few surprises along the way," Victory said.



Facebook (<https://www.facebook.com/SMIRW/>)

Website
(<http://www.magneticislandraceweek.com.au/>)

Twitter (<https://twitter.com/miraceweek>)

EVENTS!

Don't miss em!

We all know it says a lot about a gathering of Cruising Yachties, & of course two yachts on the water certainly constitutes a race. All of a sudden the eyes look up at sail shape, is the car in the correct position for this point of sail, am I too high....Come on girl let's get em!!! With all this in mind we glance at our enemy (well for the time being) & see if we can out do the opposition without them noticing we are even making an effort. It's all just so easy. Then we arrive at the anchorage, do the dance & go ashore for the debrief, "Hey John She really gets along well." "What did you do back there?" "Was that a lift you got?" always complimenting the performance of the "enemy". Sometimes it's, "There's no way you could have done that.... You must have had your motor running!" And so the debrief continues into the night. Another log, another Chateau de Cardboard & the Admiral's in the back ground shaking their heads at what's unfolding. "Oh wait till next time." "There wasn't enough wind & my fouling needs a scrape." "It'll give me another 1/2knt!" "Then look out!"

Continues next page.....

***Well sooner or later...
It was bound to happen ÄGAIN!!***



EVENTS!

Don't miss em!

Back at the bar in the club we gather & again the debrief continues. Now one would think you had "moved on", but no.... There's more information to part with your fellow competitors. Starting procedures, courses, tactics, wind angles....and the list just grows!! "So" you say... where this all lead, well...The Whitsunday sailing Club (under the new Commodore Stu. Harris) has begun after many years absence Cruising Races again. Ok so what...well these races now have a formal start & finish, set course & destination. Sounds like normal racing, sure, except the finish is at a beach somewhere in the islands, each race a different location, with presentations ashore. The course is predetermined by the competitors the night before the race. No Zigging & Zagging is the call, & of course off the breeze. Now for presentation, line honours gets a mention but that's all....See we have multihulls, monohulls, little boats & big boats. It's easier

Well sooner or later... It was bound to happen ÄGAIN!!

than saying there is a range of vessels competing including, Trimirans, Catamarans, Ketches, Sloops, Bald Headed Schooners etc. & from 30' to 70'. So is handicapping a problem? No... It's not done. Results are drawn out of a bag containing Ping Pong Balls with the boats name on them. So even the last boat can come 1st. Overnight stay then leisurely return home.

3 races have been held to date & attendance is good with 13 boats per race competing in the series. Yes a series..... We have had so far boats sail up from Yeppoon & down from Bowen to compete.

Some of the boats who are competing.... The Joshua C Tall Ship, LOA 70', Banjo Patterson LOA60', African Spirit LOA50', Yandeena LOA42'.

Results: Everyone who is competing is having a hoot!!!

So if you're Cruising the Whitsundays this year drop into the Club & come for a race with the "Mob". We'd love to have you.

Stu. Harris
Commodore.



EVENTS!

Don't miss em!

**36th Annual Bay to Bay Trailable Yacht Race
Queensland Labour Day long weekend - 30 April 1 May 2016**

Which Boat Type mixed fleet will you join in this coming May long weekend 90km passage race / cruise from Tin Can Bay to Hervey Bay Type 4 Sports Multihulls, Type 3 Standard Multihulls Type 2 Sports Monohulls Open 3.5m, Type 2 Sports Monohulls Standard 2.5m, Type 1-A light displacement or significantly powered up standard monohulls and Type 1 Standard Monohulls as you will sail past the Great Sandy National Park World Heritage Area on Fraser Island to the east and past the military reserve, small coastal communities and the Mary River Heads to the west and you make your way along the Tin Can Bay Inlet, the Great Sandy Strait through the Great Sandy Marine Park with an overnight stop at Garry's Anchorage.

The event begins with registration and a competitors meeting on Saturday at the Tin Can Bay Yacht Club with the start north east of Norman Point to the finish line west of Fig Tree Creek and then into Garry's Anchorage for an overnight stopover.

Continues next page.....



Saturday evening at Gary's anchorage



Sunday Morning!

EVENTS!

Don't miss em!

36th Annual Bay to Bay Trailable Yacht Race Queensland Labour Day long weekend - 30 April 1 May 2016

Everyone is up early on Sunday morning for a start north of Dream Island, sail north along the Great Sandy Strait, into Hervey Bay past Big Woody Island and to the finish near the Red Beacon EU2 near Round Island and then into the Urangan Boat Harbour for a presentation function at the Hervey Bay Boat Club.

Please visit the www.herveybaysailingclub.org.au website where a video of the 2015 Bay to Bay highlights may be viewed, you can check your eligibility, enter online, view and down load the Notice of Race, Sailing Instructions and other essential information.

Photos and video by Julie Geldard of VidPicPro.

Race Officer 36th Bay to Bay

Colin Verrall

Email: bay2bay@herveybaysailingclub.org.au

Ph: 0427 628 511



EVENTS!

Don't miss em!

Early surge of entries for **Audi** Hamilton Island Race Week 2016

If the initial burst of entries for the Audi Hamilton Island Race Week 2016 is an indicator, this year's regatta will once again be something very special.

Near 40 yachts representing a diverse cross-section of the sport have already nominated for what will be the 33rd staging of the high-profile series. Should this momentum continue, the number of entries will soon surge past 50, a milestone that would indicate a final fleet of around 200 is likely for the series which is scheduled from August 20 to 27.

Race Week at Hamilton Island is recognised as Australia's premier offshore regatta; an event that stands among the best in the world when it comes to excellent racing on courses that weave around tropical islands, a unique onshore party environment, and exceptional camaraderie among participants.

The fact that the regatta caters for the full spectrum of sailboats, from superyachts through

to small trailable yachts and multihulls of all sizes, is already reflected in this year's entry list: there are four yachts over 20-metres in length, a broad sample of Grand Prix level racers and cruiser-racers, casual cruising yachts and eight multihulls.

Bringing added status to Audi Hamilton Island Race Week 2016 is the decision by the sport's governing body, Yachting Australia, to once again host the Australian Yachting Championships for Grand Prix, Performance Handicap and Offshore Multihull yachts at the series.

Of those registered to date, it's clearly evident that no-one was more enthusiastic about entering for this year than Drew Jones, from Southport Yacht Club on the Gold Coast. He entered the Bavaria 44, Stormy Petrel V, which he owns with his partner, Leslie Richards, within days of Audi Hamilton Island Race Week 2015 being completed. With there being no entry form available at the time for



this year's regatta, he simply entered on last year's form!

"I've done 12 Race Weeks crewing for other people, and I have to say the regatta gets better every year it's the full bottle, a cut above everything else," Drew Jones said when speaking about the appeal of the regatta.

"So, with Leslie and me having bought Stormy Petrel V, and us enjoying last year's regatta so much when sailing as crew with friends, we decided to race our own boat this year. I went on-line and entered there and then, not realising until later it was last year's entry form. That obviously didn't matter, because we are entered and recognised as being the first. I hope that's a good omen for the series."

Continues next page.....

EVENTS!

Don't miss em!

Jones, who started his sailing life racing dinghies on Melbourne's Albert Park Lake, then worked his way up to where he was part of the shore crew for John Bertrand's OneAustralia America's Cup campaign in 1995, moved to the Gold Coast about eight years ago and became part of the local keelboat scene. He said it was possible 12 yachts from Southport Yacht Club would compete at Race Week this year. The Notice of Race and entry form for Audi Hamilton Island Race Week 2016 are now posted on the Race Week website, www.hamiltonislandraceweek.com.au The regatta Australia's largest offshore sailing series caters for a remarkably wide range of sailboats: from sportboats and trailer sailers through to Grand Prix level keelboats, maxi yachts, cruising yachts of all sizes and configuration, and multihulls.

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



Drake's Prayer crew enjoy some upwind sailing at Audi Hamilton Island Race Week. Andrea Francolini photo

For additional regatta information please contact:

Rob Mundle

Promotions Manager, Audi Hamilton Island Race Week 2016

rob.mundle@bigpond.com

Phone: + 61 (0)417 323 573 or + 61 (0)7 5527

1126

EVENTS!

Don't miss em!

MULTIHULL Solutions Wonderful Sail 2 Indonesia Rally Update

John & Lyn Martin Island Cruising Association (NZ)

It's been an exciting start to the year with the inclusion of Sail Karimata in the 2016 program, the new documentation regime now set in concrete and at the time of writing, 27 vessels registered for this year's event tremendous!

Sail Karimata is set to be the biggest festival on the Sail 2 Indonesia rally route this year and will be opened by the Indonesian President to much fanfare. "S2I" Participants have been invited as honored guests. Festivities will be held in and around the Provincial capital, Sukadana and will take in many of the surrounding Karimata islands renowned for their white sand beaches, swaying palm trees and luke-warm tropical waters.

"This is one of the most beautiful areas to

cruise," said Indonesia Rally Control, Raymond Lesmana, his enthusiasm for the area plain to see. Raymond continued, talking about the area's many fabulous anchorages, great diving and snorkeling and many lovely villages nestled in quite coves.

Documentation for entry into and cruising Indonesia has long been an area of concern for cruisers. **There is now good news!** The CAIT has now been abolished; in its place is a new document, the ***Cruising Declaration***. Although this has resulted in a simplified process, there is still much to do and using an Indonesian agent is still a requirement for the **inward and Outward Clearance**, the **Visa Sponsor Letter**, the **Customs Declaration** and for **formalities throughout Indonesia**. ***Sail 2 Indonesia has opted to retain these costs within the rally fee, rather than the other possibility, a reduction in the rally fee.*** This means that we have control over these costs, rather than yachts being required to pay ad hoc for these services as they proceeded though Indonesia (with the potential of adding significantly to the costs over the course of the rally).

"With 27 boats already fully registered it looks like registrations may be closed early again this year" says rally boss John Martin. "If you haven't already done so it is definitely time to get your registration formalized."

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Tasker sails are computer designed and hand finished ensuring you get the best of both worlds. All the materials we use, from the sail cloth and battens to UV sewing thread and premium hardware, are imported from America, Europe and Australia. The pride and skill of our professional staff is evident in the superb workmanship and hand-finish that goes into every sail. This is important to us! After all, no matter how good the design, a sail is only as good as the people who put it together.

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LETTERS Ipad Blues! Why can't I save my TCP?

Thanks for the new issue of The Coastal Passage, it is great as usual

Thought you would be interested to know that the PDF seems to stubbornly refuse to be saved into iBooks on an iPad, this time. Usually I save it into iBooks to make it easier to read, and to save for later, or bookmark pages. Also, ad-blockers are often useful for normal news web sites, so I often use a browser on my iPad with ad-blocking. But with The Coastal Passage, I want to see the ads. Once people put your issue into iBooks, they probably save it for a long time to refer back to. But if only viewed in a web browser, they have to close it and forget about it after quickly going through the issues. In the past, it has been easy to save the PDF into iBooks, whether emailing it to myself on the iPad, or opening the PDF in the web browser, and saving it. But it appears that you have somehow saved it differently this time. When trying to save it into iBooks now, if I click and hold on your page, the iPad views it as a photo or text, as if I want to copy that individual

element, not save the whole PDF. Just thought you would want to know.

Regards,
Mr Ipad Blues

Greetings Mr Blues

First off I thank you for taking the time to write your well thought out letter.

I know nothing about Ipads or Ianything actually, you have provided more education just now than I previously had! Here are the facts I can add, we haven't changed our method of converting to PDF since issues #2. The only thing I can think of is that last edition was larger then normal. Over 10meg. Could that have triggered a different response from your device?

Or conjecture, your devise is connected to apple all the time and may be subject to "updates" that change the nature of saving pdf's??? Have you tried saving #75, which is a smaller file to see if it works OK?

I assure you the last thing we want to do is make it harder to save. We want you to save them easily! I am concerned. Would you try the older edition and let me know?

*Cheers
Bob*

Hi Bob,
It took a bit of testing to figure this out, but here's what happens on iPads (and iPhones). The file size doesn't matter. If you try to save the PDF from your web site using the iPad, it only saves the one picture or word. That is unusual; ordinarily selecting works to select the whole PDF. Even selecting the link will usually let you download the linked PDF, but not in this case, for some reason.

Since that doesn't work from the web site, I guess what I did in the past to get the PDF onto my iPad for reading, is to get the PDF on my computer, and email it to my iPad for reading. I tried that just now, and works the same with all of your issues.

Continues next page.....



LETTERS

It is much nicer to read your PDF on a tablet like a normal magazine where the pages turn, rather than scrolling through the PDF on a giant web page. This gives your readers a much nicer experience. Plus, as I mentioned, the iBooks app from Apple on the iPad lets you bookmark pages. That way, unlike a web page, you can save your place and continue reading later.

I often leave issues like this on the iPad for months, and if I am sitting waiting somewhere can browser for a few minutes when I have nothing to do. That kind of thing happens a lot with magazines, but not if the previous issue was viewed as a web page. Everyone likes to pick up a magazine to browse through when they have a couple moments. Since you use PDFs, although they can be viewed in a browser, saving them with other books, novels and magazines in iBooks works well.

Mystery solved. :-)

Regards,

I would like to hear from anyone that is having trouble downloading or saving a copy of TCP, so thanks again Mr Blues, for putting your head up.

If anyone has information that would make the solution easier than described here, please write in. I admit being behind the times regarding such devices but if it improves TCP, I'll learn it.

Cheers

Bob

Hi TCP

I was released from Prison a while back. While I was in word got around that a bloke was sent copies of The Coastal Passage but the powers that be wouldn't let them in. This seemed strange as I was told it was a boating magazine. So when I got out I was curious. I couldn't find a copy. I asked down at the Hervey Bay marina and they said you was on line now. Amazing what changes there have been in 6 years. I went to the library to rent a computer and there you were. I just punched the name into google. I downloaded the latest and when I got to

the bit about the tenders and MSQ I made quite a scene in the old book box. I laughed about that all day whenever I thought about it again! You really give em the shits don't you! Surprised we didn't meet inside. You stand right up and give em the finger. No wonder, such dangerous ideas.

I never liked boats except to fish. But I read the article about Mick going up north with his dog for 6 months. Bugger me if that didn't sound good. So I'm hooked. I've been scheming on how I can get a little boat without having to nick it!

Regards
Freeman

*Greetings Freeman,
The yachty that sent the paper to his mate in prison sent me a letter about it. The prison regarded TCP as 'inappropriate' or something like that. That was Maryborough as I recall. About 5 years ago. I contacted the prison but they never returned my call. Imagine that!*

I hope you get your boat... Welcome to the melting pot.

*Cheers
Bob*



LETTERS

Hi

Here is some information and also a question whether the

details are still valid.

In May 2012 I was cruising from Indonesia home to West Australia . I knew I must check in with **customs** at least **96 hours** prior to arrival

I also had a piece of information that I tried and wonder if it is still valid ? The info was I could call the National Communications Centre in Canberra and give them my respective details eta etc on 0392448973.

So I did this call from my Indonesian mobile phone (cheap and very good coverage) and spoke to a very courteous guy who eventually took all my details. I then asked if I needed to do anything further like contact Broome customs myself, his answer was no he would handle all of that, "great".

When we arrived approximately 120 hours later we were boarded by customs at the very unforgiving only allowable tie up point of the Broome wharf. After a thorough inspection we had an obvious situation of good cop, bad cop

but the good cop really was a nice guy. Anyway the bad guy still stomping around in his steel cap boots announced that we were to be charged because we had not informed them of our arrival despite the three previous days of radio communication with the customs air wing giving them our same details each time

Not good enough he announced , so then I remembered my phone call to The National Communications Centre, "do you know about the National Communication Centre," I asked ? "Show me proof on your phone" the bad guy stomped , "the sim card does not work here Mate" , "so we only have your word" he spat back. Oh then luck would have it I reached behind bover boy and opened my note book flicking through the pages until I found my dated note

"Spoke to Chris, National Communications Centre 0392448973 Advised ETA sometime after May 25th " um "that's yesterday would you like Chris's number?"

End of story he marched off the boat no apology for calling me a liar , only to return 20 minutes later looking for the contraband weapons (pepper spray ,tazer etc)that I had declared and given up but subsequently were forgotten by the two

agents and that they had left on board. Caper cops all round.

We were also forbidden to leave port until our import duty and official valuation GST was paid despite the vessel being registered in NZ .

We could claim it back if we left within 12 months .

We wanted to turn around and go back to Thailand.

Regards Lance

Hey Lance

I did check by running a search for "yacht entering Australia". I found a page outlining basic protocol similar to any country but dangerously incomplete for Australia except for a three word link to a page outlining the 96 hour requirement and listing the Canberra phone number and links to forms should you want to fax or email it.

TCP has had several reports of the info not getting to the local port, or the local port ignoring info received, who knows. So I recommend doing as you did, note day, time and who.

Never trust a customs 'good guy', ten to one it's another act.



LETTERS

The Strange Case of MSQ Versus Rob Judd

What is at stake here is a power grab by MSQ to arbitrarily condemn and arrest a yacht it claims is unseaworthy despite lack of any proof of this. This could be anyone's story on the wrong day. Who hasn't dragged an anchor?

Hi Bob,

Well it seems MSQ haven't learned any lessons about how to treat the yachting public. My yacht Shenoa broke here 18 month old anchor chain in the Brisbane River recently, and was rescued some 12 hours later by Water Police and transferred to MSQ.

They contacted me at my brother's place and at the same time issued a Form 172AA "Shipping Inspection Declaration - Unseaworthy" with a ruling that it has to be removed from Queensland waters within a fortnight.

There was NO damage as a result of this minor and unavoidable incident, and by my reading of the Maritime Safety Queensland, Enforcement guidelines, 2008 the officer who inspected the yacht is exceeding his authority by a rather large margin. His claims of the yacht being unseaworthy are completely false, and based on superficial mpre-existing damage to the ferro hull at the transom and bow. She's

not sinking, she has a working engine and the mast is still in place so as far as I can see it's seaworthy, at least to the extent of current use.



I'm not planning to sail across the Tasman Sea after all.

I have appealed this on many bases, but primarily it's financially impossible right now

since I just bought an outboard, a new suit of sails and a complete set of Raymarine wireless instruments. A haulout was planned for later in the year, but if I'm forced to do it now there's every chance I will lose my home due to lack of money for these repairs.

Wish me luck buddy.

Rob Judd

SV Shenoa, Brisbane

TCP I advised to simply move the boat out of Queensland waters as the border is a two day hop. I asked about the ground tackle to see if I thought it was appropriate for the boat and conditions. Rob replied;

The order forbids moving the yacht except by tow, so that precludes a run to NSW. Chain was bought at Whitworths, it's 8mm end link galvanized and the yacht is a Hartley Tasman 27'er weighing approx 8 Tons.

Continued next page.....



LETTERS

The Strange Case continues...

I've now read TOMSA94 and the MSQ enforcement guidelines, and the actions taken are *barely* within the law. It all rests on the opinion of the inspector as to the definition of unseaworthy. That law is also at odds with international standards of the rights of the master of a ship at sea to control and take responsibility for his own vessel.

I have appealed to the issuing officer (who also did the inspection) and that appeal was naturally denied. I then requested a peer review (approved by his boss) and also applied for exemption under the 172AA(6) "reasonable excuse" clause on the basis of poverty.

They also tried to nail me for not keeping continuous watch, but since yachties here keep watch on each other's boats and a report was made to Brisbane Water Police at 9pm on Thursday 11th which is a full 9 hours before they found her at wharf PNK2.

Interestingly, we dredged the old mooring for

the anchor and chain but it wasn't there. This would indicate that the chain didn't break and she just dragged anchor. I can only surmise, but the most likely reason it was missing is that it fouled wharf PNK2 and was cut away by Water Police.

Rob

TCP note; Then the situation began to devolve into harassment as evidenced by the mail below. Rob reports that in one letter this official determined that he was an expert in ferro construction because he had crewed on a ferro boat! As someone who has built a boat or two, I find that laughable! But let's let Rob have a go.

Rob Judd <haiqu2@gmail.com>
Fri, Feb 19, 2016 at 2:38 AM
To: Keith G Vince
<keith.g.vince@msq.qld.gov.au>

Dear Mr Vince,
Having now taken care of the immediate

emergencies - such as acquiring a new anchor and chain - I would like to advantage myself of your offer. Please outline the procedure for making an internal review request to the General Manager of MSQ, in case this becomes necessary. Please also note my concern that, as a result of the extant order, use of the engine or sails to place and set the new anchor is forbidden and it will have to be done with the aid of a powered dinghy, a situation I regard as less than optimally safe. As an organization whose raison d'être is safety, I am surprised that this is the second example I have noticed where my own personal safety and that of my yacht is being compromised for the sake of misguided opinion. The first being, of course, my choice of haulout facility and the terms and timing under which repairs to my vessel should take place.

Regards,
Rob Judd
SV Shenoa, Brisbane

And there is more! Continues next page.....



LETTERS

The Strange Case continues...

Sat, Feb 13, 2016 at 6:45 PM

To: Luan L Baldwin <Luan.L.Baldwin@msq.qld.gov.au>

Cc: Les C Burton <les.c.burton@msq.qld.gov.au>, Anthony Loveridge <Anthony.Z.Loveridge@msq.qld.gov.au>

Dear Luan,

Today I went aboard Shenoa to inspect the damage claimed in your report. Apart from the loss of an \$800 Raymarine T120 wireless wind Transmitter - which seems to have been destroyed by human contact - and scuffing of the paint on the starboard quarter due to towing operations, I could see no new damage to the yacht. I have completed the F3071 Marine Incident report and the contents will reflect these findings. In fact, the yacht's condition is such that I was happy to collect some shopping and move aboard again tonight, i.e. Saturday 13th.

An inspection of the chain remnant left on the foredeck shows that it parted above the new swivel, which was fitted along with 10 metres of new chain approximately 18 months ago. Clearly this chain has failed prematurely, and so it must have been of poor manufacturing quality. Links adjacent to the break show excessive wear and stretching for that age, confirming the conclusion. With respect to your attachments, I'll describe these in order:

1. Port side damage, collision with Gateway Bridge prior to my

ownership (damage is over three years old).

2. Lifting of poorly repaired deck adjacent the transom. This is structurally insignificant, as evidenced by the fact that an outboard is mounted on the transom and works fine.

3. Separation of timber side rails from hull, taking with it some non-structural silicone filler. Photograph clearly shows duct tape attached to stop a minor leak, so this is old cracking.

4. SID D000531 Report form 172AA "Shipping Inspection Declaration - Unseaworthy" Report is of dubious integrity due to assumption that the reported "collision" caused damage. Any casual observer familiar with either this yacht or ferrocement hulls in general would dismiss the details. Since the MSQ seems to be neither, let me elucidate point by point: In fact several local yachties visited while I was inspecting and breathed a collective sigh of relief that she was unharmed. They had been trying to contact me since Thursday evening when the yacht was seen to drift out of the Colmslie Reserve area.

Claim 1: Damage to hull at stem and movement in bowsprit Reality: Superficial non-structural separation at timber interface and some minor crushing under the bowsprit. Neither of these items is a safety issue due to the steel reinforced nature of ferrocement. There is NO movement in the bowsprit that I can ascertain, and if

there were even a shadow of such movement I'm sure MSQ would NOT have attached a mooring to it when they moved the yacht (*TCP note; don't be so sure*). Claim 2: Cracking topside along top rail of cabin and front of cabin.

Reality: Some fibreglass flowcoat has chipped out due to a bit of rough weather recently.

Claim 3: Inadequate anchoring arrangement and condition of anchor chain.

Reality: Guilty as charged, with extenuating circumstances as listed above. I will be replacing the anchor and fitting 30 metres (at minimum) of new chain, a new swivel and a section of heavy nylon cord to take up the shock of choppy conditions.

Claim 4: Cracking and compromised transom section with inadequate repairs.

Reality: Cracking and inadequate repairs, yes.

Compromised? Hardly.

This can be described as some loose surface cement on the rear deck area, at worst. Visual problem, not structural at all.

TCP Note; Rob Judd went on to describe the numerous repairs and upgrades already lavished on the boat and his own considerable experience, expertise and training regarding the operation of a yacht at sea. But the next page has the more important points.....



LETTERS

The Strange Case

I'd like now to evaluate the rules by which an order of "Unseaworthy Vessel" can be made in Queensland. According to the MSQ Enforcement Guidelines document:

A section 172AA direction enables shipping inspectors to deal with unseaworthy vessels which have the potential to cause major environmental harm or serious marine incidents.

A direction issued under this section can be used:

- to prevent unseaworthy ships from going to sea;
- to require delinquent owners of ships to remove unseaworthy ships from the water; as a basis for an application for an enforcement order; and ultimately, as a basis for Maritime Safety Queensland to remove a ship from the water and to deal with it appropriately.

A particular ship is seaworthy if it is fit and safe in all respects to meet the ordinary perils of the voyage on which it is proceeding or about to proceed.

In particular, a ship is deemed to be seaworthy when it is:

- properly constructed;
- properly maintained;
- properly equipped;

- properly crewed or manned, including manned by experienced and appropriately licensed crew;
- properly supplied and its cargo and accommodation spaces are fit and safe.

Any reasonable lack of fitness of the ship in any one of these respects for the intended voyage, could render the ship unseaworthy and so warrant a direction under section 172AA of the TOMSA.

Once a ship has been declared unseaworthy, the ship should not be operated until the ship has been rendered seaworthy, unless the operation is positively required in order to render the ship seaworthy.

It is my opinion that MSQ (and inspector Luan Baldwin in particular) has not adequately proven that the vessel Shenoa is unseaworthy, in that there is NO potential to cause major environmental harm or serious marine incident in this case. What we have, in point of fact, is a simple case of a broken anchor chain, which was relatively new but of faulty manufacture. The yacht is properly constructed, as proof she has been registered in Queensland since 1984. She is properly maintained, see my previous section giving a list of works performed to date. She is properly

equipped, at this stage to the extent that she has the correct lights to be at anchor in the Brisbane River at night, and finalization of the electrical wiring will see side lights and masthead lights fitted in due course. She is properly crewed, which is simple given that there are no licencing requirements for a sailing vessel with a 6hp outboard. She is also properly supplied when I am aboard, I'm in good health and live aboard for weeks at a time so this must be true.

I respectfully request that this order be reconsidered, and ultimately cancelled.

Rob Judd

*TCP note; this appears to be another in a long list of attempts by government agencies to apply law intended for commercial shipping to a small yacht which is bound to cause problems. A commercial vessel of large tonnage has the potential to do harm by virtue of it's size and weight whereas a yacht poses little threat if it were in unfit for the perils of the voyage. Rob's little yacht nor the jetty it landed on sustained damage from the incident. The hull successfully keeping the water on the outside. **SO WHY ALL THIS?***

Have you ever...

- been dragged into a dinghy?
- avoided a lovely snorkelling spot to avoid the hassle of getting back into the dinghy?
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after your yearly
physical?**



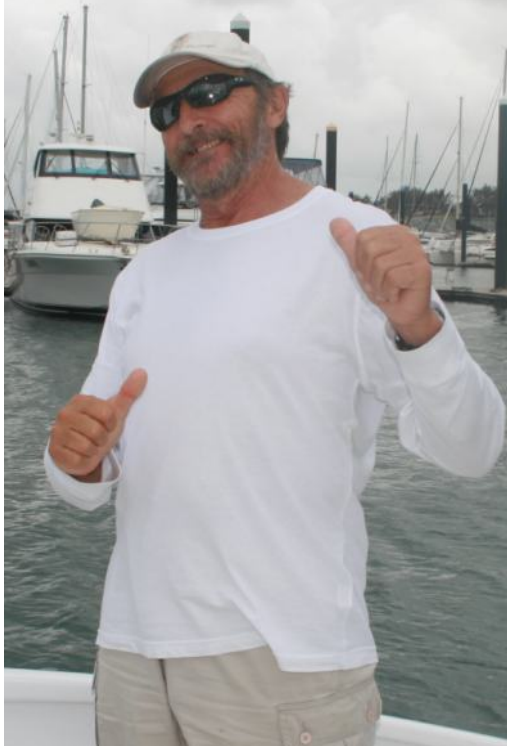
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German Sailor found in mummified state in his yacht, drifting in the Philippines

No one knows how he died or exactly when but he was found sitting at his nav station with his head on his arm like he was sleeping. The man has been identified by local authorities as Manfred Fritz Bajorat

There is a report that a friend was in touch via FaceBook as recently as last year but other reports suggest the man hadn't been heard of since 2009. Unfortunately, no comment has been made by local authorities concerning the marine growth on the semi floating hull that would clear up at least that part

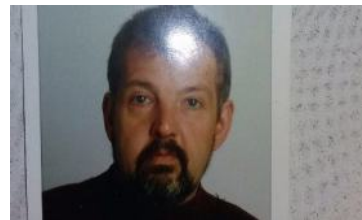
of the mystery.

The yacht was discovered by fishermen about 50 miles off Barobo.

Bajorat, aged 59 had been sailing his yacht, *Sayo* for the last 20 years. Police say there were no signs of foul play. Experts say it could have been a heart attack. His wallet was missing but other valuables were still on the boat.

Any yachty that has seen Bajorat anytime in the last 7 years is

urged to contact TCP or the authorities in Barobo
Photographs: Barobo police





Based on the severity of bleaching reports, the Great Barrier Reef Marine Park Authority has lifted its bleaching warning to severe

Damage to parts of the Great Barrier Reef has increased, raising the level of alarm.

According to a report in The Guardian; The bleaching is worst in the most pristine and remote parts of the reef north of Cairns. According to Terry Hughes, convenor of the National Coral Taskforce. "It's the jewel in the crown of the Great Barrier Reef and it's now getting a quite a serious impact from this bleaching event," he said. "The northern reefs are bleaching quite badly now." Russell Reichelt, the chairman of the Great Barrier Reef Marine Park Authority said the area around Lizard Island, 250km north of Cairns, and sites further north, had fared the worst. The US National Oceanographic and Atmospheric Administration predicts bleaching conditions to worsen over the coming weeks.

Experts warn that the world is in for a round of bleaching events to higher water temperatures for a long period. Scientists expect coral

deformation and disease caused by viruses attacking the weakened corals.

Hughes, director of the ARC centre of excellence for coral reef studies at James Cook University, said although the strong El Niño occurring now is partly to blame for the bleaching event, the real culprit is global warming caused by carbon emissions.

"These massive thousand-kilometer bleaching events didn't happen thirty years ago," he said. "No-one ever recorded a mass bleaching event in the 40s, 50s, 60s, 70s, until the middle of the 1980s ... and the Great Barrier Reef didn't bleach until 1998 for the first time."

"The baseline temperature on the barrier reef has gone up between a half a degree and a full degree depending where you are on the great barrier reef. Bleaching happens once coral sits in water a degree or two above the normal summer maximum for a month or so."

Moreover, Reichelt said climate change is expected to increase the severity El Niño weather patterns. "We're heading to a point where the Great Barrier Reef might bleach during every El Niño, risking its very existence".

Hughes also says we are heading towards a future where the Great Barrier Reef might bleach during every El Niño, which will put its existence at risk.

Cloudy weather and cooler temperatures have created safer conditions for two thirds of the reef most areas south of Cairns.

"In the last couple of weeks we've had a lot of cloud cover in the middle and the south, so the danger period has basically passed for the reef south of Cairns."

Virtually every environmental organisation is calling on the government to cease approving new coal mines and to finally listen to scientists calling for a push towards 100% renewable energy. But if these organisations get what they want the economy of Australia would crash. The Turnbull government has inherited a nightmare from the previous governments that ignored the warnings when Australia still had a strong manufacturing base to fall back on.

Now we better learn how to make a living selling meat pies to each other



Believed drowned, dog found five weeks later on US Navy island



Thought to have drowned after disappearing from a fishing boat off the coast of California five weeks ago Luna, a Blue eyed German Shepard/Husky has been found on an island owned by the US Navy.

Luna, apparently swam 3.2 kilometres to San Clemente Island, off the San Diego coast, where Navy employees found her on Tuesday.

"It was a long haul for a puppy across treacherous terrain," Navy spokesperson S.DeMunnik said. "She was a little thinner, but none the worse for wear."

18 months old Luna, went missing before dawn on 10 February as her owner Nick Haworth and a crew hauled in a catch. Haworth searched the waters for two days backed by Navy personnel, who also searched the island for a week, he said. The San Diego fisherman presumed Luna was dead 10 days after she went missing, posting photos of the dog on Facebook and writing "RIP Luna".

Luna likely spent no more than a day in the water and was found sitting on a road on the island. "Beyond stoked to have Luna back," Mr Haworth wrote on Facebook. "I always knew she was a warrior."

New Product!

Like Nothing You Have Seen Before

SailTimer Inc. was founded a decade ago, to solve a problem with GPS chartplotters: when they displayed the ETA, even the most expensive chartplotter on the market did not account for tacking distances. But how can the ETA be correct if it does not account for distance? The company's small team of scientists and senior programmers worked out the solution to this problem, and in so doing, solved a long-standing dilemma for sailors.

The Helmsman's Dilemma is whether to tack higher upwind, to reduce distance (but at a lower speed), or to head off the wind more to gain speed (but with a longer distance). The free SailTimer™ app (Charts Edition) came out in iTunes in 2009. It solves this problem with just a few simple clicks. **Enter the directions of the wind and your waypoint, press Optimal Tacks, and presto: your optimal tacks are displayed, along with your Tacking Time to Destination (TTD ®).**

The SailTimer app was the first app to display

laylines, and the first app that could learn polar plots for your individual boat (i.e., your boat's speed on all points of sail). But the company realized that this would work even better with a masthead anemometer. Then, anytime the wind changed, the optimal tacks and TTD could update automatically.

The SailTimer Wind Instrument™ is wireless, solar-powered, and surprisingly affordable compared to most marine electronics. It uses Bluetooth LE (Low Energy, also called Bluetooth 4) to transmit from the masthead to an Android or iOS tablet or smartphone. Welcome to the new era of marine electronics. This is not a one-time purchase; once you get the hardware, it continues to improve, as new features are added to the SailTimer apps, and more 3rd-party apps continue to add the connection. iRegatta and AFTrack are popular apps that work with the Wind Instrument now (along with SailTimer apps on Android and iOS). iSailor is another app with extensive charts worldwide on Android and iOS that is in the process of adding the connection as

Wireless Anemometer and Chartplotting for Ordinary Sailors:

well.

The wireless Wind Instrument is submersible, does not require a 12-volt battery, and can be removed in seconds. So it is the first masthead anemometer for small sailboats that could flip. Many of us take a smartphone everywhere now, so it makes sense that you can have full GPS chartplotting, tacking results and wind electronics whether you have a trailer-sailor, a racing dinghy or a Hobie Cat. Wind electronics and full chartplotting have never been possible on small boats until now.

But if you are a bluewater sailor, the Wind Instrument is also designed for the tallest masts. Even if you anchor off shore and dinghy 150-200 feet to the beach, you would still be able to receive the Bluetooth 4 (LE) transmissions from your boat.

Continues next page.....

New Product!

Wireless Anemometer and Chartplotting for Ordinary Sailors:

There are too many innovations in the Wind Instrument design to cover fully here, although they are illustrated and described on the web site at www.SailTimerWind.com.

The wind cups are one example. Traditional wind cups were never designed to be used on sailboats. They were used centuries ago, and were intended to be mounted on the roof of a building, not on a boat that could sail along heeled over. When your boat heels over, standard wind cups do not catch the wind properly. The wind hits them from underneath, and pushes them up and backwards. If the wind blows hard enough to heel you far over, they actually stop spinning. That's the opposite of what you want. Anemometers with propeller blades work the same way, and ultrasonic anemometers: they lose accuracy the more you heel over. But the SailTimer Wind Instrument is the first masthead anemometer designed for sailboats. The blades are designed to be equally accurate with wind speed whether upright or heeled over. They work like cups when your boat is upright, and turn into propellers as you heel over (see graphic).

This is also the first masthead anemometer with a digital compass built into the wind direction arrow. Standard anemometers use a potentiometer for wind direction that has a dead band at the end of the rotation when the voltage resistance starts over, which leaves about 7 degrees with no wind direction. But that is not an issue with this digital compass. No calibration is required when you install it; it knows which way it is pointing. That also makes it the first masthead anemometer that is suitable for use on rotating masts. If you are docked or swinging at anchor, you still get accurate wind direction, even when GPS heading is not available.

Continues next page.....



New Product!

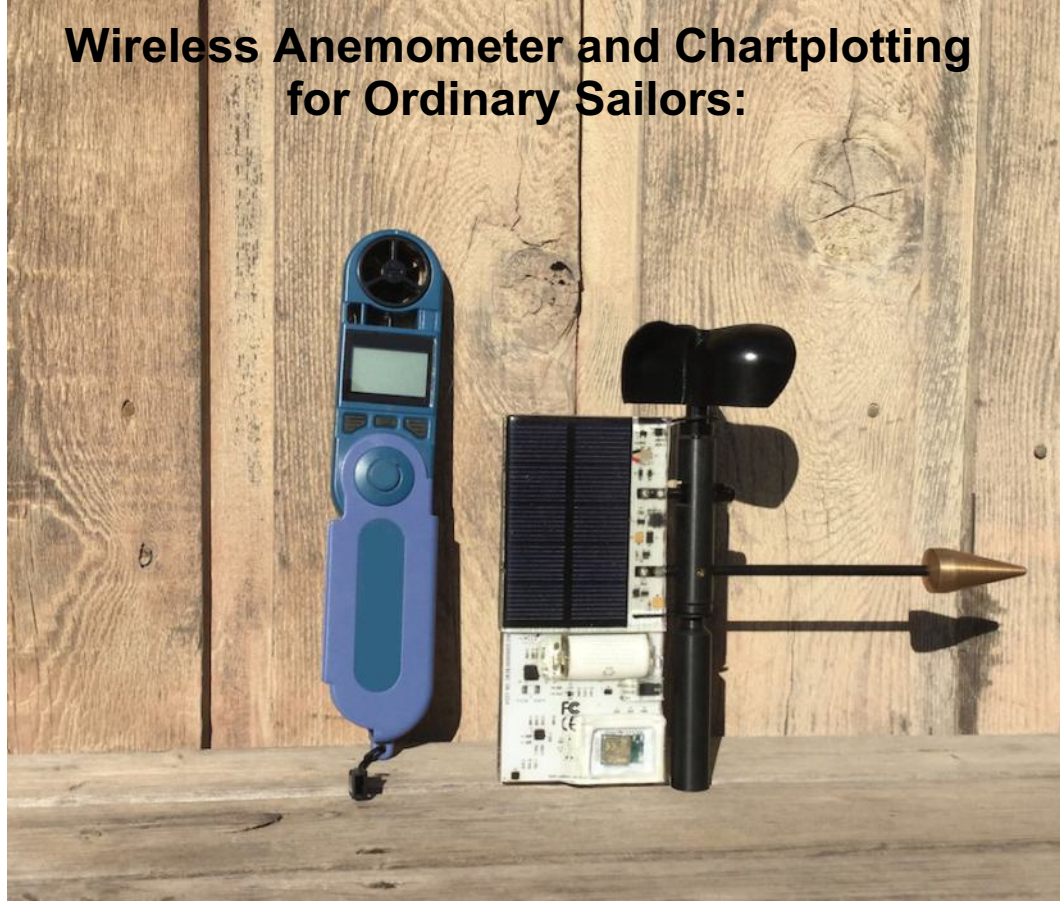
Because it is wireless, the SailTimer Wind Instrument does not have wires to install and run down the mast. That means less pinging and noise in the mast, and less weight aloft. It is also easier to install.

This may seem trivial, but it is also the first-ever masthead anemometer that can be raised without needing to lower or climb the mast (patent pending). That's actually a pretty major innovation. In the middle of summer, when your mast is up and your boat is in the water, there hasn't been much point in getting a new anemometer. But the SailTimer Wind Instrument comes with an easy built-in way to raise it above the masthead on an extra halyard. Or for a more firm mount, it has an optional Track Slider™ for the mainsail track. Never mind all of the fancy wireless technology, these are pure genius.

To keep the Wind Instrument nearly as small as a handheld wind meter, it is designed with all of the electronics right in the tail of the wind direction arrow. They are sealed in solid plastic, but the tail is still remarkably thin. Jewel bearings are used with the wind cups and wind direction arrow to let them turn with virtually no friction, the same as in a fine watch.

Continues next page.....

Wireless Anemometer and Chartplotting for Ordinary Sailors:



New Product!

Wireless Anemometer and Chartplotting for Ordinary Sailors:

But perhaps the biggest impact that the SailTimer Wind Instrument is going to have on setting new standards for sailboat navigation is because it is a "connected device". Your tablet or smartphone can connect to the internet, and the Wind Instrument optionally allows you to share or crowd-source your wind data. You read it here first. This is the first masthead anemometer with crowd-sourcing of the wind data. As more people get Wind Instruments, more data points are available to show live wind conditions. Live wind maps are much more useful than a marine weather forecast made hours ago. That lets you check wind conditions from home/office, or when under sail, adjust your tacking route based on the actual winds up ahead.



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Man Over Board.. MOB!

By John Martin (Island Cruising Association (ICA) NZ

You'd think the most likely time someone would fall overboard at sea was in bad weather with rough seas and a pitching, heaving vessel... you'd be wrong!

There's no question that men are more likely to go over the side than women. Now this is not, as you may have first thought, a sexist comment, but rather the nature of the male beast. There are more MOB's recovered with their fly undone than in any other state the reason obvious. Unfortunately this action also accounts for many going over the side without a harness or anyone else on deck at the time. We'll call that the Darwin effect.

For the rest of the unfortunate MOB's, much is down to your watch rules and the person most likely to be on deck doing the work. On our boat that's me, the bloke I'm definitely stronger than Lyn and therefore better suited to the manual type of work required, in most

instances, at the mast or on the foredeck. But again going forward to do foredeck or mast work is less likely to cause an accidental MOB than say something as benign as standing at the bow going through a reef pass or well out to sea going forward to watch Dolphins frolic in your bow wave. At least if you go over in that instance you'd have company, less likely is you've gone forward wearing your safety gear.

And herein lies the problem. **Your chances of survival will drop dramatically without the right gear!** Not being tethered you will definitely NOT stay with the boat whether that's a good thing or bad we'll discuss later. If you're not wearing a life vest or harness, two things; you'll get red quickly and you'll be much harder to see. So what does that mean; going red quickly will mean you have less energy at the time you will most need it, at recovery, when you'll need to help your partner by assisting with the climb out



of the water. Visually a deployed life vest is very much easier to see from a distance than a bobbing head. Try it pitch a coconut over the side, don't look at it for ten seconds and then try and find it. On the converse, throw over something a bit bigger that's bright orange to see the difference.

Continues next page.....

Man Over Board.. MOB!

Put some watch rules in place, if you're going forward at all, have someone in the cockpit at all times. It's up to the skipper to decide when it's mandatory to wear harnesses, tethers and all the gear, unfortunately for them, they're the most likely to go overboard in the first place. On **Wind Flower**, Lyn is always in the cockpit when I go on deck and its mandatory to wear all the gear, every time when we're at sea.

So someone's gone overboard the choices they have made first up will determine their survival, as will the choices you make from here. Is the MOB tethered? Has he/she a tether cutter? Do they have an AIS MOB device, self-activating on deployment of their vest? From your perspective, if you're left alone aboard (short handed, two-up crew make up 80% to 90% of cruising boat crews), can you slow the boat down quickly enough if your MOB is still attached to the boat?

A recent survey by PBO magazine indicated that the helmsman has less than two minutes to get the boat stationary if a tethered MOB was to have any chance of survival (hence the use of a tether cutter a number of safety manufactures make a specific tool for this). Even if you can stop, can you then dump the sails and do you have some way of getting your victim back aboard?

If your MOB has cut his tether or wasn't tethered in the first place then you're now in a different scenario.

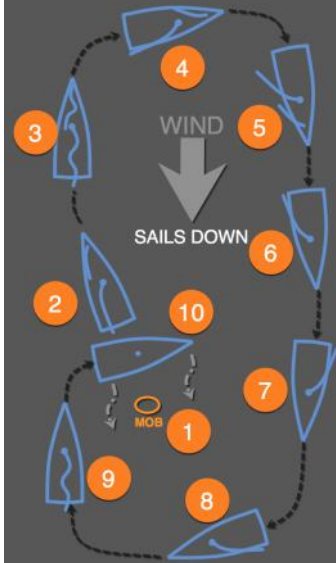
Case 1 your MOB has no safety gear. This is your worst-case scenario. Forget the sails, forget slowing the boat down, you're first priority is to:

- Mark the location by deploying a **Danbuoy**;
- Get the boat back to the victim in the shortest possible time, while you can still see them.

There are many strategies for completing this maneuver. Much depends on the point of sailing you're on and the sea conditions. While many of these exercises vary, practice makes perfect. It's been my experience that to expedite recovery it's best to lay the vessel to windward and allow it to drift down on the MOB. Several reasons the MOB is now in the lee; the position of the boat can be controlled with a bit of throttle in either forward or reverse; and the boat will likely be healing toward the MOB, making recovery easier. That is of course presuming you were able to keep an eye on your MOB as you did all this and arrived back at his or her position at the first attempt. If not then a whole new set of choices comes into play and you may at this point need to regroup, re-plan and involve others.

Continues next page.....

10 Steps to a Quick Stop



1. - Throw Danbuoy
2. - Head to Wind
3. - Tack
4. - Use backwinded jib to hasten tack also allows tack and bearaway without easing main
5. - If able tack jib, otherwise
6. - Furl, drop jib
7. - Gybe main
8. - Beam reach past MOB
9. - Head to wind and drop main
- 10- Lay a hull to windward of MOB.

Man Over Board.. MOB!

Case 2 Your MOB has all the safety gear and your AIS is screaming at you. It may be prudent to do a bit of prep work first. Dumping the sails will make placing the boat in a position to begin recovery and the actual recovery of your MOB much easier. You may wish to do your emergency return maneuver first, to place you close to the MOB, **but be wary of colliding with the person at any speed.** You will also find the information given by the AIS easier to assimilate if the vessel is moving in one direction, giving steady GPS course and speed. If so your AIS will give you clear direction and distance information to your closest point of approach

If you've chosen to travel in a group, whether this is an organised event or rally, or in loose consort with a couple of friends in their own boats, you now have a significant advantage. Vessels equipped with AIS that are close to you and have picked up the MOB distress signal, know you have a problem, will likely be close enough to assist quickly and more important have more crew available to help recover the MOB. Put some scenarios in place before you

head to sea. If you're in a group, for example, the last thing the remaining crew aboard the MOB's vessel needs to do is get bogged down with calls on the VHF a quick call to the boat to say you're on the way and don't bother to respond unless you need to will raise their morale and you can then start coordinating with any other vessels also in a position to help. With AIS you should be able to see the event unfolding in real time.

Your sails are down, you're in position and your MOB is alongside, now what? Again you've got choices and these are going to be influenced by the health of the MOB. First up though, **BE CAREFUL**, regardless if it's a loved one you're desperate to get back aboard, stop and think the last thing you want is two of you in the water. By practicing in advance you should already have a clear idea of what works on your boat and be able to put this in place quickly.

A few things to avoid in the recovery of an MOB:
Never go overboard yourself to assist the MOB

essentially you'll then have two MOB's in the water instead of one. Even in a situation where you have more than one additional crew-member to assist, **please resist the urge to put a swimmer in the water.** If you still need to get to someone and you can't get the boat close and you've got spare crew; deploy your life raft, tether that to the boat and let that drift down on the MOB.

Some books and articles recommend bringing the MOB to the back of the boat for recovery. I disagree for two reasons. I believe this to be the most dangerous place on the boat, particularly when you're in a seaway and laying a-hull. If the person gets sucked under the stern and the next wave drops the boat on them it's lights out. You'll also find it hard to rig a lifting strop at the stern as a halyard will want to pull forwards, again exacerbating the under-the-stern problem. This is particularly problematic on many modern cats where the topsides are high and recovery alongside is difficult.

Continues next page.....

Man Over Board.. MOB!

Bringing an MOB over the side allows easier hoisting set up and better protection for the MOB. Think about these points before heading to sea.

- How are you going to attach your hoist to the MOB's harness?
 - Will you need to deploy a secondary MOB device to assist recovery?
 - Can a section of lifelines be dropped to aid recovery?
 - Is your hoist line able to be handled by the weakest person aboard?
 - Is your MOB able to assist in the recovery?

If your MOB is able to assist then either a life sling or even the harness he's wearing will do make sure he's wearing a crutch strap as you pass him the clip though and be prepared for the worst wedgie ever!

Possibly a better alternative would be a recovery device, for example a Jonbuoy Recovery Module, your MOB can climb into. Many come with a tall inflated structure that has the lifting straps well above water level making attaching your hoist

clip more accessible, these devices also keep the person, mainly, out of the water making hypothermia less of a problem.

In the case of an MOB that's not able to assist there are other devices that can be used, my pick of these would be the Marcusnet device that also doubles as a scramble net or the Sea Scoopa but from experience there are few cruisers that go that far. Worst case your storm jib can be rigged to do the same job. Your Safety Professional Safety at Sea has the product knowledge and experience to best advise you on setting up your safety regimes and gear.

Think of an MOB recovery as being like a military engagement, you'll hear Generals say, plan, plan and plan again but they all know after the first contact these plans go to hell, so, **obey my first rule of MOB DON'T GO OVER THE SIDE!!**

About the Island Cruising Association.

Their motto is "We make Cruising more Fun" but there's a serious side too. ICA offers an ever-growing knowledge base of cruising resources and information specific to Extended Coastal (New Zealand and a developing section on Australia) and Offshore, with an emphasis on the South West Pacific. They offer a wide range of fun events, cruising rallies, training, practical demonstrations, on the water preparation and backup to assist cruisers to "get out there". Upcoming events include the CPS (Cruising Prep Seminar) in Brisbane and Cairns in June/July 2016; Multihull Solutions Sail2Indonesia Rally and Doyle South Pacific Rally in June 2016; and the Doyle Pacific Circuit Rally on again in 2017. It's all happening!

Membership in the Island Cruising Association is NZ\$65.00 per year and membership gives you access to the entire knowledge base.
www.islandcruising.co.nz



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Skinned Alive!

By Mick "Crocodile" Osborn, Captain of the erratic ship "Freefall"

So tell me Bob... is there any 'real' way to begin a story? Would a beer in hand help? A tiller in the other? Sails up and the slosh of water flowing past? What's that...? I've started already? Oh. Might as well continue then.

Who, what, where, why? Well... we were engaged in all of the above, beer, tillers, sails, movement and story telling. 'We' or 'the cast' being; The author and boat owner 'a saltwater feral' known as Mick Osborn, and 'Cowboy', 'The Boss', 'Glenn the moron' and the star of this insignificant occurrence 'Jamie' (owner of the now scarred arse... see attached photos!). Collectively we were 'The paint crew' and had just finished painting someone's 'Woftam' oops...sorry...lovely proud vessel.

The Boss... being foolish (as all bosses are prone to be) had offered to buy the alcohol if I would consent to casting ropes and taking the motley lot sailing. Being fond of said alcoholic beverages and fond of sailing I joined the ranks of the

foolish and agreed.

Alcohol, boats and sailing at night... who can spot the mistake here? Please send answers to me via the 'Coastal Passage' as I can't figure it out myself.

Obviously something went wrong... but I can't tell you exactly what as of yet as it would spoil a perfectly good yarn!

I arrived like all good captains...late. The boys were aboard already and as they immediately handed me a good (un-opened) can of bourbon and coke I chose not to 'repel' the lot of them. A good thing too...seeing it was me on the wharf and them onboard my Catamaran said 'repelling' would have taken some doing...or not... depending upon where you stood if you get my drift.

Anyway, we started engines and cast ropes, cleared the marina and hoisted sails. Engines off,

Micks feature in last edition caught a lot of attention. The editor of American magazine *Good Old Boat* called it "frightening." Mick has another true tale! Read if you dare!

sails full, bows to sea... all is good, pass the Captain another bourbon.

The 'Boss' was suffering mild dementia at this time having put up with the 'stress' of the job (watching us earn you the big bucks must be hard), the 'stress' of owning a 23ft boat when one of your workers owns a 33ft boat, the 'stress' of having kids at home, the 'stress'... well you get the picture. He looked comfortable at the tiller so the Captain ordered his drinks to be 'chain delivered',

huh? Oh... think chain smoker... got the picture again? Good. Where was I?

Ahhh...enjoying a pleasant sail with mates, quaffing some nerve-calming elixir and watching the sun go down. World is good...pass me another bourbon.

Continues next page.....

Skinned Alive!

You would think once away from the work scene the 'Boss' would unwind and relax... but nooo... the 'Boss' still has 'requests' to make... more *SPEED*... hmmm OK, multihulls are good at that so we tighten down and start hitting 10+ knots...pass the 'Boss' another drink. What? You haven't finished the last one? Ya Sook... the boys are well in front in the drinking stakes. They only have to stand around and make my boat look ugly, so no surprise that moments later the chant of Skull, skull, skull has its effect and the 'Boss' cracks another beer. Being a good Captain I join him in navigating... with a bourbon in hand.

Anybody seeing a recurring theme here? Lets see... the memory is a bit fuzzy... 1x carton Corona, 2x carton Bourbon and Coke, 2x carton VB, 1x carton XXXX gold... Lucky I brought a packet of chips or we would have been drinking on empty stomachs... Captains brain at work there.

We put in 40 odd minutes of fine sailing,

allowed the sun to settle over the horizon, an important procedure you know... who wants to sail with the sun in their eyes? Ahh... sundown. Pass me another bourbon. Helm over.. the highly trained crew handling the gybe with ease... they were in a relaxed frame of mind ya know?

Man is a city pretty at night, all those twinkly little lights back dropping the harbour.. and the lead lights, port/starboard lights, special marks, spoil groundmarks... uh oh.

"Everyone get a full drink and lets play a little game" The game being... where is the harbour entrance?

Don't you love the spirited discussion this sort of thing can bring on? It's happened on your boat too huh?

So we all adjourn to the bows of the boat leaving The 'Boss' at the stern pleading for directions. No problems.

Although you may not believe it we made port without incident... some spirited arguing... but no incidents. How lucky can you be? You need to understand something here... our stocks were running low and the mere thought of running out of fluid supplies used to scare pirates nevermind us 'normal' type people. So it was with good cheer that we turned upwind inside the harbour and I as Captain went forward to the mast to handle the lowering of the mainsail.

Accidents suck don't they? There is usually very little warning though hind sight will show up the tell-tale markers you missed at the time.

"Man-Overboard"... the utterance of these words is never a joke. I had enough time to look away from the mast then the deep 'Thud, thud thud' of the outboard hitting something shook the boat. The third strike was enough to stall the motor. No screams from under the boat.

C c c continues ne next pppage.....!

Skinned Alive!

I looked at the 'Boss' and knew he was thinking the same horrible thought. Ever seen something that has been hit by an outboard? I have...on the 'Net'...ugly. We both swallowed...there were no screams and no body appearing out from under the deck. My gut sank... hard.

Bedlam, people yelling, running, peering under the boat. Jamie was gone. It always seems like hours doesn't it?

Thump! "There he is!" Splash...Cowboy goes in...all eyes on the water. We heave the two of them aboard... Jamies eyes are huge and white. His hands are holding the front of his shirt over his 'jewels'. I will leave out the expletives as this is apparently a magazine for all ages... but I'm sure you know what they would be.

The million dollar question finally gets priority.

"Yeah... I'm OK... it ate my shorts but..."

We look from one to another astonished...people don't go through a round with an outboard and

win...it's universally unheard of.

"Give us a look"

He turns and there we see the damage... the same damage you should see attached to this article...photo's tell the tale well don't they?

Yes we tied up fine, Yes we partied till late that night, Yes Jamie couldn't sit down for days, No I haven't taken them out again...and strangely enough The 'Boss' won't buy us any more alcohol.



That is Jamies very lucky butt! And above is what is left to his shorts, still fouling the prop. Incredible hey!

Continues next Page.....

Skinned Alive!

Mick and Gonzo

There is no moral to the story... sailing isn't about morals... not that I'm aware of anyway! Cheers and remember... the world is running out of oil... outboards will no longer be dangerous and sailors will rule the earth...don't believe me? Bring a few bourbons over to the good cat' 'Freefall' and we'll argue about it!



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Cheers and happy boating!
Kay and Bob Norson

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Ahhh.. Cuba!

Storms of change are coming



By Bob Norson

I travelled to Cuba before Obama cut the restrictions for US citizens to travel there but really, a savvy traveller knew how to get around the restrictions anyway by plane. The big difference now is that you can sail there from the US without a problem, as Australians and Europeans always could.

Mexico and Cuba handle visas differently than other countries. No stamps in your passport, instead you get your visa on a separate piece of paper inserted into your passport and it is collected on your departure. You were never there! I noticed that Cubans waiting for the flight all had huge trailers full of consumer goods, A/C's, fans, etc

I flew into Havana on Air Cubano and landed with no preparations of any kind as is normal for my travels. Not to worry, the information desk looked after me including arrangements for a place to stay in the old city. The taxi ride was long and the car a thrasher but the driver was pleasant and I had a lot of questions. I wished the ride had taken longer. The price was fixed and the driver had a struggle to find the address but he got me to the door.

Continues next page.....

Pedi cabs are everywhere but I feel it degrades those who do it so I abstain. But I got right into haggling over the price of an avocado. They wee huge and tasty. Lots of noise, lots of music. All the sounds of a vibrant city.

The bar on the corner at right was a brilliant place to hang around and wait for magic to happen.

Ahhh.. Cuba!



I had heard about old Havana but being plopped right down into the middle of it was a shocker of a pleasant kind. Everything I heard, dreamed or imagined. There are some hotels in the city and they are magnificent in a classic sense. Restoration is going on everywhere. I stayed at a privately owned home licensed by the government to do this trade. The conditions are controlled. Minimum standards include air conditioning. Made sense of what I saw at the airport.

Below my balcony was another world and I couldn't wait to have a look. But first the hostess provides a welcome drink... rum! Imagine that. They had about 4 rooms to rent in the house. Another guest arrived, French man in his 50's. He was met there by his 'girlfriend' a stunning black girl in her 20's. Hmmmm....

About Cuban money.... There are two currencies, the peso national and the CUC. The peso is what Cubans live on and a \$100US will buy a stack of them. Like 25 to one. The CUC is for foreigners and it is tied to the value of the US dollar. One CUC=\$1US. My room, including breakfast was 30CUC. They all are that price in the city. Government sets the rate. Outside Havana, 25CUC.

Continues.....



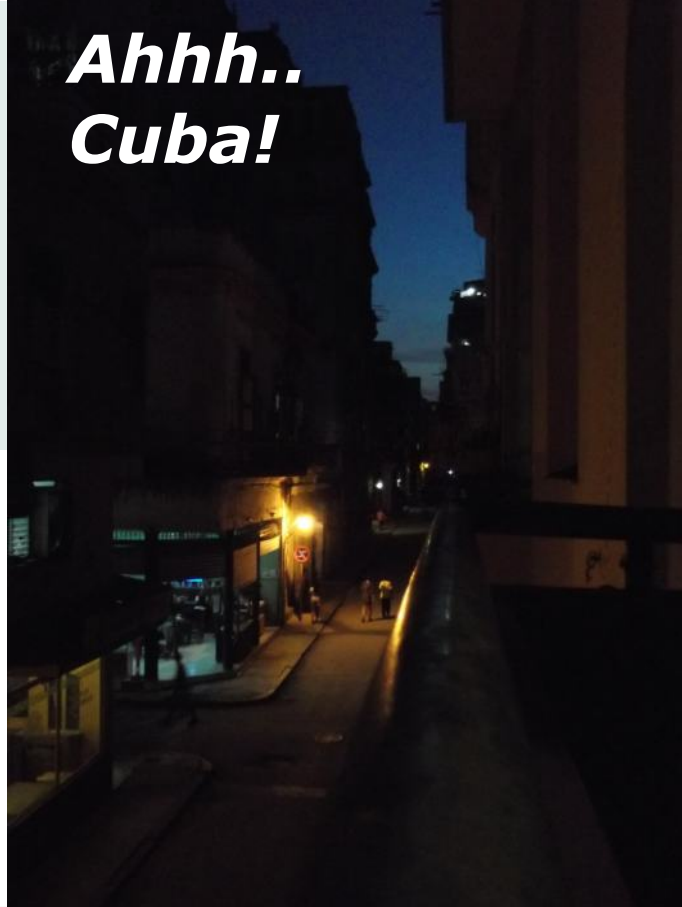
There were no keys to the front door, I pulled a cord to ring a bell and someone upstairs, pulled another cord that opened the lock. Cubans have learnt to improvise where ever possible!

Ahhh.. Cuba!

My hosts: The lady of the house was in foreign finance working for the government. She retired for the more lucrative job at home. Her husband is a doctor specialising in internal medicine. Cuba has one of the best medical systems in the world and health care is universal.

I hit the streets being careful to remember where I left from! Music is everywhere! For those that have heard the famous recording, "The Bueno Vista Social Club", I can tell you that they were wonderful and I have the recording but they are nothing special in Havana. Fantastic Musicians are everywhere, playing for tips. I asked how this could be? I know music is in the culture but how do they all learn? Answer: University is free including support while you go. There is a very popular university of music

Continues.....



Ahhh.. Cuba!



In my opinion, the Castro brothers are not heartless dictators. You can argue with their methods but not with their intent. When the embargoes that are the invention of Cuban Americans that would have a Batista back, enforced by the USA are finally



tossed out, Cuba will explode on the world.

The one nuisance on the street are the touts. Everyone is on the make for a CUC. "Hey mister, wanna buy a cigar? But there is no crime. I politely refuse.

I discover Buccanero Beer! Very Good and cheap even at tourist prices. I like some rum drinks but I confess I am a beer guy at heart.

The next morning a fine breakfast in the kitchen, included the in cost, and I hit the streets again. I take a bus tour that is really very good. You can get off the bus anywhere you like to take a closer look and catch another one on the same circuit later all for one ticket. They are double decker, open top.

Continues.....

Ahhh.. Cuba!



hard to find) was very slightly used and came with a Chinese made universal charger instead of the Sony item. I bought another camera to be sure to have a spare. I heard on the grape vine that a store had some down by the waterfront. I tracked it down like a spy chasing secret missile plans. The store didn't have them on display; it didn't have much of anything on display! But when I asked, the clerk shuffled to a back room and came out with a genuine new Fuji camera in the box. No SD

card and no, didn't know where to get them. No worries, I had a spare to use for it. 110 CUC. About what it would cost in Australia, about 40% higher than the US. These are things bought at retail in other countries and brought in by individuals. Few Australians know how badly they are being gouged. They say they do but they don't if they don't travel. One hour in a US Walmart store will confound.

The cars... yes the cars I grew up with and know like family. I want to go up and pat them on the hood and say 'good to see you again!' But the fleet isn't as funky as I expected. No smoke belching wrecks, these are good runners. Some showing signs of amateur panel work but many restored to perfection and even show quality. I saw a 55 Chevy to die for!

Continues.....

I stop at a bank to get in line for currency exchange. I need more CUC and I want some peso national. I saw a place I could get lunch that worked out to about .25USD with a drink. I also need a camera to replace the one stolen by the thief in Tuachan Mexico posing as a guide. I have a lot of Mexico stories, good and bad if anyone wants to hear them.

Did I say no crime? Well, there might be a little around the edges because the Sony camera that I bought (such consumer goods are

Ahhh.. Cuba!

How many remember the movie The Blues Brothers, most of you, yes, I would have thought so. Remember the scene in front of the music store where Ray Charles was playing the keyboard inside while the street "spontaneously" filled with dancers? Well I saw that happen live and in person! At first I thought it was a show, a production, One old man really going at it on an accordion and 20 or so people in the street having a ball and dancing up a storm.

It was magic to see and I am no dancer so I took a couple of happy snaps and then it was gone! The old man was now playing but without the fire of minutes ago. I wanted to rub my eyes, shake my head. Did I really see that? Camera said I did.

Across the plaza from them was a group playing guitars, congas and singing under the shade. Music everywhere.

continues.....



Ahhh.. Cuba Harbour!



Continues.....

Ahhh.. Cuba

It was time for a shift, I wanted to go further in to Cuba and I was afraid I could get so tangled up in Havana I would never leave. What a fantastic sailing destination. Step off your boat and into Havana. What fool would pass that up?! American East Coast sailors are so lucky right now. I am so jealous! I'll have to sail much further.

Trinidad! Perfect destination. Travel from Havana is easy and the shift in time is about 300 years. If Havana is the fifties, Trinidad is the sixteen fifties.

The bus is cheap by our standards, modern and air-conditioned. Buses for the general population are sound, safe but not luxurious. The highway is a comical communist piece of propaganda. I am betting soviet money built it. Two lanes each way of fine concrete and bitumen. A "Super Highway". Graceful overpasses on a wide easement with a garden in the centre all the way. Very little traffic. Cubans at the exits and entrances waving money for whoever may give them a ride. The site of our tourist bus must have grated on nerves.. and pride.

I get a chance to see how people are really living when we get off that highway to head toward Cienfuegos and then on to Trinidad.

I saw modest but comfortable homes in clusters and villages. The ones at right being typical. Villages usually had a park or plaza with big shade trees and things for children to play on. These were not people doing it hard.

Continues.....



Ahhh.. Ceinfuegos!



The Coastal Passage #77, April-June, 2016

I see huge tracts of land gone to seed, signs of past cultivation but long past. I speculate that this was once sugar cane or tobacco before the US embargo. Billions were made by US agribusiness and the Florida Everglades wrecked by the rush to replace the sources of sugar.

Small farms and villages dotted the path and a big ugly concrete factory. I began to see horses used more for transport. But I never saw anyone beg for food in Cuba, rustic but comfortable but the eagerness to travel and the frustrating lack of finances to do that was evident in the groups of money wavers on the highway.

Just a glance at Cienfuegos as the bus stops. Very attractive city from what I could glimpse. I nearly jumped ship. *Continues.....*



Ahhh.. Trinidad!

Onward with the final leg to Trinidad. Now the road hugged the coast and what a site! This is the leeward side of the island. Mild seas, steady breeze. If I had seen a yacht I would have jumped out the bus and waved money around!

Then away from the coast and up a hill, Trinidad. The owner of the house I was staying insisted on taking my big bag while I carried my computer case. I don't think he knew what he was getting into but he didn't complain. Happy to have a paying guest. I was in the old town, not that there is much of a new town. The buildings are hundreds of years old, built of stone with a reddish grout to hold it together and covered by stucco. Six hundred mm thick walls tapering upward. Cool in the summer; Classic old Spanish colonial. This house was two floors with a walled in courtyard. The street is cobble stone in the oldest sense. That is, stream bed rocks, rolled smooth by the floods and hammered into place. Difficult to even walk on but better than a muddy mess after a rain on plain dirt. The plaza mid town was done more carefully. Horse carts were the main transport in town and they were equipped with canvas bags under the tail to catch most of the road apples. This was what I wanted.

Continues.....



Ahhh.. Trinidad!



I found a tappas bar that served ice cold Buccanero Beer and spicy plates of BBQ pork ribs. The owner of the house provided tea at a cost. The price was the same for chicken or cray/lobster? But when I thought about it made sense. You have to raise and feed a chicken but a lobster is free for the taking and I understand there is nor shortage of lobster in these waters. I had lobster and it was superb with all the wonderful side dishes including fresh bread, fresh veggies and a cold Buccanero, (.5 CUC extra)

My host let me borrow his bicycle, quite a bonus considering this wasn't a cold war china model. I explored the coast downhill. The shipping port there is like a prison, guards everywhere, but then so are Australian ports now. The fishing port nearby had a chicken wire fence around it that was ignored by the fishermen but still I didn't get too close. My gringo Spanish

was limited and I knew already that the only English spoken was up the hill. I didn't want to have to explain myself in case I transgressed a protocol. I needn't have worried as I later found that the local police are as helpful and honest as I wished Queensland cops were. I saw no fear of police anywhere in Cuba.

Further up the road was a marina! Small but it had the requisite ablution block, sturdy jetties and full timed guard. I indicated my camera, he nodded and smiled so I got in. The marina was in a small inlet in a large lagoon, miles long. The lagoon was like a lake.

Continues.....

Ahhh.. Cuba!

A few days later I shifted to a home-tel down by the harbour. It was OK to be adrift in strange sea. I got along with the girl making bad pizza and beer for pesos national and felt what it would really be like to go native here.

But it came time to go. I took the local bus up the hill to transfer to the bus to Havana, the real one, not the tourist version. On the way up the hill I got off the bus and forgot my computer case. The leather covered, gold plated latches model that Kay gave me and reeked of wealth compared to the local economy. I was devastated! The computers could be replaced but the information saved was beyond price. I hired a taxi to return to where I was staying because the man of the house had pointed me to the correct bus and he would know where I might go to retrieve my case if it wasn't disappeared yet. But the language problem got in the way. They all thought I was accusing them of having something to do with it's loss and my brain was seized in panic and could not remember

what to say in Spanish. I got transport up the hill and found the police station to ask for help. No one spoke a word of English there. They indicated patience with hands. I understood and waited. A gentleman showed up who spoke English. It turns out he was the manager of the bus depot!

The driver of the bus was sussed out and I waited some more. About an hour later the driver showed up toting my computer case. Besides the computers there was a stack of cash in the case that I had forgotten about. All up there was a years wages in that case and not a cent was gone. I offered a reward to the police but hands were thrown up in negative response!!! Emphatic, no way! The bus manager translating saying that they suggest a reward for the driver and the manager but the manager declined also. The driver was shy about it but accepted about an inch high stack of bills, chicken feed compared to what I gained back from my negligence from these honest people.

And that is where I end this. The next day I was gone. But I will always remember this island of warm people and will not die until I have a chance to sail BareBones into Havana. I still have some thank-youse to throw around.



Blame this on Bob Norson

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Why DIY is always the best way to sell your boat

By Stuart Mears,
SY Velella & Author of "*Over-Boated?*"

When it comes to selling a boat, the vendor's first impulse is often to hand-ball responsibility over to a yacht broker. Maybe the boat has become a mental block; maintenance has been neglected and the vendor just wants it gone.

But the reality is that this mindset is an open invitation to rape. Bend over if you must, but it's not to be recommended as a recipe for survival, let alone financial prosperity.

A big part of the reason why boat prices have crashed since 2007 has to do with precisely this dysfunctional vendor mindset against a backdrop of generalized financial stress.

There is a very powerful reason why this tactic fails every time; which is also the reason why DIY is nowadays the only way to go. The reason has nothing to do with broker commission. While the broker's commission is often cited by vendors, the rationale for DIY has

absolutely nothing to do with cutting out the middle man and saving commission.

The yacht broker business model is about getting deals across the line. And even though the boat vendor pays the broker's commission, for multiple reasons it's the vendor not the buyer that will be leant upon in a price negotiation. The vendor is already in the broker's pocket. The buyer on the other hand represents not only an immediate opportunity, but also future business because every buyer becomes a vendor. The broker leans on the vendor and price takes a hit.

The thing is, buyer emotion trumps price every time. But activating buyer emotion must begin the moment your prospective buyer discovers your vessel on the Internet. If you're serious about selling your boat for its true worth, you absolutely need know how to activate buyer emotional response. Step by step, it's in the book.

STUART MEARS

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The Marinas

By Sue Streeter

Horizon Shores Marina - It's got the lot! Secure, quiet berths away from crowded waterways but close enough to be in the mainstream.

Located at Latitude 27deg 45'10"S Longitude 153deg 20'50"E between Brisbane and the Gold Coast, the marina lies close to Jumpinpin Bar with open access to the Gold Coast Broadwater and Moreton Bay Islands. Approach by vessel from the open sea requires navigating through marked channels from either Morton Bay or entering the Broadwater via the Southport Seaway. Tides and shifting sands create navigation challenges and it is recommended to refer to local guides such as Beacon to Beacon, also VMR Jacobs Well with their wealth of local knowledge.

Access by road is via the M1 Motorway - Exit 38 from Brisbane or Exit 49 from the Gold Coast, taking the Pimpama-Jacobs Well Road, onto Stapylton-Jacobs Well Road onto Cabbage Tree Point Road - approx. 30 minutes from Brisbane and 20 minutes from Gold Coast.

The marina is located in a peaceful country setting with Cabbage

Lets check out Horizon Shores this time



Tree Point and Jacobs Well as the nearest small towns, with general stores, a school and post office facilities. The towns of Beenleigh and Ormeau, 15 minutes away, being the closest access to shopping centres. The rise in residential development of nearby suburbs of Coomera, Pimpama and Ormeau, are all under 15 minutes from the marina.

Continued next page.....

The Marinas

The new Calypso Bay development when established, (which will include a shopping village, restaurants, supermarket, marina, tavern and 9-hole golf course) will bring suburbia to the area. Meanwhile, the Jacobs Well Tavern and Cabbage Tree Point Bowls Clubs provide bars and dining facilities, the Tavern with the added luxury of its Courtesy Bus.

The Anchorage Cafe' at the Marina is a great meeting place for a chat over coffee, with a breakfast and lunch menu. The last Saturday of each month between 12pm & 4 pm "Notes & Boats" is held for everyone to enjoy the latest musical talent with a bottle of wine and cheese board selection at a cost of \$30.00 per couple.

Did I say it's got the lot? Check out this list of services:

- . Shipyard hardstand with haulout facility for boats up to 80 feet
- . Chandlery - Wondall Road Marine, Marina

Office Chandlery

- . Electrical - KLM Marine Electrics
- . Welding - East Coast Stainless & Aluminium Welding
- . Maintenance/painting/restoration - Bruce Forsythe Marine, T & S Boat Sales, Ship Shape Ships, Wood on Water
- . Upholsterers - Custom Marine Trimming & East Coast Trimming
- . Custom Boat Designers - Assegai Marine, Everingham Power Boats
- . Bareboat Charters + Crews - Rhumb Lines
- . Garaging for vehicles long or short term
- . Dry storage, trailer boat storage, jet ski storage
- . Security - After hours 5pm - 7 am security patrols + security gates to each marina finger
- . Boat sales - Horizon Shores Boat Sales, T & S Boat Sales
- . Marine Engines - Mainstream Marine, Onshore Marine
- . Boat & Jet Ski Licensing - Australian Boating College

Continues next page.....



The Marinas

The marina has 500 berths with water and power plus drystack storage for 350 boats. Berths are leased and some boat owners live aboard subject to management approval, at an additional \$350 per month - ablutions and laundry provided.

There is a Courtesy Wharf for visitors and the Marina administration provides 24 hr dockside assistance.

Marina administration also holds "Nautical Nights" on the last Friday of each month, Marine Safety Nights, Marine Electrical and "Women's Only Boat Licence" full day course - essentially for the girls to take the helm. It's all on the "What's on" section of Horizon Shores website and updated regularly with new courses.

They can be contacted on 07 5546 2300 during working hours for enquiries, bookings and guidance, 7 days a week



Sue Streeter is a liveaboard cruiser that is the creator of the website, www.marinaberthswap.com. We hope she has time to do more of these features in future. She is our resident authority!





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Vision is for sale



50ft Steel Pilothouse Cruising Ketch

more on next page...



Vision is for sale



Hull is 6mm Corten medium tensile steel, reputed to be more rust resistant than mild steel, this boat is well equipped for long range liveaboard cruising, and furlers on headsail and in main and mizzen masts simplifies short handed sailing. Dual helms, on covered aft deck and in pilothouse.

This vessel has recently undergone an extensive refit and there doesn't appear to be anything left to spend.

120 HP MWM 6 cylinder diesel, reconditioned BW gearbox, new uni's in jack shaft, reconditioned 3 cylinder Kubota driving 8kva 4 pole genset, runs at 1500 rpm, much wiring renewed, new led interior lighting, new battery banks, fully repainted, tankage for 1700 litres diesel and 800 litres water, some new electronics, massive amount of storage, plenty of hanging lockers, this is a big yacht with 6ft 8in headroom throughout.

Large aft cabin with queen size double, ensuite, with another head forward. New stove and new gas installation, new stainless sink, 12V fridge/freezer in galley and a microwave.

Large engine room allowing excellent all around access to engines for routine servicing.

Large ice box forward could easily be refrigerated. Hot and cold water with new hot water service. 2 x 12V macerator toilets with holding tank on forward head.

Nicely varnished timber finishes throughout in a generally light, bright,



interior. Large furling genoa has been sailmaker inspected and new UV protection strips added. In mast furling main and mizzen sails.

No expense spared refit recently completed with the view of long range world cruising and unfortunately unexpected health problems have put paid to these plans and the boat has reluctantly been placed on the market, at well below cost and well under insured value of \$220,000. Now reduced to \$165,000 this is good value for money. More details on www.nqboats.com.au

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



SY New Song



\$45,000 ono

For more details & photos see:

www.thecoastalpassage.com/monohulls.html

or phone owner, Geoff on 0414 857 300



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

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

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

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Build A Catamaran

More pages added November 2015!

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

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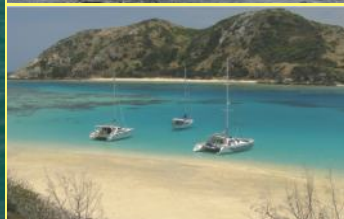
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