



The Coastal Passage

**78th Edition
June - July
2016**



Photo by Marj Sullivan

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The cover photo:

MV *Aussie Spirit* resting in Hinchinbrook Channel, Queensland, while crew keeps their eyes out for crocs! Story inside...

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Contributors

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



Kris Larsen, SY Keehar
Stuart Mears, SY Velella
Bob and Kay Norson, SC BareBones
Sue Streeter, SY Pacifica
Marj Sullivan, MV Aussie Spirit
Colin Verrall, Bay to Bay Trailerable Race organizer

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

New look ALA to work with GCWA to achieve joint goals

The Australian Live-aboard Association, led by new president David Edmondson, will strive to work with the Gold Coast Waterways Authority (GCWA) to achieve mutual goals and seek to influence potential unfavourable outcomes. Always a strategically driven organisation, the ALA Committee feels that the best way forward is to work positively with the GCWA.

David and committee member Jack Lester recently met with incoming GCWA Chair, Ms. Mara Bun to seek common ground with the GCWA. Well received by the GCWA, the ALA Committee is awaiting replies from Mr. Hal Morris on some points raised before commenting more widely on the meeting.

In another telephone meeting with Peter Kleinig (GCWA Manager), there was some suggestion of a negative attitude towards the GCWA displayed by the ALA website. Although there is accurate reporting of some historical dealings with the GCWA on the site (in which the GCWA may not come out smelling like roses), in my opinion the forward-looking comment and attitude in this site is entirely hopeful and benevolent. Although there may be certain contentions from time to time, we seek nothing more than open communication and two-way fairness.

It is also true to say that there are some issues, such as the removal of buoy moorings in the Broadwater, where the ALA Strategy and the written Strategy document of the GCWA agree, but the actions of the GCWA seem to contradict. Clearly we will press in these areas.

By ALA representatives

**TCP Note: Its time for all liveaboard boaties to join and support this association.
See inside for more ALA news.**



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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

P.O. Box 10, Beachmere, QLD. 4510

email: mail@thecoastalpassage.com

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LETTERS

Hi Kay and Bob,

Just received TCP77 and had a quick read and read about people having trouble downloading To iPad. We have always just opened strait from your email advising a new copy is available. When we click on the photo on the front the iPad asks do you want to open in iBooks. And of course we do and it goes strait to iBooks and is there forever or until we delete it. It has always worked that way and it's the best way because you can keep the copies to read later or when one of us hasn't read a copy it is still there. Perhaps people aren't watching what the iPad is saying. We have never tried to download any other way.

**Cheers,
Brad & Lyn, SC Aspiration**

Hi Brad & Lyn

Thanks for that information. We can only go on what people report so will be very pleased to including this letter in next edition to clarify the issue. I wonder why it didn't work for our man in America? Are Ipads made different there?

**Cheers,
Bob n Kay**

Notice to contributors: All contributions that purport facts in a matter of possible contention, should be ready to provide support for their assertions or the contribution may be refused at the discretion of the editor. Anyone disputing a matter of fact in any part of TCP is **invited** to respond as long as the discussion remains one of fact and the responding writer must also provide support for their assertions. Personal attacks will not be published and rude or offensive mail will not get a response.

Hallo,

My name is Andreas, I live at the Philippines for more than 10 years.. I was always looking for some easy to build catamaran. I was very interested in the Tiki 46 of Jamea Wharram, also the Design of Mike Waller, his 40 feet cat. But the building plans are very expensive for me. I have no income over here, live just off my savings until i can get my pension in 3 years...

I have make already me own design, but I never start to build, until now i saw your report of the catamaran \$21k 30 feet. and there is also a offer for a free download of the building plans. But nowhere on that internet side is the download button for that. My question now...where can I get the free download of that buildingplans? And maybe there is also a building plan for a little bit bigger cat like 38 feet or maybe 40 feet with open bridgedeck. But anyway, if I can get the free download. I'm pretty good with that. Please help me out...

**Thanks,
Andreas, regards from the hot and beautiful island Mindanao of the Philippines.**

PS. If I can start to build that cat or maybe my cat I would like to send all the pictures of building and later of lunching and sailing the cat here around in this beautiful area...

Hola Andreas,

You need to download "The Coastal Passage" issue #75. The plans are included in that edition and we have no other plans to offer. However a clever builder would see the method as more important and just scale up.

**Cheers,
Bob**

continued next page...



Hallo Bob,

Thank you for your reply. I have download already the edition #75 the building plan helps also to understand the system to build your own cat. I have read it with lot of attention and have got some ideas from that for my own building plan of a 38 feet bridge cabin catamaran.

I can offer, if somebody like to get my building plans, just contact me over this e-mail address: andreas.sh55@yahoo.de I just work at the other model of a catamaran 45 feet open bridge deck with sitting area and steering area and lot of space on that. Good for 6 person in 3 cabin and 2 at the dinette in emergency.

Regards from the Nice Island Mindanao of the south Philippines. Many people and some countries are warning of this Nice Island. Yes, in some areas it is not really good to travel for tourist. But here in the north area of Oroquieta City and Dipolog City its safe and nice. We have also a very nice Bay for Mooring here and its storm safe. To get fresh water and food is to organize. but as I told I'm living here and I can offer to assist if needed.

Best regards from Andreas

Hi Andreas,

Thanks for your offer to help others. We have decided to keep TCP 75 available for download for a bit longer as the free cat plans have been very popular. When I get time I will make them available on TCP's home page as well.

Let me know how you go with your build.

**Cheers,
Bob**



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A reply on crevice corrosion in TCP 77



Hi Bob,

In areas where SS is continuously exposed to variable salt exposure there are local galvanic cells made in the discontinuities of the part. Salt concentration within a joint is different than where the parts are exposed AND as water evaporates, the salt concentration is increased. As an attack progresses, the corrosion pit gets deeper, enhancing the cell's ability to operate.

Additional factors are areas of high stress with pits or crevices. In these cases, corrosion may proceed as intergranular attack between the boundaries of the metal crystalline structure as in your photo. The attack is accelerated at the base of a crevice under stress. This is particularly well known where chain plates break off just below deck or their escutcheon plates. We recently replaced all shroud chain plates on our 1984 Camper & Nicholson 58 ketch with grade 5 titanium. These will never need inspection again. All four plates were seriously compromised.

In the photos you see the original SS plate(s). Two per shroud. The diagonal mark at the deck line was only revealed by removing these from the boat. The cracks from each side were micro-sized. These were only revealed by polishing with 400 grit on the DA-sander and a magnifying glass. Reading about the #1 cause of old boat dismasting caused me a lot of worry. I was repairing water damage that caused me to expose the plates so I yanked them. Glad I did!

continued next page...



Old plate after partial clean-up

*Drawing; New raw blank;
Cleaned up old part*



New plates with old hardware



Finished job with exposed ends polished

The other photos illustrate making the new parts. I am a PE in a machine shop. I searched for Grade 5 and found the plate price varied from \$200 to \$800 (US) depending on whether the guy on the other end knew it was for a boat. I gave my machinist the four plates, a drawing and two cases of great Grand Rapids, Michigan craft beers. These were precision cut in a Mazak Mill. You can polish the exposed Titanium with a carborundum 220 grit but do not lift the paper to look before you are done. Titanium forms an extremely hard oxide layer instantly.

Check all of your pins annually. I keep spares and several SS rods of different diameter to be able to replace any pin. A bolt will do in a pinch but you start out with a crevice in the root of the thread. Look inside the holes of shackles too.

The boat yard kept the old plates to show other boat owners & use in their maintenance lectures.

You can probably find a much more detailed explanation of crevice & crack & intergranular corrosion of SS using a Google search. Try Wiki.

Regards,
Mark Hoenke PE & Great Lakes Master
Lynn Hoenke Great Lakes Master
Sailing from Muskegon, Michigan in June for the Atlantic



TCP's Forum

The real problem

By ALA President, David Edmondson

?Why are there so many boats filling favourable anchorages on the Gold Coast (GC), Queensland now? We didn't have this problem a year ago. We have a new (4 year old) Authority developed on the GC that is heavily funded by Queensland ratepayers to micro manage our waterways, our moorings, our anchorages, so why has the problem worsened instead of improved?

The root cause of more boats at anchor is an increase of in-water vessels and the lack of available facilities to accommodate them. Marinas are full. Demand has outstripped supply. A contributory factor to the increasing number of boats in anchorages is the removal of facilities that used to accommodate them, such as commercially managed buoy moorings at Southport.

But why would a body that is tasked with fixing a problem make it worse? Good question! The developing problem now breeds hate. Social media sites that throw stones and complaint letters from boaties about other boaties.

So what will the Authority do about the reasons for the problem? Prosecute everyone they can get their hands on no discretion!

Don't get us wrong here, we are not talking about dumped or derelict vessels; they should have gone long ago. We are talking about boaties trying to do the right thing, trying to comply with legislation but get caught out due to unforeseen circumstances, you know, one of those things that happen to the best of us... well maintained or not.

Gold Coast Waterways Authority (GCWA) have decided to change the way they implement the transport legislation to 'show 'em how we roll'. Formerly the GCWA showed some discretion in this area in an understanding of the developing problem. If they wanted to come down harder on GC boaties, it would be reasonable to announce the new methods via social media and user groups, let users know the line was about to change. But no, they chose the surprise attack of hard-line, bust 'em, no discretion for boaties, hang a few up and they will get the message.

continued next page...

The real problem

But the rules have been around for years, I hear you say. Yes they have; what has changed is the lack of attention to the management of growth on the GC waterways, the removal of facilities to accommodate in-water boats and the way the rules are implemented.

The GCWA has mooted that the GC waterways are at capacity. So do we stop finding solutions? Do we just use prosecution to fix the problem? Is this the new management strategy?

If so, we better tell all the folk at the boat shows who want a new boat, and the boat builders who want to build new boats, and the marine retailers and wholesalers who want to do business with new boat owners that the GC Seaway has a new 'No Vacancy' sign up.

So if you have a problem accessing your favourite anchorages or mooring facilities, don't take it out on the boaties. Take it out on the managers of our waterways, and demand more facilities, demand more commercial moorings, demand a change in legislation and help to fix the problem, but please don't take it out on the boaties. You know... we are you!

The Australian Live-Aboard Association has been formed to gather and present the united views of ordinary people who live aboard boats of all kinds. As Governments, local authorities and other organisations continue to make decisions that may work against our combined interests, it is up to us to help them understand our needs and viewpoints.

Our Objects:

According to the rules of our association, our objects are: To provide a unified voice to promote the needs and interests of those whose principal place of residence is a registered, compliant, and seaworthy vessel, capable of making its own way by motor or sail.

Contact Details:

The Australian Live-Aboard Association
PO Box 479
Main Beach, QLD., 4217

email:

contact@australianliveboards.org

web:

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New rail clamp provides ease of attachment to boat railing

The Alzone Tubular Rail Clamp was designed to allow for easy attachment of many boating and leisure accessories to boat deck rails and associated framing. They cater for a range of tube diameters from 19mm to 32mm. This versatile product enables the boat owner to attach a wide variety of items such as:

- **grillers**
- **cookers**
- **barbecues**
- **solar panels**
- **aerials**
- **rod holders**
- **bait boards**
- **various lighting**

The only tool required for installation of the clamp is a allen key. Slotted and round holes provide a choice of attachment points for the accessories. Rounded corners and recessed locations for the screw and nut fastening provide additional safety to the crew. The Tubular Rail Clamps are compatible with Alzone solar rail, associated brackets and hinges.

Sole Distributors, The 12 Volt Shop (established 1992) are suppliers of marine low voltage electrical and boating accessories. The 12 Volt Shop specialises in 12 & 24 Volt high end products such as marine grade & smoke free cable, pulse modulation solar regulators, m.p.p.t solar regulators, marine grade rail brackets, marine hinges for swing and duckboards, custom made marine switch boards, fully tinned cable lugs and high amp circuit breakers (double and single pole).

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The clamps are manufactured from a superior grade 6106 alloy and they are clear anodised to resist corrosion. A choice of single or double flange clamps are available.

Designed and engineered in Australia for the harsh marine environment, this product a winner in all boating circles. This product lends itself to a myriad of other uses such as installation on vehicle roof racks, motorcycle crash bars, bimini and canopy frames.

Contact The 12 Volt Shop for further information.

Email address: sales@12volt.com.au

Phone: 08 94581212

Web site: www.12volt.com.au

(See next page for this and more products from The 12 Volt Shop)



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- been worried about children climbing up the outboard motor?
- been injured being dragged into the dinghy?

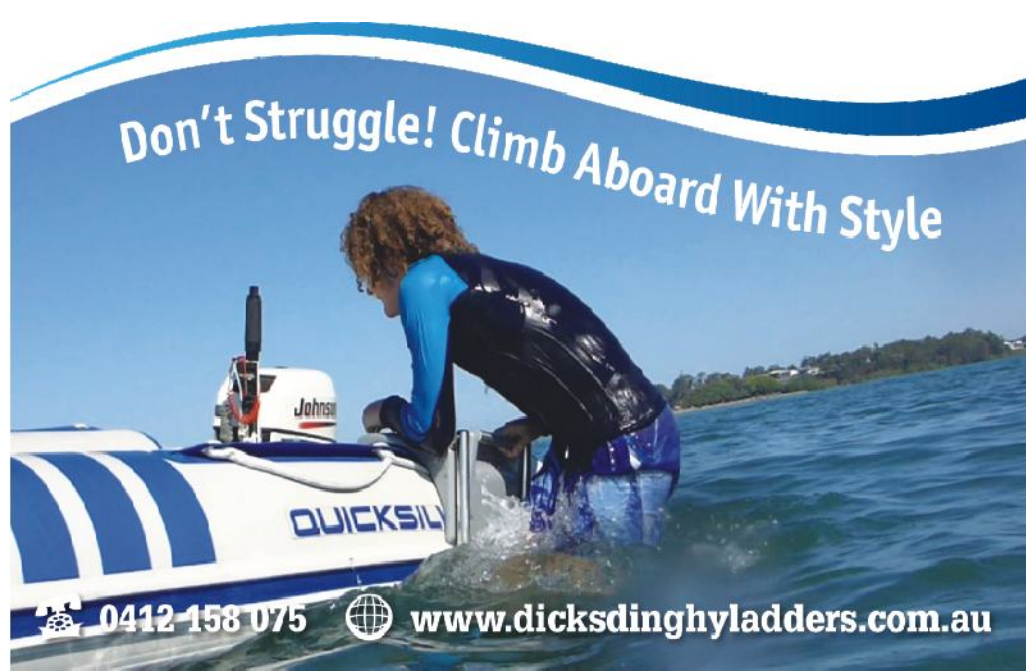
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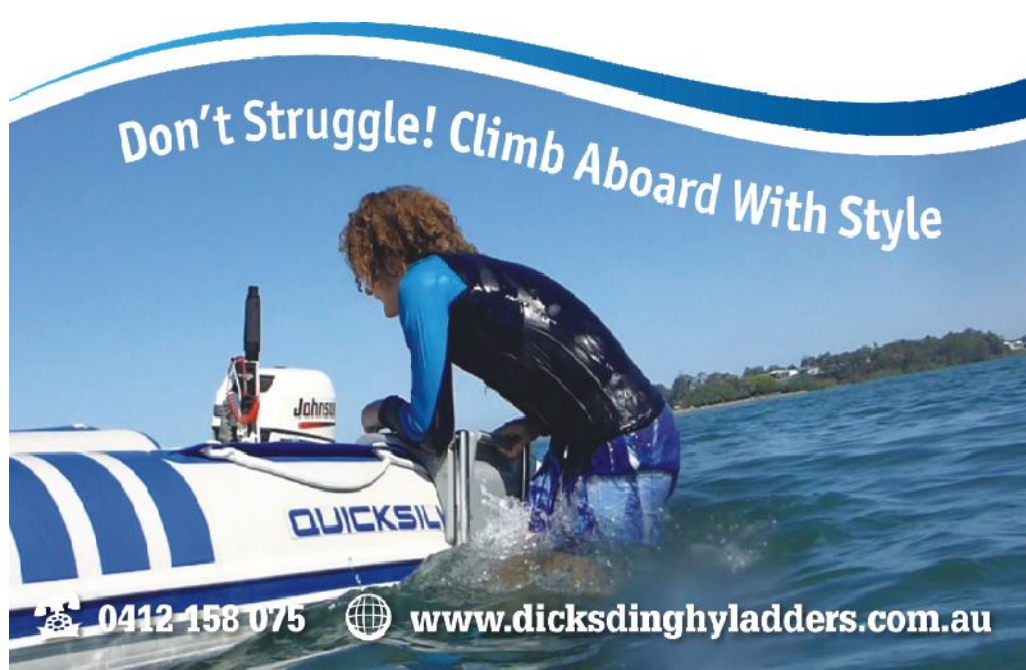
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The *Endeavour* believed found

By Bob Norson

The experts believe that they have found the good ship *Endeavour*!

With their unerring sense of history, the Brits used her as part of a blockade. The ship was scuttled in 1778 as a pawn in the battle of Rhode Island along with whatever else they considered expendable at the time.

The Rhode Island Marine Archaeology Project (RIMAP) say they have located the ship among the ruins of the former blockade. They had 13 ships to sort through in all but was found in a sub- group of five in Newport Harbour.

RIMAP is beginning to gather finance to build a place to store remains and sort through the goodies they expect to find.

The *Endeavour* had been renamed the *Lord Sandwich* after the reputed inveterate gambler who invented a bread and meat treat that allowed him to remain at the card table.

Rhode Island revolted just a couple of months before the lot took arms and issued the Declaration of Independence. Bloody trouble making yanks!

The *Endeavour*.. .er... *Lord Sandwich* was being used as a prison ship after having been used for transporting Brit and Hessian mercenaries but as the yanks were hoping, and the Brits were fearing a fleet from France to arrive to assist the yanks, the Brits scuttled what they had to block that assistance.

Whilst all that was going on, the good Captain Cook was above the arctic circle in the Bearing sea hunting walrus, soon to sail back to Hawaii... er... The Sandwich Islands where he got in a fight with the locals and was killed. A great loss. A great sailor.



The Endeavour being repaired in Australia



Is it time to cull crocs?

By Bob Norson

A 19 year old fellow is lucky to be alive after another croc attack. The croc got him sleeping 15 metres from a creek about 2 hours from Katherine. The family was on a camping trip. He was grabbed by his foot and it was reported that he was able to kick the croc away with his other foot.

The size of the croc is not known but from the description of the event it would not be supposed to be an especially large beast.

As the government in it's wisdom thought animals endangered, culling was banned in the early seventies. Since then they seem to have prospered with the help of agencies like Queensland Parks and Wildlife that as reported in The Coastal Passage, have been caught out importing large specimens into populated areas like Townsville. Soon after that there were reports of sightings in The Great Sandy Strait.

Locals were outraged as it was assumed that if they were there it was because Parks had brought them there without telling the locals as they had done in Townsville.

Soon after that there was a state election and the Environment minister, a member in the Hervey Bay, Sandy Strait area was beaten like a rented mule! The croc episode was likely a factor.

Many people are now calling for culling and Safari style hunting. This writer would call for elimination in any populated area and consider culling in other areas. It seems inappropriate for those in cities to decide the fate of those in the far north and isolated areas where families are at risk.

The local communities should have the power to decide.

Parks and Wildlife have a track record of arrogance and disregard for the safety of others in their activities, making decisions in secret and moving dangerous animal into populated areas without consultation or even warning.

Last year a coronial inquest examined the circumstances around two fatal attacks in the Northern Territory.

Bill Scott, 62, was pulled from his boat by a 4.6m crocodile in 2014, as his family watched.

Lanh Van T ran, 57, was taken in the Adelaide River after he waded into the water to retrieve a snagged lure. His wife, who saw the attack, said her husband had thought there were no crocodiles in the area.

Also last year a 12-year-old boy was killed by a crocodile in Kakadu National Park.

Across the border in Western Australia, a 68-year-old woman was attacked in January losing her hand and forearm later found in the crocodile's stomach.

Enough is enough.

Bob's note: This was written May 23 when heading north into "Croc Country". The news on May 30th tells of another person to have been taken by a croc and once again culling crocs is a hot topic.

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Seaweed tourism, coming to a reef near you!

The "Reef Recovery Project" led by Dr Adam Smith, Research leader and Director of Reef Ecologic is aiming to remove 500 kilograms of seaweed that is smothering coral reefs around Magnetic Island off Townsville in North Queensland. He says coral and seaweed can co-exist but there needs to be a balance. "Seaweed basically acts like a weed and it prevents juvenile corals from settling on these habitats, and it also excretes a chemical," he says. "So if we remove it, it's a bit like weeding on land - it then allows the species that you want to land and grow and develop."

Along with the local researchers the project has hired international students and also there is keen interest with tourism businesses around Townsville to offer tourists a chance to help remove the seaweed. Along with removing the seaweed tourists could also plant coral, remove algae and clean snorkel trails. Along cleaning up, they would learn about the reef, a type of "edu-tourism".

Tourist can be disappointed when they come to visit the reef and all they see is seaweed. They don't want to just sit in the sun, they want something to do and make a difference while visiting.

Over the last 10 years corals around Magnetic Island and other Islands like the Whitsundays and Great Keppel Islands have seen more seaweed growth. This project will be similar to weed management on land. There is also a chance to investigate seaweed as a biofuel.

**News source: ABC Australia News May 20, 2016
by Harriet Tatham**



photo by by Harriet Tatham

**Students from the Ohio State University
enjoy helping with the seaweed removal**

Divers swim with a whale shark off North Stradbroke Island

This is the second confirmed sighting of a whale shark near North Stradbroke Island, a real treat for these divers. The common area for these whale sharks to be found are on the west coast of Australia around Ningaloo Reef, so this is a rare sighting.

The whale shark was a five metre long juvenile male and was spotted off Point Lookout on Sunday, May 22 this year. When they are seen, they normally pass by quickly, but this one spent at least three hours with the divers.

Diver Chris Atkins was excited to be there to spend the time with it. University of Queensland marine biologist Dr Kathy Townsend believes something different was luring the plankton eating creature closer to shore this year. "The difference this year is something has changed with the currents that encourage not only the whale sharks, but we've also had manta rays hanging around unseasonably long this year," she said.

"So, there's something that's going on that's encouraged them to come much closer to North Stradbroke Island than we normally see them. "It wouldn't surprise me a great deal if the plankton biomass was the thing that was also encouraging the whale sharks to also come into this region, because if there's a lot of food around they will actually come in and seek it out."

**News source: ABC Australia News May 22, 2016
by Jessica van Vonderen**



photo by Paul Sorensen

**This is only the second confirmed sighting of a
whale shark off Straddie in about 10 years**

Hinchinbrook Ripples

A photograph of a crocodile swimming in shallow, rippling water. The crocodile is the central focus, moving from left to right across the frame. Its dark, scaly back and tail are visible above the water's surface, creating a series of ripples that spread outwards. The water is a murky, greyish-brown color, typical of a mangrove or estuary environment. The background is slightly out of focus, showing more of the water and some distant vegetation.

**"Never smile at a crocodile"
said the Barra to the crane.
If you flash your pearly whites at him
he'll think you quite insane.**

**Be careful as you wade along
the muddy mangrove shallows.
There's no one near for many miles
to hear your squark or bellows.**

**And when you cast your net out wide
to catch some lively bait,
beware of what you haul aboard
it might just be too late -**

**To throw it out, to let it go
into the deep, brown rush
of water as it thrashes by.
You'll end up simply mush.**

Hinchinbrook Ripples *continues..*

**Don't think you're smart like little fish
who swim in flashing schools.
Safe in numbers doesn't work
where a reptile lives and rules.**

**Dangle a line to catch a meal
is a pleasant thing to do.
One leap, one snap, one yell and scream
one gulp, you're turned to poo.**

**Up the creek to catch a crab?
Well maybe if your game.
Be careful where you put the pot
it might not be worth the pain.**

**And drift along in morning mist
through waters smooth and calm.
Beware the ripples just ahead,
too late to raise alarm.**

**So when you visit Hinchinbrook
to rest or wet a line,
take care of where your tinnie floats
and I'll take care of mine.**

©Marj Sullivan, MV *Aussie Spirit*



***Aussie Spirit* resting in Hinchinbrook Channel**

Marj Sullivan photo

Croc Spotting

A large crocodile is swimming in a green river, creating a white wake. The background shows a dense forest of trees and mangroves. The title 'Croc Spotting' is written in large white letters at the top left.

Kerrie the croc - seen in Gayundah Creek, estimated to be close to 4 metres in length

Story & photos by Marj Sullivan, MV Aussie Spirit

Travelling the east coast of Queensland must be one of the 'great experiences' for the boating community in Australia. It has been for us, well, especially for me as it's the only bit of the world's oceans I've travelled on in a 15 metre vessel. *Aussie Spirit* left Hervey Bay in April 2015 with Captain Col at the helm and your's truly as chief cook and deckie, girl Friday, Saturday and Sunday!

In readiness for our big trip north, late in 2014 *Aussie Spirit* had a haul over at Maryborough on the Granville side of the Mary River. At the time a number

of boats were slipped in various states of repair with their owners living aboard and enjoying the ambiance of a boat yard decor.

But they weren't the only river residence in the vicinity. A couple of years prior the riverside community had become quite aware of a croc or two lurking just down river from Maryborough. There had been reports of crocs back in the earlier part of the 1900's and the current resident crocs could well be descendants. But I don't think anyone has got close enough to identify any distinguishing family features.

continued next page...

Croc Spotting

Crocodiles are a cunning and shy bunch that, in spite of their humungous size, have the uncanny knack of not being noticed and very hard to find. Even enticing bait in a cage set for capture can take a long time to actually entice, if at all. But they did eventually capture one of the Mary crocs and relocate it to a new home in the north, only to find that there are at least two more still lurking in the vicinity. Another has also been recently captured and relocated.

A few months into our travels northward we were keenly keeping an eye-out for creatures of the reptilian species. When we stopped in Stanage at the eastern end of Thirsty Sound it didn't take long to hear about a recent sighting there. While I was doing a bit of early morning shopping at the one and only shop, a youngster came in reporting that he and his mate had seen 'the croc' that morning.

Well, I didn't ask for further details as we were heading out to Curlew Island that day and didn't need to concern ourselves with the various local residents. There were enough odd creatures staying in the caravan park, each with well equipped fishing vessels of the runabout variety.

Now, I'm not well versed in what a croc's diet is but I suspect that fishing might be a slightly risky undertaking in the mangrove margins of Thirsty Sound. "Not for this little black duck" would be my response to any fishing adventure invitation.

Anyway, we hadn't heard any further serious reports of crocs along the coast until we got to Townsville where some boaties had muttered that there's crocs in the Hinchinbrook Island area, which is where we were heading this year. Captain Col was somewhat skeptical about these reports as he had lived in Lucinda (at the southeastern end of Hinchinbrook Channel) for a couple of years as a kid and insists that there was no sightings at that time.

Well, that may be so, but if there's crocs in the Mary River near Maryborough, some 650 nautical miles south of Lucinda, I'm pretty sure there's going to be crocs lurking in the perfectly suitable and luxuriant environments of the channel and creeks along this picturesque part of the country. Luxuriant for wildlife anyway.

In the first week of May we arrived at Lucinda and anchored overnight near the now derelict first jetty, that incidentally was engineered by Col's dad, as was the current six kilometre long jetty that now carries bulk raw sugar out to vessels berthed at the end. Again there was a brief shopping venture to the local shop, but no mention of crocs was detected.

Then on we went up to our first anchorage in Hinchinbrook Channel, just off Haycock Island. Perfect for a spot of fishing and crabbing, though we have since discovered that it's pretty well fished-out and crabbed-out. Even after a week of dangling lines and throwing pots in the creek, it was a dismal report of two fish and one crab.

But not to be deterred, we spent each afternoon enjoying the soft buzz of mozzies and silent sting of sandflies as we sipped cool refreshments on the upper deck of *Aussie Spirit*. Then on around the fifth day, just a little before dusk our visitor and travelling companion, Cliff, spotted something casually drifting out of the creek... "A croc?"

"Oh, it's probably just a log Cliff" was everyone's response as there had been quite a lot of leaves, branches, logs and other debris floating in and out on the high tides for the last few days. We seriously thought he was pulling our leg until he said....

continued next page...

Croc Spotting



View of Mount Bowen from Gayundah Creek. Croc seen cruising into the creek running off to the right

"No, I don't think this one is a log". Then on closer inspection, from a very safe distance I might add, we all agreed that 'yes' it was a croc. Well, there was a flurry for the camera and superlatives to describe the spiky looking log creature now venturing out of his home creek, out hunting for a spot of dinner or just a pleasant evening cruise along the mangrove shallows.

Kim, as we nicknamed him/her, is estimated to be over 3 metres long, with large amber eyes and a fetching arrangement of crocodilian armour all the way along it's back to the very tip of the tail. First croc I've seen in nature and certainly won't be forgotten. "What a beauty!" as Lou said, Cliff's wife and first mate.

We watched in awe as Kim's evening cruise took him along the rivers edge, past Aussie Spirit and up to the next little creek a couple hundred metres away. Next day I promptly sent a photo onto KK who responded with, "Well

hasn't he grown!" Good one KK... thanks for letting us know. "And he's right were we saw him near Haycock Island".

So there *are* crocs in the Hinchinbrook Channel and are more than likely lurking in most of the mangrove creek regions all the way along the coast of Queensland, suffice to say where there's plenty of food and hidie-holes. We feel pretty privileged to have had a front row seat in seeing Kim and hope that he is quite content with whatever delicacies are captured on each fishing expedition.

That evening, Cliff was a little reluctant to row back to Harwood, his beautifully restored and converted live aboard (for a short time) tugboat. But with grit and determination away he and Lou went in spite of Kim having been last sighted heading back along the mangroves homeward bound not far from where Harwood was anchored. I'm sure we all slept well knowing they arrived home safe and sound. As I'm sure Kim did to!



TCP NOTE: Marj's story and poem brought back some memories, so the next pages are some stories from TCP #3 (2003) on a day we had in Hinchinbrook Channel. Could Marj's pic of the croc she first saw there the same one? We think so!

The Croc Watchers of Hinchinbrook

Notes from CHAPPIE
By Lynelle Parker, SY Chappie

The two Boys in the dingy were from South Australia, and had never seen a croc in the wild. The "Chappies" had promised to show them a "BIG CROC", and having opened our big "north and south" (mouth), had to come up with the goods.

So we spent the entire afternoon on a sortie up and down the estuaries looking for "THE BIG DADDY OF ALL CROCS". We eventually went back to the place we had seen the first small croc, and bingo, there was Daddy, sunning himself on the bank-we had come up with the goods.

A couple of days before we had been sailing just behind them up the coast, and we called them on the VHF to come back to us, as we had just spotted a huge pod of whales, and they had never seen whales up close and personal. They came back and spent about ½ hour watching the whales frolic. Of course by now we were becoming quite famous, what with all the wildlife to display. We also showed them a good swarm of "sandflies", but they didn't thank us much for that

Between the crocs and the sandflies, the boys wanted to know if everything in Queensland has a "bite" to it!

I got a picture of the big croc on the shore, just before it took to the water and we all **TOOK OFF!!!!**



The crews of (left to right) Regina, Chappie, & Earrame gather up comparing notes after the croc sighting

Kay Norson photo



FAVOURITE HANGOUTS

Hinchinbrook's Haycock Island- The hot spot for croc watchers!

By Bob Norson

Haycock Island lies in the Hinchinbrook passage sorta half way through. We had been by in our motorboat and were impressed. The island is a large rounded lump of brush covered rock, lying to the east side of the main channel. To the west, across the channel, are miles of mangroves and meandering small channels. To the east of Haycock, across the smaller channel that forms the anchorage is Hinchinbrook island itself. Though it rises majestically in the distance, the island shore by Haycock is more mangroves with a small channel by the anchorage that runs for a couple miles into the "jungle." Against the lower background Haycock rises abruptly to a striking presence.

I knew we would have to spend a few days here in our yacht *White Bird*. We were on our way to Cairns with no schedule to keep so now was the chance. We pulled in and set the pick that morning.

Bob Norson photo - no zoom lens

continued next page...

FAVOURITE HANGOUTS



This pic is the same croc as in the previous page. Its out of focus as I was in a hurry - the croc decided it was time to take a swim!

Bob Norson photo - no zoom lens

The day before we had stopped in at Lucinda. There is a bloke there that makes lures. Figuring that the secret to catching fish is to get a lure made by a notable local, I walked into "town" and parted company with some \$\$\$\$ at the "factory" in the shed out back. I was assured there was no better lures on earth.

So today I was gonna try the lure. As pretty as the place is, after a half a day of staring at the scenery you need action. My wife, Kay and I readied the dingy for a major expedition. We had fuel, food water, safety gear, large can of Aeroguard for Kay, and most of all, our super sonic barra killing lures.

With only a couple inches of freeboard left on the dingy, we motored across the channel for the mangroves on the inland side. As we were nearing the opposite shore, I saw what appeared to be a large log laying on the low tide exposed muddy bank. Curious, I motored closer until the log turned into a croc! I had never been able to get close to a big croc before and my camera didn't have a zoom lens so we crept closer. When I sensed from the croc that we were at the limit of its patience..... I snapped my pictures and respectfully edged back out.

After that little distraction we began serious fishing, working the edges of the channel with our super sonic lures. Nothing! I had heard what a fish paradise this was and I had bought my ticket and expected my ride, but no takers.

After several hours baking in the sun and just one more cast, just one more cast..... we were both ready to admit defeat. As we rounded the bend that brought Haycock Island and the anchorage into sight, we could see where the croc was and it had company.

continued next page...

FAVOURITE HANGOUTS

It seems our friend had attracted the attention of several other crews from the anchorage. They were gathered in their dingy's in a neat symmetrical pattern, just off the bank now grown smaller by the rising tide.

I thought that a picture of all the dingy's taking a pictures of the croc would be good fun, so I pinned the throttle on our mighty 2hp Honda. In spite of our "furious" pace, it wasn't to be. The group was nearly as close as we had gotten, and the croc's patience was thin, and bolted directly at his appreciative audience. As one, dingy's exploded in three directions. It looked like they were puppets on strings that had been jerked backward. The utter panic of it all, at our safe distance, was hysterical. We both laughed to tears.

We followed them back towards the boats and caught up to them. They were rafted up and re-living the adventure. Everyone was grinning, especially the youngsters. Another one of those memorable things that just happen on boats.

Oh yeah, the fishing.....When we got back to *White Bird*, Kay decided for rest, but I had to have one more cast, one more cast. I worked over the banks of the islands using every lure I had. The sun was sinking but I had to make one more cast. The sand flies were out, but I had to make one more cast. Sand flies annoy me but I had never had a serious problem with them, besides, I had to make one more cast....

I came back with no fish but with little bumps over 90% of my body. That night I suffered like I had never before. I even begged for the remedies Kay had stashed as she has had a problem with sandies. I think I had hallucinations from the things before the night was over. The next morning I looked awful. Even worse than normal.

Will we go back?? Oh yeah, but instead of stopping in Lucinda for a lure, I will stop there for fish and chips and more bug spray!

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The Marinas

By Sue Streeter

From humble beginnings to the clubhouse, hardstand and marina that exists today has been an important and essential achievement for the local and visiting cruising community.

The Cairns Cruising Yacht Squadron originated in 1967 to promote sailing in the Cairns area and to develop service and maintenance facilities for cruising boats and off-shore racing. The Club's first site was at Cairns Harbour Board slipway in the middle of town - as memberships and the sailing program grew, so did the need for larger premises. The Squadron moved to it's current site in the mid 80's, being the industrial suburb of Portsmith fronting Tingira Street and backing onto Smiths Creek which runs into the Cairns Inlet, both easily accessible by road or water.

The Marina consists of 21 berths, 1 emergency/crash berth plus 2 x courtesy wharfs and 2 boat ramps. Rates to date (2016) are \$4.60/metre/day casual fee, members less 20% @ \$3.70/metre/day - members only long term \$17.30/metre/week.

19 pile berths located in Smiths Creek opposite the Squadron are available to members only @ \$96.00/week, \$180.00/month, \$490/quarter or \$1700/year.



Club membership for an Ordinary Member is \$290/year. Family \$336.00/year plus dinghy wharf space \$200/year. 2nd dinghy with family membership \$150/year. Many members' boats are moored or anchored in the Cairns Inlet or further into Smiths Creek, the club providing a dinghy wharf, ablutions and laundry in the hard stand area for live aboard boaties. The ablutions are basic although well maintained and cleaned daily, laundry \$4.00 per washing machine use. Dryer \$4.00/40 mins.

continued next page...

The Marinas

Hardstand yard with 40 ton Travel Lift caters for up to 60 vessels; cost \$6.70/m/day for monohull, \$9.60/m/day for multihull. Long term storage (min 4 weeks) \$21.60/m/week, haul out/return \$70.00/m -all subject to 20% discount to members. Trailer boat storage available for members only. Security gates are open at 7am and closed at 8pm daily, storage areas are fully fenced.

The nearest shopping centre with supermarkets is Cairns Central approx. 3kms from the yard. There is no public transport in close proximity necessitating the use of hire cars or taxis to visitors. However, several businesses in the area cater to the hardstand for maintenance, repairs, chandlery, paint etc.

List of services to name a few:

- * Colin Wheatley Boat Building & Repairs
- * Leo Wolf - Refrigeration, diesel engineering, electrical repair-rewiring
- * KG Mechanical Services - diesel engine & marine transmission specialist
- * Aussie Marine - new boat & outboard sales
- * Michael e.r. Lee - auto marine electrician



- * Jason Hanlon - outboard & inboard service & repairs
- * John Fisher - sail maker & repairs
- * V.I.P. Plastic Fabrication - custom built tanks, boat windows & hatches etc.
- * Ken's Canvas & Upholstery
- * Mickey Ink - marine grafix & signage
- * Ross Larkin & Associates - marine engineers & ship surveyors
- * North Queensland Boat Haulage & Car Carriers
- * Cairns Coatings - paint shop
- * Whitworths - chandlery

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The Marinas

The Clubhouse is impressive and welcoming to all visitors. Downstairs the bar provides seating inside and along the outdoor verandah, whilst the restaurant, which seats 40 people inside with additional outside deck area for another 30 people. It is open for lunch 7 days a week 11.30am-2pm and dinner Tuesday-Saturday 5.30pm-8pm, with member's 2-4-1 deal Thursday nights. Menu offers a wide range of dining options including platters, a la carte set-menus and buffets.

The lawn and outdoor verandah area, including BBQ, is mostly used by members and their guests, also for hire for private functions @ \$300 up to 30 people (+ additional \$10 per extra person).

continued next page...



The Marinas

The function room located on upper level of the clubhouse boasts a bar, timber dance floor and restroom facilities, with the verandah overlooking the lawn area, surrounding hills, Admiralty Island and Smiths Creek.

There is comfortable seating for up to 90 people for a banquet style function, or up to 120 people for a cocktail style party. Pricing is reasonable for half day, full day or night functions, the venue is fully licenced and fully catered with a tempting assortment of well planned menus to suit all occasions.

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The Marinas

Sailing courses will soon be available on 2 x restored J24 yachts, so if you are interested, watch clubs's website calendar which is regularly updated with coming events. It is planned to sail the J's after the "big breakfast" cooked on the BBQ fortnightly Sunday mornings from 8.30am. Members may bring a guest cost @ \$5.00 per head. Costing for sailing to be advised, as will times and dates for the courses.



The local outrigger canoe club, Dragon Boats, leaves from the club 5pm on Tuesday & Thursday evenings, plus 7am on Saturday & Sundays. Members can be social or competitive, recommended if you are a recruit and wish to learn to attend the Sunday morning meeting in the interim for coaching. First 3 weeks visits are free as a trial run. BBQ's are held on the grounds on the alternative Sunday to the CCYS's member's morning.

"Sail to Indonesia" international rally annual event base their Cairns stay at the Squadron each year. Approx. 50 boats between 28th June & 4th July use Squadron facilities for customs, functions & topping up necessities. Be there to support the rally and check out some really classy boats!

The Club welcomes visitors and enquiries and can be contacted during working hours:
Office: 07 4035 5115
Shipyard: 07 4035 1881
Bookings: email bookings@ccys.com.au


www.ccys.com.au



Sue

Photo by Maureen Griffith

Now based at Cairns, Sue has owned *Pacifica* for 15 years, and moved on board to live in 2010. *Pacifica* is Sue's 4th sailing boat. The first 2 were with partners, the 3rd was an 8 metre Quest which Sue kept in Moreton Bay, Redland Shire. Sue has sailed as far as Thursday Island group, onto to Gove in the Northern Territory, and from Cairns as far south as Bundaberg. She regularly makes trips to the reef and loves the Cairns area because, as Sue says, "We are so close - a day's sail there and back - to coral cays and The Great Barrier Reef." Sue retired last year after 30 years in real estate doing property management. She has started the business *Marina Berth Swap* in 2015 (www.marainaberthswap.com), which she hopes will take off to benefit cruising folk.



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Michaelmas Cay



Story & photos by Bob Norson, SC BareBones

Michaelmas Cay is a perfect little stopover out of Cairns. In the normal SE trade wind it is a reach (more or less) both ways.

My first impression was that it was smaller than I thought.

Anchoring or picking up one of the two public moorings gives a feeling of being out there! Not even a palm tree! But in a normal trade wind it isn't too bad or at least it was perfectly

OK on BareBones. The reef gives enough shelter to make an overnight doable and that was my plan.

Anchoring: A rope rode would be silly here. Bommies are everywhere down there and patches of sand too small for 360 degree swinging room but on the good side, the wind is generally very steady. The public mooring closest to the Cay is a joke. With the swinging room it has between two reefs and the mooring behind it, a small runabout

is the only thing it could be used for safely however the rope it has on it was too big! I mean ridiculous. A 50 ton vessel might have a Cleat to fit it but I don't have a cleat on board *BareBones* even close to big enough. The other/outer public mooring is good for most vessels. The public ones are blue cone shaped things and situated close to each other. They say they have a 4 hour limit and in busy times... what can you do? But it wasn't busy so...

continues next page.....

Michaelmas Cay



There are a lot of unused commercial, private moorings clogging up the place. It is very apparent that this is a tourist operation and private boats are second class citizens.

A Cairns boat that came in after us took one of the commercial ones. The island is closed to humans except for the hours of 0900 to 1500 hours so it was pretty unlikely to be a problem as they came in about 1530. We had a nice visit, us two mooring criminals. We were the only boats there after the tourists operations left. We stayed overnight.

Approaching the cay by dinghy, the noise hits

you first, in fact the noise travels very well out to the anchorage, and then the smell! Some day maybe there will be a guano mine here. A miniature Nauru!

As it should be in this case, a small part of the beach is cordoned off for humans, the birds get the rest undisturbed. I noticed that the birds do

little mixing, preferring the company of their own. The largest group close to the observing beach were heavily involved in.. ah.. courtship and a few squabbles between competing males. Dunno why as the females seemed to be little tarts!

What ever happened to draw all these birds here in the first place, how does it happen?? Great question. There are other cays within sight but this is THE one. A wonderful opportunity to stroll amongst nature in riot if you can get to the beach before the tourists ships arrive and after 0900 of course. The birds tend to retreat behind the barrier after the rush. But still they are

within a meter of you.

The reefs in the anchorage must make good diving as the tourists vessels disgorged a fleet of divers in floaties and stinger suits. It was an unusually low tide the day we were there so I could see a bit from the deck and the water is so clear, a good deal of it from the dinghy on the way to shore. I am not much of a diver but it was clear that coral bleaching had not devastated this area if it was present at all, so far anyway. Lets keep our fingers crossed.

continues next page.....





Michaelmas Cay

The fish are amazing! And a bit on the fat side as boats regularly feed them to watch the show. Some old bread is good investment for entertainment but don't even get tempted to fish here. Rules and good sense (how rarely those two collide) forbid it. Even seen from above the water the show is beautiful. You just have to smile!

Many of the fish in the photos are larger than you might guess. They look like aquarium fish but with a length of 600mm or more, and thick and tall... you would want a very large aquarium! There was also an interesting, dark, even menacing looking silhouette circling around under the feeding scrum near the surface. I'm sure it wasn't anything dangerous but I would have liked to coax it to the surface.

All in all, a nice little stop over IF you can catch it uncrowded. If the anchorage is clogged It would be hard to enjoy what with the stress. I don't think there should be so many private commercial moorings. Most of them get little use. Why aren't there state owned moorings for commercial use? Half the number but more often used. But until then yachts have something to pirate in the late of the day with very little chance of being abused for grabbing someone's private one. Not that TCP would recommend such activity! Do as I say, not as I do. Just like Gubment!



Goodby!

The Terns of Michaelmas Cay



Story & photos by Marlene Leith, SV, Callala

I have always believed that if a friend talks about a favourite place you should go and check it out.

Kurt told me in 2000 that he loved Michaelmas Cay so I decided I had to see what the attraction was. Unfortunately we never managed to get the right weather to visit this cay until on our way north this year. The Cay is on the Western edge of Michaelmas Reef approximately 25 nm out

from Cairns. It is a very popular spot for locals and also a daily tour destination, however don't let that stop you from visiting here. Michaelmas Reef is a Marine Park Green Zone, which is a "no-take" area and extractive activities like fishing or collecting are not allowed. The Cay itself is a protected tern breeding ground, in fact the 2nd largest breeding ground on the Great Barrier Reef. You can go ashore but only onto the roped off area between the hours of 0900 and 1500.

continued next page...

Care must be taken when approaching the Cay as there are many reefs and bommies to avoid, however approaching slowly, with caution and also having a person on the bow makes for an easy entrance. There are three public moorings at the Cay and room to anchor if these are taken.

The snorkelling and diving around the reef is fantastic. Crystal clear water and very interesting bommies covered in an assortment of colourful corals, both hard and soft varieties. The fish know they are safe and you will see enormous Trout, Sweet lip, Emperor, Parrotfish and Wrasse along with the smaller but pretty colourful Angelfish, Clownfish, Humbugs, Coral fish and Butterfly fish to name a few. I was even been lucky enough to see a Black-tipped Reef Shark while snorkelling. The graceful beauty of these small sharks always leaves me in total awe when I see them in the water.

The most interesting part of Michaelmas Cay was the terns. Thousands and thousands of breeding terns, Crested Terns, Lesser Crested Terns, Common Noddies and Sooty Terns all trying to find their own small space on the Cay. There are thousands of cute fluffy little chicks either snuggled under Mum, trying their legs or wings, or just trying to find a safe and shady spot. Unfortunately as with every bird colony there were the few opportunist gulls out to eat the baby chicks



and we even saw a couple of chicks being attacked while we watched. At times nature is so cruel! Also vying for space on the Cay were a few Boobies and Pied Oystercatchers and flying high on motionless wings were graceful Frigate birds.

I must admit I can watch these magnificent Frigate birds for hours. It is a bird lover's paradise. Although you are only allowed to access a small part of the Cay you can see so much from the restricted part of the beach. There appear to be "nursery areas" where chicks wait for their parents to fly back with

food. Paradise has a small disadvantage if you suffer from noise or smell. I found the day and night continuous squawking quite soothing but Dieter didn't share my opinion. The bird smell is noticeable when you first arrive but once you have registered the cause of the smell I didn't think it was a problem.

Every winter dozens of boats head north. Some make the Whitsunday's, others Hinchinbrook or Magnetic Island but for those that venture towards Cairns and further north, do make time to visit Michaelmas Cay. It is a paradise and well worth the visit. For anyone not lucky enough to have a boat, take time and make a commercial trip over to Michaelmas. This little Cay has so much to offer.

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Kay and Bob Norson

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Chasing waterfalls

By **Kris Larsen, SY Keehar**

After 45 years of dreaming, scheming, planning and haggling, I got to see the tallest waterfall on Earth. I have that thing about waterfalls. When I was 16, I wrote down all the places in the world that I really wanted to see. Four of them were waterfalls. Angel Falls in Venezuela was heading the list.

Angel Falls have nothing to do with religion. They were named after Jimi Angel, a legendary American bush pilot who discovered them by accident in November 1933. He returned with a few mates in 1937 and managed to land on top of the plateau, the first and last airplane to achieve that. On landing his wheels got stuck in the swamp and the plane remained there stuck for the next 33 years. Angel and his crew took 11 days to descend from the plateau on foot and return to civilization.

Angel Falls

Photo by Natalie Uhing

continued next page...

Chasing waterfalls

Contrary to expert opinion, there is no way to get to the falls entirely by road, not even by a native track. There is no road, and there is no native trail. Nobody lives anywhere near there. You have to fly part of the way and then go by a boat. For half a year you can only fly. There is no airstrip anywhere near the Falls so fly to the falls means a quick look from a plane and fly back. Actual land access is possible only from May to November, if it rained enough.

Venezuela has no railways, everything moves by road. Price of fuel is a joke. You get 10 litres of petrol for one Bolivar, local monetary unit. On the black market we were getting 600 Bolivar for one dollar. That gives you 6000 litres of petrol for one dollar.

The cheapest way around is by buses but lack of spare parts grounded most of the fleet, so competition for the seats is fierce. Luckily there is an alternative: "per puestos", a shared taxi. In towns they are great big American gasoline pigs from the 70ies and 80ies, rumbling dilapidated V-8 sedans, seating six.

Economical boycott orchestrated by USA stopped the flow of spare parts for anything manufactured in the States, so the old per puestos are repaired with wire, string, rough welding and anything they can cannibalize from grounded cars. Rusting shit heaps have no door handles, no head lights, windows do not roll down, bonnet protecting the vital engine is tied down with a padlocked chain. Dented panels are hanging loose from the frame, bald tyres screaming for a retread. At the price they are charging (regulated by government decree) they can't afford to spend anything on maintenance, even if the parts were available.

In town a typical fare for 4 km is 20 Bolivar, about 3 or 4 cents. Long distance taxis are better maintained, small Japanese cars seating four. On the trunk

roads it takes only a few minutes to gather a full car and off they go. Fares are about triple of the subsidized bus fares, 300 km from Puerto to Ciudad Bolivar comes to 2000 Bolivar, about \$3.

"...robbers are quick to spot the weak and over the years a number of more timid looking yachties were relieved of their wallets."

I wasn't sure what rate I can get for a cash dollar in the provinces, so I changed with my connections in Puerto all I thought we'll need for the trip to the Falls. \$300 in cash translated to over 200,000 Bolivar. Government insists US\$1 equals 6 Bolivar. Official minimum wage, what a primary school teacher earns, is 247 Bolivar a day (35 cents). So in theory the biggest denomination bill in circulation, a 100-Bolivar, is big enough. 200,000 makes a huge brick of cash that no pocket can contain. My shoulder bag was bulging at seams with cash and I was eager to offload it as soon as possible.

Security is an issue. Complex of safe marinas and hotels in Puerto where we kept the boat is surrounded by a wide belt of fishermen's slums. Walking down the main road during the day is not a problem, but robbers are quick to spot the weak and over the years a number of more timid looking yachties were relieved of their wallets.

On the other hand, a Russian skipper in here got pissed off with something one night, and went for a walk into the slums to relive his anger. A hulking closely shaved bloke in his forties, as white as a white can be, sticking out like a flag screaming please come and rob me, he kept walking up and down the crooked lanes of the slums whole night, spoiling for a fight. He was watched from half opened doorways, but nobody ventured out to cross his path, not even to ask him for a cigarette. "What's wrong with these guys?" he complained to me in the morning.

continued next page...

Chasing waterfalls

Ticket booth at the bus terminal was closed, in spite of assurance they gave me the day before that they open at 5:30 AM. We wandered outside, amongst the shared taxis and 20 minutes later we were in an old Mitsubishi sedan barreling down a 4-lane highway south. There don't seem to be a speed limit in force anywhere in Venezuela, good bitumen roads support 140-150 kmh travel and the boring flats of Llanos were zipping past.

Around midday we slipped over the impressive Angostura suspension bridge across the brown murky waters of Orinoco. Until a few years ago, this was the only bridge across the entire length of Orinoco. There is no real need for more bridges, so few people live beyond Orinoco. South of Orinoco lies the Selva, the Forrest, jungle.

From the bus terminal we caught a cab to the airport. Long spell of haggling started. It took most of the day and I was getting tired of lugging 3 kg bundle of cash around the streets. Prices we were quoted in the morning turned out be out of date, some connections were not logistically possible, and on top of that airport in Ciudad Bolivar is closed on Wednesdays and Thursdays for maintenance. In the end we cut a good deal with a young Peruvian chap in his office.

Relieved of the bundles of Bolivars, we sat down under the Jimmi Angel's original airplane on the from lawn. They brought it down from the mountain by a helicopter in 1960. Meticulously restored, it still looks like a flimsy crate. Boxy aluminum body, skimpy struts supporting tiny wheels, massive 9-cylinder rotary engine in the front. Those guys sure had the guts. Angel was a star pilot of a flying circus in the 1920ies before he got bored with barnstorming stunts and went flying between the tepuis in Guyana highlands.

In the morning we were squeezed into a tiny six-seater. Four tourists, an overweight government official and a playboy pilot. Flying at 700 feet, a glorious view of the savannah with scattered trees as it gave way to thin forest of gigantic broccoli.

"Flying at 700 feet, a glorious view of the savannah with scattered trees as it gave way to thin forest of gigantic broccoli"

First tepui appeared on the horizon. Canaima sits on a spectacular lagoon of Carrao. River widens to over a mile, entering the lagoon by a string of waterfalls separated by small islands, tumbling down a wide shelf maybe 20 metres tall.

Two days later we were taken on a path behind the wall of a waterfall, an awesome experience. Village itself is spread over a wide area, all set amid immaculate clean lawns and patches of parkland forest. Not a piece of rubbish anywhere, no plastic bags, no candy wrappers, no used disposable nappies, not like everywhere else in Venezuela. Canaima National Park (30 000 km square) is administered by the natives, Pemon Indians.

We were handed over to our guides, who quickly changed the arrangements that outsiders tried to impose on them. A whole host of companies is vying for a thin trickle of tourists. You end up with 20 tourists who were sold 14 different schedules and itineraries, but all going up to the same Falls.

Guides took a quick look and clobbered together a canoe load of younger and fitter looking visitors. We were told that we'll be going up the falls right now, instead of next day. Sandwiches for lunch on the way. Everyone agreed? Naturally we did, so we were trucked a mile to the port of canoes.

continued next page...

Chasing waterfalls

All the traffic up river goes in timber canoes. Carved out of a single tree trunk, about 35 feet long they are about 4 feet at the widest point. Bottom about 4 inches thick, to take the impact of repeated collisions with river boulders when level of water drops. Flat plank on the transom supports a single 48HP outboard. Canoes take 10-12 passengers and 2-4 guides and boatmen.

Around noon we sat down on wooden perches in the canoe and the boatman fired up the outboard. A few miles of smooth ride up a wide river and we pulled up at a sandy bank. Mayupa Rapids, too wild to ride with a full boat. Half an hour walk down a wide sandy path through an open savannah. A token Indian village of thatched roofs and souvenir trinkets, majestic tepui rising their heads in the distance.

Tepui are like remote islands on dry land. Flat topped high mesas, an ancient sandstone plateau eroded away, leaving behind these improbable clumps of sandstone with vertical walls and level tops. Auyan-tepui, the



The canoe to Angel Falls

Photo by Natalie Uhing

home of Angel Falls, is one of the largest ones, it stretches for 50 km, its walls towering almost a kilometre high.

Carrao is a black water, slightly acidic river, tinted dark brown by rotting vegetation that discharge tannin into water. We piled into the canoe, heading for the next set of rapids.

A large wave broke over our bow half swamping the piroga, then another one as we flew through the turbulent waves. Everyone was soaked to the bone, but we were warned and our bags wrapped tight. A true white water rafting, thrown in free of charge, going upstream.

The trip follows Carrao River for about 35 km upstream, vertical walls of Auyan-tepui about half a mile distant on our right. Turn into Churun and the river changes. Only fraction as wide as Carrao, Churun is much more shallow, much steeper, continuous rapids for the entire 30-odd km to the camp site.

continued next page...

Chasing waterfalls

The senior boatman left the outboard to his young offsider and moved into the bows of the canoe, to pick the way through the rapids, and to help steering the boat in tight corners when the outboard was tilted high and dry. Some of the stretches were so tight I would never think you can squeeze a 35-foot dugout full of people through the corner.

In Devil's Canyon the river squeezes between two huge boulders, stream narrows to two metres racing down against you, and the way at the top is barred by a third massive round stone. Guys forced the dugout up the narrow chute, then kinked our course around the corner, frantically breaking off with the paddles, without touching a stone with the boat.

Another month and there will not be enough water in the river to drag the canoe across. From December to April river is too dry for travel. Sudden rains squall hit the boat, cold downpour obscuring the way, low clouds cutting off the view.

Awesome walls of the tepui were slowly gliding past, every turn in the rives displaying different silhouette, narrow ribbons of water leaping over the vertical edge into abyss, only to disperse into thin mist a couple of hundred metres lower, disappearing completely. From an angle it was like watching ruptured plumbing of an archaic castle. Then suddenly in the distance a fat streak of water appeared falling from the improbably high up in the sky. Top two hundred meters of the fall was clearly seen, dropping in a slow motion, bottom hidden behind a spur of the mountain. I was looking at the THING itself. River got very shallow, outboard coughing and spitting. Finally we wrecked the prop and guys pulled into a quiet corner to swap it for a newer one.

Another couple of miles and we reached the camp at Isla Raton. Hidden in the forest a few metres from the bank, 8 camps are separated by a discreet distance to keep the privacy. Besides us there was nobody in sight. We dropped the bags in the camp, and in evening light walked through the next two deserted camps to a fabulous lookout right opposite the waterfall. The whole leap opened into the view, barely a couple of miles away. I am not a poet and no matter what I'd write, it would do no justice to the majesty of the falls. Let's just say, it took me 45 years to get here, and it was worth the wait.



The majestic Angel Falls

Photo by Natalie Uhing

continued next page...

Chasing waterfalls

Kavac camp was two large corrugated iron roofs on timber posts, one to sleep under, the other as an open-air dining hall. No walls, two rows of sturdy hammocks hanging from the rafters, floor a clean swept sand. In the diner two long rows of tables and benches. Small masonry lock up room where the guides store the gear while there is no one using the camp. Guys barbecued chicken for the dinner: served with rice and salad it was a better meal than we were used to in the civilisation. We slept the night in hammocks. A brilliant invention. It actually comes from somewhere around here. We had no mosquitoes anywhere on this trip, but we were provided with the mosquito nets, anyway. Hanging from the same beams as the hammocks, it made the camp look like a dormitory from Arabian nights.

In the morning thick mist rising from the river enveloped the camp. You couldn't see a thing. A quick breakfast, strong coffee, and we crossed the river in the canoe to the other bank. Sunrise burnt the mist and the falls were shining overhead. We followed a short stream branching from Churun River, leading up to the falls themselves.

continued next page...



Kris, looking at Angel Falls with an awesome a view behind him

Photo by Natalie Uhing

Chasing waterfalls

The stream was named Gauja in 1955, after a river in Latvia. Yeah, South America is full of unexpected stories. This one is about a Latvian explorer and adventurer Alexander Laime. He was the first white man to reach the foot of the falls, alone, in 1946. Later he cut the foot trail along the stream, the same footpath we were following to the lookout.

Trail is steadily rising. You do not see through the canopy of the trees, and suddenly the trail spits you out onto a big boulder over a ravine, and craning your neck like a goose you see the falls, complete from top to the bottom. Two narrow ribbons hurl over the edge a kilometre above you. One is dashed on the rocks mid way down, while the left one falls in a slow motion all the way to the ground.

I counted how long it takes for a drop to finish its suicide mission. Somewhere around 40 seconds. Plenty of time to think about things. Water forms jagged waves in its fall, churns clouds of mist that swirls around the main ribbon, descending almost gracefully to the foot.

There is no pool of water at the bottom of the fall. A vertical sandstone wall drops a lot of weathered rubble, which collects at the foot in a big heap of sharp stones. As it hits the ground, water crashes against the sharp rocks, spilling over, under and between the boulders of loose debris. About half a mile further down the stream forms a conventional channel, only to leap almost immediately in a beautiful cascade about 10 or 12 metres high. At the foot of this little fall nestles "Happiness Pool".

That was as far as we went, spending happy couple of hours splashing in the water, sprawled on the warm boulder. Turning over on the boulder, in the opposite direction a magnificent vista opens over the deep valley that River Churun cut into the Auyan-tepui, with dark canyons eroded by its tributaries. You can see some mighty high waterfalls down that way, too.



Keehar Departing from Amami, Japan

Photo by Yonemitsu Motomi

Kris Larsen is travelling the world on his yacht *Keehar*, with his partner Natalie, spending time ashore exploring many countries. Kris has shared his adventures in previous TCP's and has written books on them as well. See his website: www.monsoondervish.com

Natalie, also a writer and photographer has a blog of her travels and interests: www.smallestforest.net - well worth the time to go to and read and enjoy the photos.

So happy cruising Kris and Natalie! We hope to meet up with you someday... somewhere...

Bob & Kay

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The 36th Bay to Bay Trailerable Yacht Passage Race



Story by Colin Colin Verrall, 36th Bay to Bay Race Officer
Photos by Julie Geldard, www.vidpicpro.com

Variable 5 to 15 knot winds from the southeast to northeast and a favourable tide provided the Bay to Bay 2016 trailerable yachts from as far afield as Flagstaff Hills South Australia right along the coastal strip and inland areas through Victoria, New South Wales, Queensland as far north as Gladstone with works to windward and spinnaker rides off the wind.

This saw monohull sports and light displacement boats planing, multihull windward hulls lifted and the standard monohulls from the Ross 780s to

the Careel 18s and Farr 5000 show a good turn of speed. All the boats (127 boats in the race) finish well before the time limit on Saturday. This allowed plenty of time for the race committee to confirm all boats safely at anchor in Garrys Anchorage for the overnight stop over and finalize the Saturday results.

The skippers and crew attended to their boats and settled down for a comfortable, balmy night of comradeship and yarn spinning all oblivious to how the wind gods were going to treat us on Sunday.

continued next page...

The 36th Bay to Bay



Tight Division 3 monohull racing to windward off the starting line

After following the Committee boat with Code Flag "L" flying along the Great Sandy Strait for 15 nautical miles from Dream Island to Wanggoolba Creek searching for a sailing breeze for 5 hours it became increasingly evident there was never going to be enough breeze to sail against the strong incoming tide.

With boat crews losing interest, swimming off the sterns of the boats and walking across the sand flats of Fraser Island at about 12:30hrs the race committee made the agonising decision to fly the abandonment signals (first time in 36 years of Bay to Bay racing) and direct the boats to motor home.

Results were decided on the Saturday leg and this year Queensland boats won Bay to Bay overall. Trophies for 1st Type 1 monohull on CMS *Wicked*, Derek Foley, Bundaberg, 1st Type 2 sports boat on SMS *Situation Normal*, Jamie Berndt, Maryborough, 1st Type 3 multihull on *Mystere*, Kim Taylor, Cooroy and 1st sports multihull on OMR *The Boat Works* Julian Griffiths Noosaville. 1st Type 1-A light displacement monohull was *Bad Blood*, William Michie, Bangalow, NSW.

continued next page...



Sports Multihull Elapsed time and OMR winner The Boat Works lifting a hull

The 36th Bay to Bay



Multihull fleet at the start near Carlo Island north of Snapper Creek



Sports boats *Depth Charge Ethyl* and *Bakers Dough* on a tight spinnaker reach

Despite the lack of wind on Sunday all Bay to Bay skippers and crew gave a resounding stamp of approval of the event and the efforts of the organizers and volunteers and in a loud enthusiastic chorus vowed to return with friends to sail the 37th Bay to Bay.

The Annual Bay to Bay Trailable Yacht Race is still holding numbers that are up there with or better than most trailable yacht sailing events in the country. So why not go to the event website

www.herveybaysailingclub.org.au and click on "2016 Bay to Bay All Provisional Results" to find links to the 36th Bay to Bay results and photographs and videos. There you can also find out about how to be a part of this history making event which over 36 years has seen with an average of about 160 boats more than 6000 boat passages and twenty

three thousand person passages through the pristine waters of the Tin Can Bay Inlet, Great Sandy Strait and Hervey Bay. Next year the race will be on Saturday 29 and Sunday 30 April on the Queensland Labor Day long weekend with the course through the Great Sandy Marine Park and past the World Heritage listed Fraser Island Great Sandy National Park which always takes a place in the hearts of all those who sail the event.

TCP NOTE: The Bay to Bay race would not exist without Colin dedicating his time to make it happen. "For me this is 36 years as starter, 35 years as race officer, 15 years as handicapper and 36 years of everything else that there was nobody else to fill the role. I think I do it because good people like you take an interest and there are a lot of loyal competitors and course boat supporters that appreciate the Bay to Bay", says Colin.

The 36th Bay to Bay



Classic wooden boat *Boxer*



Division 3 boat modified RL 24 *Dopamine*
planning under spinnaker

A tribute to Andy Postan

By Colin Verrall,
Bay to Bay Race Officer
Photos supplied by David Postan

The Hervey Bay Sailing Club and participants (entrants and supporters) in the Annual Bay to Bay Trailable Yacht race owe a great deal of thanks and gratitude to the efforts of Andy Postan in the initial planning and the conduct of the early Bay to Bay races which provided the foundation for an Annual event that would span 36 years and in all probability many years to come.

The first Bay to Bay Trailable Yacht Race planning meeting was held at Andy's house in Maryborough on 18 April 1980. From this meeting Andy was instrumental in bringing the Bay to Bay dream to a reality with flights along the course from Snapper Creek Tin Can Bay along the Tin Can Bay Inlet, the Great Sandy Strait and to the Urangan Boat Harbour Hervey Bay in Andy's

light aircraft from which the course was set. Andy organized an initial clean up of the long abandoned and hazardous log dump at Gary's Anchorage, the supply of a truck mounted generator to make Gary's safe for an overnight stop over and barbecues for the 114 boats in the inaugural race.

Andy sailed the first and several Bay to Bays in his trailable yacht *Shilo* and for many years provided valuable support for the overnight stopover and barbecue at Gary's and many subsequent planning meetings were held at his home.

Andy is an important part of the legacy from which an annual tradition of Bay to Bay yacht racing was born. With numbers peaking at 230 boats as the popularity of the event grew, an average fleet of 180 boats was maintained for many years and currently has a fleet of about 140 boats.

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Andy's *Shilo* sails in the Bay to Bay Race

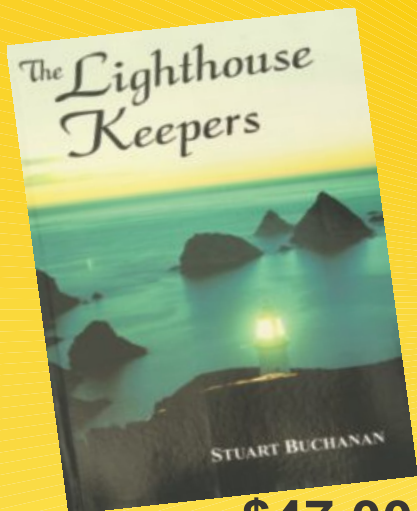
Andy was also a staunch supporter of the Hervey Bay Sailing Club in the 80's sailing with the HBSC trailable yacht fleet and supporting his sons David and Richard sailing Sabots, 125s and Lasers off the beach sailing in front of the Torquay Clubhouse.

Those of the sailing fraternity of Hervey and beyond who had the privilege of knowing Andy mark his passing with fond memories, respect and condolences to his family and friends and a sincere and heartfelt thanks to Andy.

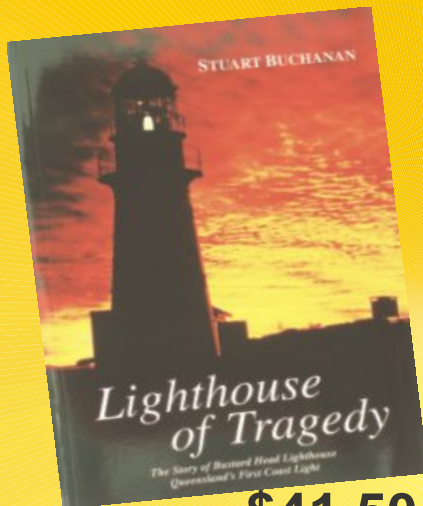


Andy & his crew sailing *Shilo*

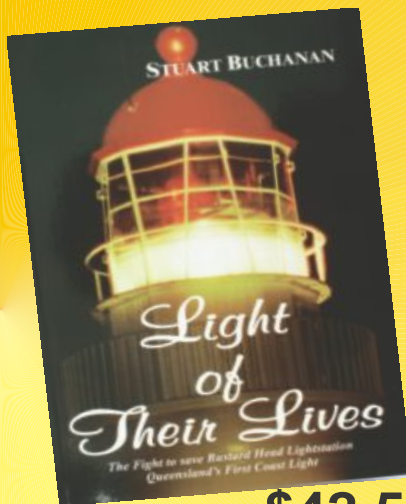
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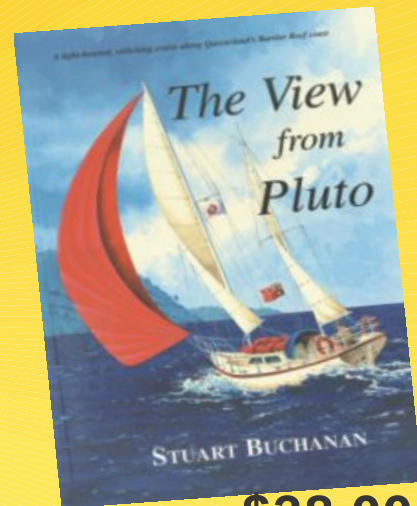
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Airlie Beach Race Week on course for record-breaking year

Unprecedented early entries, among them Karl Kwok's *Beau Geste* from Hong Kong, and a new major sponsor in Carlton and United Breweries (CUB), have put Airlie Beach Race Week on course for a record breaking year.

Now in its 27th year, the Whitsunday Sailing Club hosted event has attracted record levels of sponsorship. Brewing giant, Carlton and United Breweries (CUB), is the latest addition via the company's Great Northern brand.

Airlie Beach Race Week's Adrian Bram could not be happier, commenting: "CUB's commitment has elevated major sponsor support levels. Great Northern joins Pantaenius Marine Insurance, the Whitsunday Regional Council, Radio 4MK, Star FM, At Hotels Group, 7 Local News, the Whitsunday Times and APN Newspapers as major partners, making this the biggest year on record for major sponsor support."

Airlie Beach Race Week is also proudly supported by the Queensland Government through Tourism and Events Queensland's It's Live! in Queensland events calendar.

Beau Geste, the champion TP52 owned by Karl Kwok, will no doubt be the star attraction in the IRC Racing Division

Sixty owners have already confirmed for this year's Festival of Sailing, including Kwok, a devotee of major Australian sailing events. He will come to Airlie Beach with his one-year old boat to 'fine tune', as he targets a hat trick in both the IRC Australian and



photo by HD Exposure

Airlie Beach Race Week

Unquestionably the fastest TP52 to ever race in Australian waters, *Beau Geste* will represent the Royal New Zealand Yacht Squadron. Her crew includes a few Kiwis, such as Gavin Brady, who has been *Kwok's* right-hand man for years. Boat captain, Cameron Ward, says: "Karl wants to come and support another great Australian event and thinks Airlie Beach Race Week is a great event to come and tune-up for the Australian IRC Championship ahead. "The boat is already in Mackay and we've booked the accommodation and marina berth. We're ready to go."

Airlie Beach Race Week reigning champion, Matt Allen (*Ichi Ban*), is unable to defend his title. "It's with deep regret I will not be there, but this year it clashes with the Olympic Games. Allen, the president of Yachting Australia, will spend the first half of the Games at Rio in Brazil with the Australian Sailing Team.

Thai based Tasmanian Phil Turner (owner of the RP66 *Alive*), is among the contenders currently entered in the IRC Racing division.

continued next page...

Alive is also a new entry at Airlie Beach Race Week



photo by Andrea Francolini

Airlie Beach Race Week

Skipped by Duncan Hine, the canting keeled former *Black Jack* won the 2014 Brisbane Gladstone race overall and took line honours in the 1850 nautical mile Melbourne Vanuatu race, setting a new race record.

In March this year, *Alive* claimed line honours in the Rolex China Sea Race and broke the 16 year-old record held by one of Kwok's former *Beau Gestes*.

The entry list so far represents interests from Hong Kong, Queensland, Victoria, Western Australia, Tasmania, NSW and South Australia.

Entry for Airlie Beach Race Week 2016 closes at 2400 hours on Friday, 5 August, 2016. The race committee may accept late entries after this date subject to an additional late fee.

Entry and Notice of Race online at:
<http://www.abrw.com.au/sailing/entries>
www.abrw.com.au/sailing/entries

By Di Pearson, ABRW media



photo by Andrea Francolini

Crews enjoy onshore entertainment last year



photo by VAMP Photography

SeaLink Magnetic Island Race Week 2016: A Classic lady to celebrate birthday at Magnetic Island



The SeaLink Magnetic Island Race Week 2016 classic yacht entry, 60-year-old *Fair Winds*

photo by Mark Chew

A Classic lady continues...

There is many a fine lady who won't reveal their age under any circumstances, but for SeaLink Magnetic Island Race Week entry *Fair Winds*, she outwardly wears her age with pride.

Fair Winds celebrates her 60th birthday this year as she travels north from Melbourne to compete in the northern Queensland winter events including the 10th anniversary Magnetic Island regatta which runs from September 1 to 6.

Owner Mark Chew from Royal Yacht Club of Victoria says the 43-foot timber yacht was built for an American client by Abeking and Rasmussen in Germany in 1956 and has crossed the Atlantic four times, and the Pacific at least once. "I bought her in Auckland in 2004 and then sailed her back to her home port of Melbourne."

Under the stewardship of Chew, *Fair Winds* has accumulated a lot of sea miles in the last 10 years, sailing back to New Zealand, across to New Caledonia, down to Hobart and made numerous passages up and down the east coast of Australia.

continued next page...



photo by Ewen Bell

A Classic lady continues...

Chew has also raced her in classic yacht events in New Zealand, NSW, Queensland and Victoria. "Lots of people have said that Magnetic is more our team's style of things," Chew said about deciding to enter the regatta for the first time. *Fair Winds* is raced by a group of Chew's friends from Melbourne that all put in to help run the classic yacht. "In a way, the sailing is more important than the win, although we try pretty hard to win."

All the crew are wooden boat sailors. But, when they are not racing *Fair Winds*, quite a few them race on the Cookson 12m, *A Cunning Plan*. "We did Sydney Hobart (2014) on it and we may be doing it again this year," Chew said.

While *A Cunning Plan* and *Fair Winds* are roughly the same length, that is about where their similarities end. "They are the most different boats you could possibly imagine. The Cookson weighs about four tons and *Fair Winds* about 14 tons. And it is almost 50 years of technology design difference between them," Chew said. "We sail with a different attitude on *Fair Winds*."

We still go quite hard, but it is the simplest form of sailing. The Cookson has the latest B&G 5000 for example, where on *Fair Winds* you are relying more on yourself than technology."

Fair Winds will be racing in the burgeoning Performance Handicap Class. The other classes on offer in this year's SeaLink Magnetic Island Race Week are IRC Racing, Non Spinnaker, Trailable Yachts, Sports Boats, Multihull Cruising and Multihull Racing.

By Tracey Johnstone



Entry to all classes is open at <http://www.magneticislandraceweek.com.au/>



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Brain food for boaties

By Kay Norson, SC *BareBones*

Who doesn't need a little help with keeping our brain "fit"? Being on a boat you are constantly challenging your brain so why not be sure you have a good stock of food onboard that helps keep the brain in good shape.

Some days go by peaceful and calm, then there are those days where quick thinking and fast reactions are critical. Keeping the brain healthy by choosing the foods that have been proven to help its function should

be essential on the shopping list. The good news is there is lots of tasty food that do just that.

I have been reading up on this subject and have been surprised at the many types of foods that are easy to store on boat, have long shelf life and cheap. It seems like blueberries and salmon top the list. Well, not so cheap, but oily fish like mackerel and sardines are good as well.

continued next page...

Brain food for boaties

There is no substitute for the tasty blueberry; fresh, frozen or dried. Dried blueberries store well and if lucky, finding a bulk store that sells dried fruits can be cheaper than the small expensive bags at the local supermarkets. If you have a freezer, frozen berries seem to be very cheap for what you get. The picture of the bulk containers are from Nana's Pantry in Bundaberg. They have a huge selection of bulk foods and even Gelato! It seems blueberries help protect the brain from oxidative stress and may reduce the effects of age-related conditions such as Alzheimer's disease or dementia. Studies have also shown that diets rich in blueberries significantly improved both learning capacity and motor skills.

Water - just plain water - is a very important "food" for the brain. You should have at least 2 litres a day of filtered water. It is known that water gives us power and electrical energy for all brain functions, particularly thinking. Water is needed for the efficient manufacture of all neurotransmitters, including serotonin. Water is needed for the production of all hormones made by the brain, including melatonin. Water helps prevent the loss of memory as we age. It helps reduce the risk of Alzheimer's disease, multiple sclerosis, Parkinson's disease and Lou Gehrig's disease (motor neuron disease). I know some who add some grains of good sea salt (Celtic is best) to their drinking water to add the extra minerals we lack in our diet.

continued next page...



Freshly caught, from the shop or canned, fish should be on the menu at least twice a week.

Brain food for boaties

If you are boating on a budget, there are less expensive brain foods like walnuts (they even look like a brain!), oats, cranberries, legumes (beans) - the list is long. Here are a few of my favourites that we like to keep well stocked on *BareBones*: oats, brown rice, canned salmon & tuna, Legumes (all types, canned and dry), almonds, sunflower seeds, pumpkin seeds, cashews, peas, red cabbage, cauliflower, all the types of berries, milk & cream (long life), avocados, dark chocolate, eggs, green tea, citrus, peanut butter, all types of potatoes, squash, and all types of onions.

Foods in the complex carbohydrates family such as oatmeal, brown rice, quinoa, potatoes, squash, beans, green peas, and lentils are amongst the best type of brain foods. In complex carbohydrates, the molecules are longer. Because the molecular structure is longer, it takes a longer period of time for our intestines to digest and break-down the complex carbohydrates into simple sugars that our body is able to use. Why is a longer digestion or breaking-down process optimal? Because they don't provide us with a large surge of energy and then die down. They provide our bodies and brain with optimal amounts of balanced energy for our body and brain to access.



Everyone is different. Spend some time reading up on "brain food". There is lots of information out there. It really all depends on personal preference, your galley and if you have allergies that limit some food.

Vitamin supplements are also good to keep on a boat but can also be expensive. There are many supplements that claim good for the brain, but how do you really know? Anyone out there that can enlighten me, feel free to send a letter. Fish oil tablets are handy if you run low on canned fish and are not such a great fisherman. Vitamin C is one of our daily vitamins along with a good B supplement. I

have heard that crushing oyster shells to a powder and adding them to water is good way to get more calcium in your diet...

So, what's your favourite brain food?

Email me and let me know!

kay@thecoastalpassage.com

Easy recipes using "Brain Food"

CAULIFLOWER INFUSED WITH SALSA *Bob's recipe*

Saucepan that will fit the whole cauliflower bottom side down. Pressure cooker is great for this if you have one, or if you need to, ok to cut the cauliflower into halves or quarters.

1 to 2 TBL butter
1 cauliflower
1 to 2 cups of your favourite salsa
grated cheese
Sour cream
Fresh or dried coriander

Pour 1-2 cups of water (or chicken stock) into saucepan - about 1" or 2.5cm. Add butter and bring to boil. Add cauliflower, cover and cook at low heat. Simmer for about 15 min. Keep an eye on the water level. You should always have a bit on bottom of pot or you will burn the cauliflower. Pour salsa over cauliflower and finish cooking until soft. Remove and serve with salsa, a bit of grated cheese, sour cream and some chopped coriander (dried ok here too).

WALNUTS SWEET OR SAVOURY

1-3 cups shelled walnuts
2-4TBL butter

SWEET:

2-4 TBL brown sugar
2-4 TBL cinnamon

SAVOURY:

1tsp salt
2-4 TBL of your favourite spice mix
I have used gram marsala, Cajun spice, or just salt an pepper there are no rules here.

Warm pan. Add butter and nuts. Add your spices. Stir while warming. Watch careful as they taste bad if overcooked! Enjoy by themselves or use in a recipe. You can also use other nuts of your liking. Pecans are good too. They must be a good brain food as well!

BLUEBERRY COBLER

This recipe uses a stovetop and griller, or oven if you have one on boat. The amounts of ingredients are negotiable, depending on your size of cooker and pan.

Butter (use butter - not the chemical infused spreads. I mix butter with olive oil for a "natural" spread)
2 cups blueberries
2 TBL corn flour (starch)
Small pancakes (picklets) to cover blueberries (if you are using an oven, you can make a thick batter and spoon over berries).
¼ cup brown sugar
1tsp cinnamon

Butter a small iron skillet or pan that will fit under your griller. Put blueberries in pan. If you have dried blueberries, soak them in a bit of water until soft. Sprinkle a few tablespoons of corn flour over blueberries. Sprinkle a few tablespoons of water in and stir to coat blueberries. Top the blueberries with the pancakes. Pour over hot water, just enough to wet the pancakes and make a syrup. Sprinkle top with sugar/cinnamon mixture.

Begin cooking over low heat on stovetop. Cover the pan. Check in 10min to see if it is "bubbling". When it is, you can then serve or if you like put under griller to brown the pancakes and sugar on the top. Great with cream or honey.



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How to make a Mast Step Ladder

A TCP "Classic" tip

By Max

Other than the Stitch It Awl tool itself, the mast-step ladder is the most useful item that I came up with since.

For years, I sailed single-handed, so getting up the mast was a problem. I did not want fixed mast steps, as halyards tend to get caught in them. Being on my own, there was nobody to winch me up on a bosun's chair. Even when I had a female crewmember, she was generally not strong enough to winch me up.

This is no doubt the case of many cruising couples, when one partner has to go aloft in the bosun's chair. For the other one running the winch, it can be a nerve wracking and strenuous exercise! The ladder solved all these problems

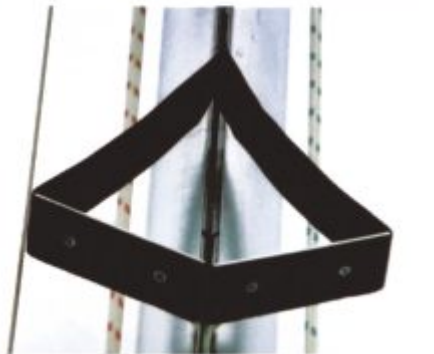
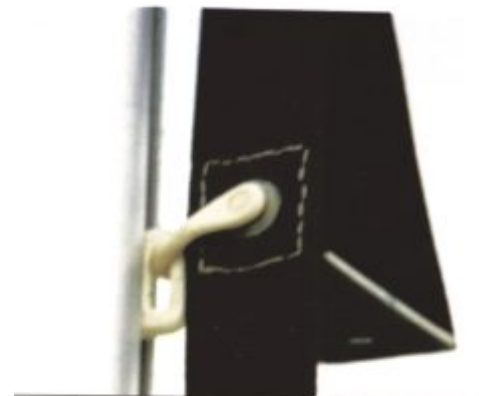
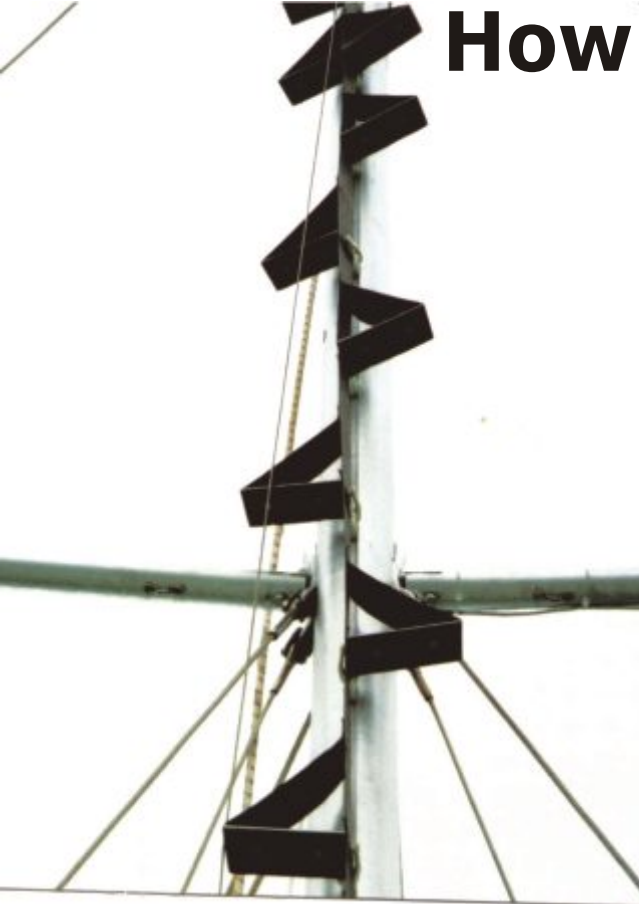
Briefly, with the main sail on the boom, you feed the ladder's mast slides into the main sail's track and shackle the main's halyard to the top of the ladder.

Then you just need to pull the ladder up with the main sail winch, tie off the bottom of the ladder, and then tension the halyard. You can now easily climb up and down the mast.

If the main halyard has been lost, either the foresail halyard or the spinnaker halyard can be used.

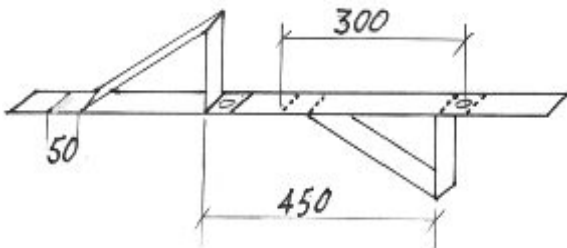
The ladder is made of seat-belt webbing. As the webbing step would cut into your foot due to the weight of your body, each step is reinforced by a step tread to keep the step straight. I used aluminium flat bar (3mm thick), which I found to be best.

continued next page...



What you will need:

1. Seat belt webbing, 50 mm wide, double the length of the mast.
2. Stitch-it-Awl sewing tool: Standard needles with 0.8mm waxed thread (e.g. Marlow No 4 whipping twine).
3. Stainless steel eyelets, one for each step position, plus 2 extra (one at the top, one at the bottom).
4. A suitable eyelet tool available from most camping or hardware stores (avoid the Supertool brand).
5. Mast slides, one for each step position.
6. Plastic slide shackles.
7. Step-treads: aluminium flat bar 3mm thick cut to lengths of 50x150mm, one for each step. *Remark: other materials can be used as long as they are strong enough to provide a solid step and do not corrode nor rot.*
8. Contact adhesive or rivets & rivet gun to attach step treads.



Instructions:

1. Cut webbing for mast-steps into 0.5 m lengths. Position and sew as per drawing below.
2. Double webbing over at halyard and tack ends; sew and fit eyelets.
3. Melt all cut ends to prevent fraying.
4. Sew a double step below mast-head and spreaders.
5. Glue each step-tread onto a step using contact adhesive. The piece can also be rivetted if a rivet gun is available, but rivets may corrode over time.



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Why DIY is always the best way to sell your boat

By **Stuart Mears,**
SY Verella & 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.

A SPECIAL OFFER FROM STUART AND ITS FREE!

DIY boat vendor advertisers in the The Coastal Passage now have access to a free copy of OVER-BOATED? (the book) in whichever format is e-reader compatible. If you are one of them send me an email at editor@over-boated.com and specify your e-reader.

Additionally the author offers TCP advertisers a critique of your boat for sale presentation a few suggestions that is to improve response and better your chances of hooking the ideal buyer.

And like his sainted mother was fond of saying: "no one likes a smart arse"...he promises to be on his best behavior, to be positive and encouraging at all times, so no reason not to take him up on the offer.
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STUART MEARS

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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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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!

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