

# Semaphore



Issue 2 Season 2018-2019

April 2019

## NEWSLETTER OF THE PORT DALRYMPLE YACHT CLUB

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## Commodore's Report

The first half of our sailing season is officially over with the Opening Day officiated by our Club Patron Peter Kearney. The weather Gods once again looked favourably upon us. The day was enjoyed by all whether they were on the water or enjoying our afternoon tea upstairs in the clubrooms.



I take this opportunity to welcome all our new members to Port Dalrymple Yacht Club and hope you enjoy the sailing experience and social life of the club.

I welcome the following new members

Kym Ayliffe – Sailing  
Yvonne Ayliffe – Social  
Tim Johnson – Senior  
Phillip Soley – Senior  
Peter Nitschke – Senior  
Mia Greatbatch – Junior  
Marin Catoire – Cadet  
Tanguy Coquio – Cadet  
David Thompson – Sailing  
Christopher Carney – Senior  
Jamie Cooper – Senior  
Maurice Sheehan – Senior  
Tabitha Finn – Junior  
Mackenzie Chiselet – Junior  
Michael Chiselet – Junior  
Taylor Bourke – Junior  
Bailey Barker – Junior  
Jemita Cooper – Junior  
Riley Southon – Junior  
Luke Thurm – Junior  
Aiden Thurm – Junior  
Bridget Teahan – Junior  
Brooke Teahan – Junior  
Ava Napier – Junior  
Harry Frith – Junior  
Alby Taylor – Junior  
Lily Taylor – Junior  
Jack Taylor – Junior  
Danielle Cowell-Maxwell – Junior  
Madison Cowell-Maxwell – Junior  
Ben Boyle – Senior

The Committee has been working tirelessly maintaining the facilities and our ongoing project of the jetty and pontoon refurbishment. The new club pontoons are getting closer but we have encountered a slight delay and they will arrive shortly.

November saw the return of the Classic with a new discipline introduced in the form of a kayaking leg. The nine yachting entrants enjoyed a close and competitive tussle and many of the athletes had never sailed before. They greatly enjoyed their on water experience. The event concluded at the club with dinner, entertainment and presentations. We should acknowledge all the volunteers for their many hours of tireless work in the lead up to the event and also on the day.

Mid December we enjoyed a traditional Christmas feast. The club was decorated and themed for Christmas and we were even lucky enough to have a special guest appearance by the big man in the red suit. Thanks to everyone who made it a terrific way to end the first half of the year.

Once again the Club has been well represented over the Christmas break with members sailing in National Championships and Ocean Races.

Sail training on a Sunday morning has seen around 30 youngsters registering and joining the Club as junior members. The purchase of five new Opti's has certainly ensured that we have been able to accommodate everyone on the water. Congratulations to Greg Rowsell and his assistants for the great success of this programme. It creates a wonderful atmosphere around the club.

I would also like to thank our five new Sponsors of the Opti's because without their support this purchase would not have been possible. Shaw Contracting, Dr Roberts, Peter Kearney, McKillops Insurance and WD Booth Charitable Trust. These Opti's will benefit our Junior sailing programme at the club.

Social events have been well supported with amazing meals, coffee and entertainment. A big thank you goes out to Amanda, Terina Enniss, Helen Gibson, Narissa McElwee, Marisa Hall and Damon Wecker for all their tireless work. I have been led to believe that the end of the year Club dinner will be bigger and better than last year with head chef Damon working on another mouth-

## Commodore's Report

watering menu and something for the children. So let's support the club and make it a memorable evening.

In the meantime there is plenty of sailing and general boating programed for the young and old so please enjoy.

Good sailing

Stephen McElwee

## Vice-Commodore

Well half the season has gone by and what a full program it has been. The club is bursting at the seams with kids, sailing and social activities

Over the Christmas break representing the club and state in National championships and off-shore races

Literally departing from Port Dalrymple, Vice Commodore started strongly before the vagaries of sailing close to the East coast of Tassie got the better of the Lawless Crew only to be battered going around Tasman Island before finishing for a 3<sup>rd</sup> in IRC and a 2<sup>nd</sup> in PHS in the L2H and then followed up with a win in the hotly contested King of the Derwent ahead of the Shaun Tierdermans gun boat Philosopher. Our man from Harken, Callum Cecil again joined Sam Haynes on the TP52 Celestial to finish 16<sup>th</sup> across the line and 17<sup>th</sup> over all on IRC in the S2H

Up the coast at Mersey Yacht Club, Devonport, Josh Jones flew the Club flag at the 2019 Oceana & Australian Laser Champs with a hard fought 30<sup>th</sup> in the 69 strong laser radial fleet.

Over the ditch at Sandringham Yacht Club on Port Phillip a fleet of 39 boats competed for the Australian Open Sabot Championships, 3 PDYC boats made the trip, with Sam Jones making a comeback to his boat "Crude Oil" achieving 12<sup>th</sup> overall, Elysha Jones sailed "Running on Empty" strongly for 19<sup>th</sup> whilst Ellen Hillcoat in "Another White Boat" came home in 27<sup>th</sup>.

Four crews travelled to Lake Illawarra to contest the NS 14 National Championships. Nick and Breana McElwee in "Under The Radar" finished 4<sup>th</sup> (1<sup>st</sup> Family crew), Sam and Lindy Bailey in "Arctic" finished 19<sup>th</sup>, Taylor Edmunds and Lucy Cooper with "Walk on the Wildside" finished 28<sup>th</sup> (3<sup>rd</sup> in youth) whilst Barrie and Magnus McIndoe sailed "Tequila" to 29<sup>th</sup> (1<sup>st</sup> classic boat) in the 33 boat fleet.

Whilst all these sailors were cutting it up on the race track, club officials were assisting with many of the regattas around the state Jack Wells, Fletch Creedon, Andrew Jones and Dave Blazely put in some time on the water manning marker boats for the laser regatta at Mersey Yacht Club, Peter Sluis, went south to PRO at the 9er Regatta and Greg Rowsell assisted at the Youth Championships

Back home the Confab Single handed series had 11 starters over the 4 races, the chocolates went to Paul Hardy in Non-chalant from Steve McElwee in Lawless with Robin Tasker in Spindrift taking the bronze

The Off the beach boats have had a couple of trophy races with the NS14s competing in the inaugural Single handed series. Breana McElwee stole Nicks Boat and survived the blustery conditions for 3<sup>rd</sup> place. Whilst Sam Bailey continued his good form to take the win from a fast finishing Barrie in Tequila

Ruby Edmunds jumped in to Tequila with Magnus McIndoe to take on the George town safari but paid the price of not listening at the briefing and had to back track to the first mark giving Barrie and Terina an unassailable lead in Walk on the Wildside. Sam Hillcoat with Dad John and Mike Whitmore sailed the Buzzwagon to a win in the open division

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## Vice-Commodore

whilst Nick McElwee at the helm of Smooth Cha Cha held off the larger Hick Up with Helen Gibson steering for a PDYC trifecta.

On and off the water saw a variety of boats gather at the club for the second Classic and Timber boat day. A great day comparing notes problems, remedies and history capped off with a quick chug around the bay with Rowlie in his powerful Falmouth Life Boat.

The Harken Club Pennant continued with Sponsor Callum Cecil taking the opportunity to visit the club and jump on the tiller of Smooth Cha Cha to claim 2<sup>nd</sup> place in Div 1 to Lawless, leaving Ross Edmunds in Hotdog to take 3<sup>rd</sup>. In Div2 Robin in Spindrift took the win from Eppopotamus. Overall in Div 1 Smooth Cha Cha leads Relentless and Lawless, whilst in Div 2 Eppopotamus leads This Way Up and Spindrift

With a total fleet in the mid twenties for the Tamar Marine Blockbuster, small classes provided some exceptionally close racing keeping Race officer Peter Sluce and his crew on their toes out on the Alpha Course. Nick McElwee showed us why Foiling is harder than it looks, putting Dad Steves handiwork to the test and demolishing another foil, as the late Ben Lexcen said when developing the 12 metres for Alan Bond "if it doesn't break it is too heavy".

Club member Andrew Jones had a crack in the lasers with a radial rig to snatch second place overall behind Ryan Morton in Voom. Ellen Hillcoat sailing Black Duck stuck it out in the blustery conditions to be 2<sup>nd</sup> behind Sarah Sargent in the 4.7's. Nick with Over the Radar took on the Buzzwagon sailed by the Whitmore and Hillcoat families, but with a damaged foil struggled leaving the Buzz wagon with a clean sheet of bullets for the weekend. Steve Mitchel and Lauren Bird put on a master class of heavy weather B14 sailing also taking home a clean sheet of bullets, leaving Mike and Sam Jones in Misunderstood in their wake. In the NS14 fleet after a drop, Scott and Gus Wilkie also managed a clean sheet with Sam and Lindy Bailey being the best of the PDYC boats in 2<sup>nd</sup>. Close racing between Barrie McIndoe and Max Edmunds in Tequila and Ruby Edmunds with Magnus McIndoe in Walk on The Wildside, with only seconds separating them in most races, final results came down to the wire with, Barrie and Max taking the bronze on a countback thanks to a second place by just 1 second. On the Bravo Course, race officers Eric McCormack and Peter Maree were privileged to see some impressive boat handling from the juniors, Daniel Maree in Loose Cannon continued the form he has had all season for 6 straight wins

The Penultimate CNW Midweeks has been and gone and now we have had 5 races, overall results allow a drop, luckily for series leader Glenn Cornish in Blue Print who dropped the ball for a 10<sup>th</sup> place he still holds slender lead from Marloo with a number of boats on equal points, this

coming Wednesday sees the last race and the last chance to climb the leader board.

Hot off the press Andrew, Fletch and Josh have done a three-pete at the Crown Series in Hobart sailing Shrinkedge to their 3<sup>rd</sup> consecutive victory in Div 3 with spinnaker, holding out fellow club members Ross, Dave and Ben on a countback aboard Hotdog

Looking forward to the rest of the season we look forward to the Club Regatta this weekend with the big trophies up for grabs, Over the next month most of our off the beach sailors will have their State Championships with the NS 14s heading to the east coast at St Helens on the March long weekend, the sabot states are to be held in conjunction with the YA Tasmanian Youth Championships at SBSC on the 2<sup>nd</sup>/3<sup>rd</sup> of March, The lasers had there states in the lead up to the Nationals at Mersey so the youths will be their last regatta of the season whilst the B14's head off to Midway Point for their states on the 16<sup>th</sup>/17<sup>th</sup> March.

The big event on the club calendar for March was the Women on Water Day, a day where we acknowledged the support given to the club by our lady members and family, we also provided the opportunity to "have a go" in a more relaxed race where the males are the boat slaves, encouraging the fairer sex that they are more than capable of doing any role on or off the water. Roughly 50 % of our offshore and nationals competitors at xmas where female, yet on any other race day it drops down to around 18%, well below the national average for our sport of about 30%. After the race participants enjoyed a cocktail party in the club, with music by the tattooed tenor Mat Garwood, canapés, paella and cocktails, allowing the ladies to network for the future.

Autumn racing will see the final two weekends of the Club Championships and pennants, the completion of the Two Handed series and then we roll into the winter series.



# Rear-Commodore

This summer quite a lot of work has been undertaken although you would be forgiven if you thought nothing was happening.

## CLUB PONTOONS

We have been lobbying hard to attract the extra funds we require to finish the pontoon replacement project. With the assistance of Peter Kearney, our Club Patron, we are hopeful of a further \$10,000 in funding being obtained with the emphases on the Federal Politicians due to the upcoming election.

However, we are proceeding with the project and have purchased most of the material with Ross Edmunds & Dave Blazely donating their labour and Confab Engineering P/L donating the consumables. The aluminium frames for all 3 pontoons are complete but now need to be transported from Bell Bay to the Club. We originally envisaged carrying them down to the Bell Bay wharf and towing them by water to the Club, however this proved impractical and we are now bringing them by road. However, to obtain the appropriate permits due to them being over width, there is a 6 week timeframe. We are aiming to have the frames delivered on the 16 March. One of the pontoons has been decked with fendering fitted so that we can remove the old middle pontoon and immediately replace it with the new one which will minimise the disruption to members using the facility.

We have sold the old walkways with the funds to go toward the completion of this project. We have also collect up all of the surplus steel from our site, again with the funds going toward the new pontoons. This has made the site much tidier.

## MOORINGS

In October last year we wrote to 25 mooring permit holders reminding them that their moorings were overdue for their bi-annual service. Less than half have responded which is worrying. **If your boat were to break away from its mooring and the mooring were overdue for service, then you may well have difficulty in successfully lodging a claim on your insurers if your boat were damaged.** So please have your mooring attended to and let me know when you have done so.

## INSURANCE

On the subject of insurance, we have been fortunate to have our insurance brokers, McKillops Insurance Brokers, agree to entering into a referral agreement with the Club whereby if a member insurers through them, after obtaining a more competitive price from them, then McKillops will pay to the club 20% of the commission earned. This agreement also extends to the renewal of the insurance in future years and not only applies to marine insurance but to all other insurances you may have apart from life assurance.

## FIVE YEAR PLAN

Your Committee is working toward completion of a plan which will define the major projects to be undertaken and the order of priority. There is still much to be done and the Plan will bring a degree of discipline to our spending and grant funding.

## JETTY PROJECT

This work is not yet complete, with the removal of the redundant timber piles and railway iron to be undertaken along with the application of a protective coating to be applied to the new steel piles. Other minor work is also required to finish the project.

## CLEAN UP AUSTRALIA DAY

The event was held on the 3<sup>rd</sup> March with 14 volunteers collecting approx.. 400 kgs of rubbish from the Port Dalrymple area. This is an ongoing effort by the Club for us to maintain the beautiful environment in which we sail.

Glen Cornish



# Notices to Members

## Trailer Park Members

It is mowing season again in the trailer park. Owners of boats in the trailer park are reminded to keep the area under boats mown and tidy. The trailer park is cut during working bees and we try to mow under boats then if we are able to. We can't move boats that have flat tires or locked tow hitches. So if your boat falls into either of these categories, you have a couple of options:

1. Leave a key with Dave Blazley.
2. Mow it yourself. The club has a couple of mowers so you won't have to bring one from home.

If we can't get under the boat you may be billed.

Having the trailer park looking neat reflects well on the whole club and avoids damage to the mowers from hitting objects obscured in the long grass.

## Moorings

Members who would like to have a mooring position in the PDYC controlled area should apply, in writing, to the committee and a position will be allocated to them by our mooring officer Glen Cornish Mobile 0419305490 if available.

The position only, is allocated, with the mooring tackle the responsibility of the member.

Current mooring owners within the PDYC controlled area are reminded that in the event of resignation from the Club or vacating the mooring site, the tackle only may be sold, with the mooring **site** reverting back to the club for re-allocation. The tackle should be removed within 14 days, unless otherwise arranged with the mooring officer, before your resignation will be accepted.

## CONTRIBUTIONS TO SEMAPHORE and club photobucket

We are always in need of contributions, articles, pictures, news items etc for Semaphore. Share some of your stories, highlights and lowlights with your fellow members.

Contributions can be e-mailed to  
'dj.allan7249@gmail.com'

PDYC members do a great job recycling. Everyone helps by separating out the readily recyclable products from waste. When it comes to glass, mostly stubbies from the bar, recycled glass saves about one third of the energy it takes to make new glass.

Please place your glass waste GENTLY into the recycling bin. DO NOT BREAK THE BOTTLES. Think how un-necessarily dangerous the handling of club waste can become and help where you can.



## Club Courtesy Dinghy

It is timely to remind members about use of the club's Courtesy dinghy. The dinghy is provided for member's use to retrieve and put boats back on their moorings, and **use should be limited to a maximum of 15 minutes only.**

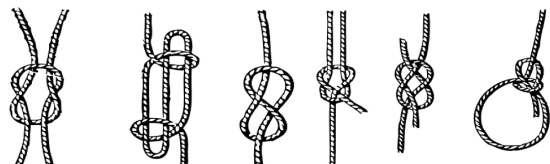
It is not acceptable for members to take the dinghy out to their moored boats and keep it there for extended periods of time while maintenance or other work is carried out. If such work is required, then bring your boat back to the pontoon or use your own dinghy.

Extended periods of use can inconvenience other members who have every right to expect that the dinghy will become available for their use after a short period of time.

It is also appropriate to remind members of the safety regulations for the use of the Courtesy dinghy.

## All people in the Courtesy dinghy MUST WEAR PFDs at all times.

Unless these safety rules are complied with the Committee will have to consider withdrawing the Courtesy dinghy facility in order to reduce the risk to the club operations. Your co-operation would be appreciated.





## New boats for new sailors

Five new junior training boats were launched at Port Dalrymple Yacht Club (PDYC) on Friday 18 January just in time for the start of the 2019 summer Learn to Sail Program.

These new training dinghies are part of the developing Learn to Sail Programs for Tackers (7-12) and Youth (12+) at PDYC. The numbers of young people joining the Learn to Sail Program last year put pressure on resources and the boats were needed to meet the demand. The Club has been fortunate to secure five sponsors for each of the boats along with support from Australian Sailing.



The five new dinghies add to the existing boats making a fleet of 10 Optimist dinghies together with five Sabots and a Pacer dinghies.



One of the features of the Learn to Sail Program is its use of experienced youth sailors from PDYC as instructors for the groups of young learners

The 2019 Learn to Sail Program started on Sunday 20 January and all the new boats were needed for the numbers of young people. The program has six Sunday sessions through to 24 March.



"We are very lucky to have great waterways for sailing", said Commodore Steven McElwee. "Our goal is to have sailing as a sport of choice for our local kids. The way this is going, we may start to see that happen".



One welcome guest at the dinghy launching on Friday was Hon Rene Hidding MHA, who has been and is a great supporter of the Learn to Sail Program and PDYC.

For information in relation to the Learn to Sail Program, contact Greg Rowsell the Principal Instructor of the PDYC Discover Sailing Centre on 0400 342 308.

# Difficult docking

From The Annapolis Book of Seamanship by  
John Rousmaniere

## Learn five tactics to get away from the dock when the gusts are against you.

Depending on how your boat is docked, here are five different manoeuvres for getting out of the slip. Your boat's hull shape, prop walk, windage, current, and other factors may affect results. Click on image to enlarge. (Illustration: Marcus Floro/BoatUS)

### **1. Wind Pushing Starboard Side, Stern Out**

Step 1: Hard left rudder. Engine forward will kick out the stern.

Step 2: Reverse engine with left rudder, after releasing line and clearing dock.

Step 3: Forward out of the marina.

### **2. Wind Pushing Away From Dock, Stern Out**

Step 1: Engine forward and right rudder kicks out the stern.

Step 2: Engine reverse with left rudder after releasing line and clearing dock.

Step 3: Forward out of the marina.

### **3. Wind Pushing Port Side, Bow Out**

Step 1: Reverse engine, right rudder to pivot bow into the wind.

Step 2: Remove line and steer into wind.

### **4. Wind Pushing Away From Dock, Bow Out**

Step 1: Release bow line first, then stern and power forward with right rudder.

### **5. Wind Pushing Starboard Side, Bow Out**

Step 1: Reverse engine, left rudder to pivot bow into the wind.

Step 2: Remove line and steer into wind.

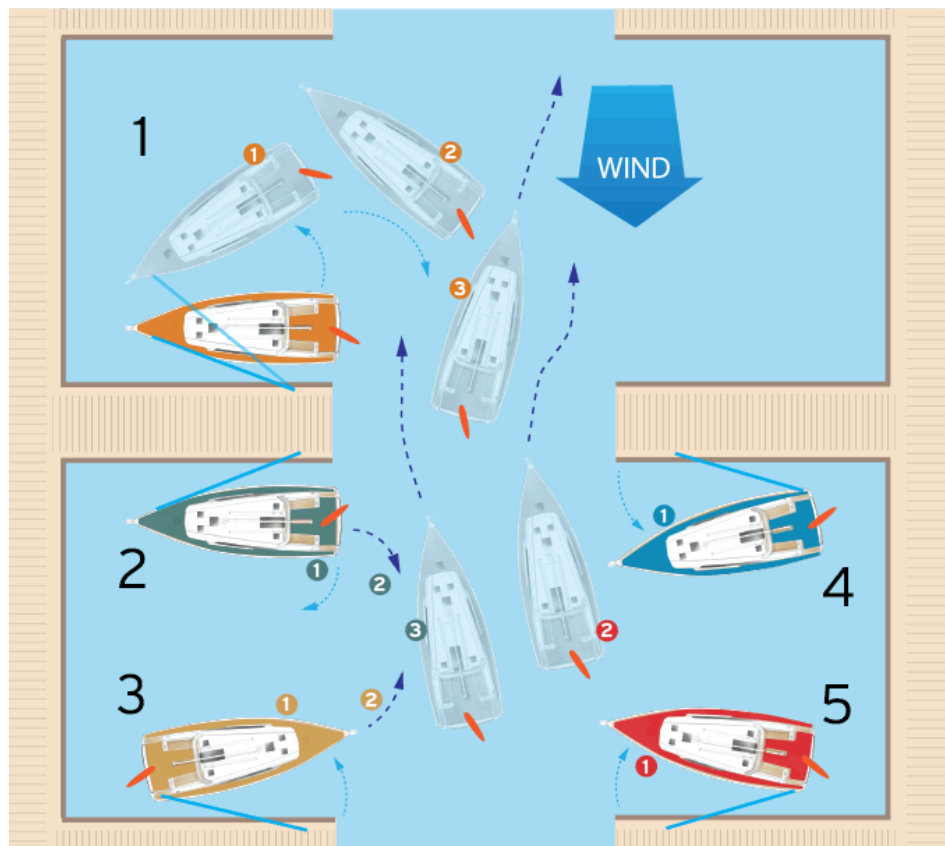
A challenging maneuver for any boat (power, sail, big, small) is leaving the

dock. Slow speed makes a boat less maneuverable because the rudder isn't very effective until the boat's going fast enough for water to flow over it cleanly. Called "steerageway," that efficient speed can be elusive when the wind's pushing you back or when you make turns, which also slow the boat.

Before heading out, check the wind strength and direction, and then plan your tactics. The illustration shows five ways to cast off from a slip and head out of a marina into a head wind. It's a two-step process. First, clear the slip, using docking lines and the engine to control the boat and prevent rubbing against the pier. Be careful, though. The forces can be larger than they appear. Then point the bow as directly as possible down the channel and get going. On that heading, turns will be gradual, which improves your speed and control.

Read more...

The Annapolis Book of Seamanship (4th edition, Simon & Schuster, 2014)





## Tackers / learn to sail season wrap

The PDYC Tackers/Learn to Sail Program concluded for Season 2018/19 with a fantastic day on Sunday 24<sup>th</sup> March. We were fortunate to have great weather and a steady breeze on the Sunday just 24 hours before the huge front crossed the State the next day.

The final day was an opportunity for the young sailors to refocus on overall safety and weather awareness as well as consolidating their on-

water skills acquired during the season. Everyone has made great progress during the season and learnt to overcome the various challenges the sport of sailing can present.

The morning finished up with a Certificate Presentation and sausage sizzle on the top deck. All participants received an Australian Sailing issued achievement certificate.





## Tackers / learn to sail season wrap

Highlights of the Tackers/Learn to Sail program for the season were:

- 23 registered participants for the pre-Xmas course and 32 for the post-Xmas course.
- Strong involvement of our youth Assistant Instructors who are taking a greater role in the delivery of the program and also undertaking additional qualifications with Australian Sailing.
- Acquisition and commissioning of five new Opti trainer boats. This was made possible thanks to the five generous sponsorships from Mr Peter Kearney, Mr DI “Robbie” Roberts, DW Booth Charitable Trust, Shaw Contracting and McKillop Insurance Brokers together with an interest free loan from Australian Sailing.
- Transfer of control to the Club of two Hansa Sailability boats.
- Full adoption of the Australian Sailing new IT platform and support network.

Many thanks to everyone who helped out during the season in a variety of capacities either on a Sunday morning or behind the scenes.

It was very pleasing to hear the budding young sailors asking about the next step and when they can go sailing again. We just need to get through the winter and then look forward to October. Newcomers will be most welcome.

**Greg Rowsell**  
**Principal Instructor**  
**Port Dalrymple Yacht Club - Discover Sailing Centre**



TACKERS/LEARN TO SAIL READY TO HIT THE WATER

BELOW TACKERS SPORT THEIR CERTIFICATES



## Editorial

It's difficult to see the relevance of a quarterly newsletter. Today the club has immediate communication through Facebook and emails with events promoted, reported, shared and commented, for all to see at near the of light.

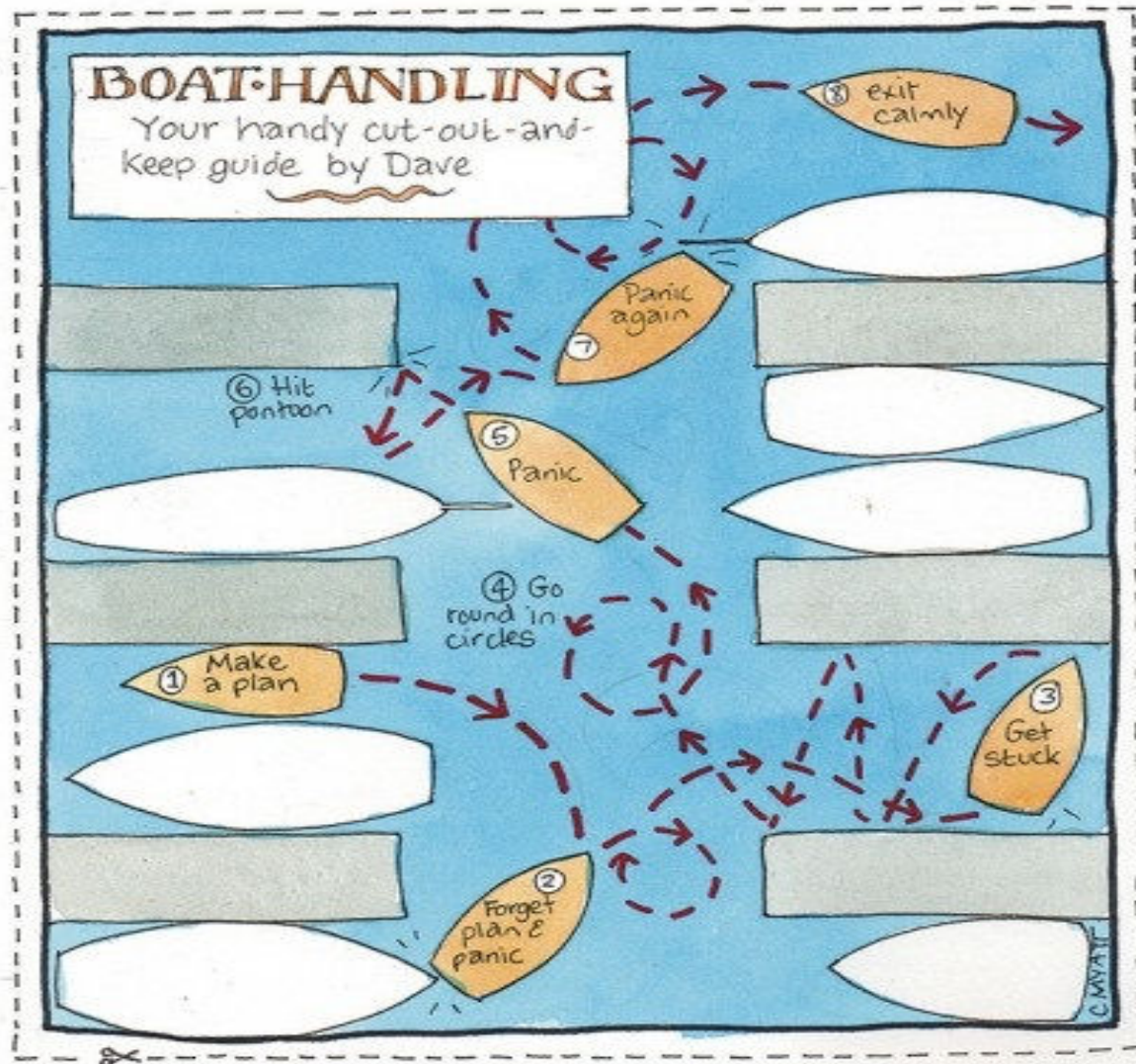
Semaphore has been tradition an internal newsletter that publishers to members the flag officers reports and any news and member notices. Today news is disseminated by social media and Semaphore may well be a dinosaur from a time past.

If you would like to add content to Semaphore to change it or change its role, here is your opportunity.

Send in comment opinion and articles and photos to [dj.allan7249@gmail.com](mailto:dj.allan7249@gmail.com)

I would strongly encourage comment and sharing on

- Social functions
- Off and on water education and training
- Skill sharing
- Sailing event participation and improvement
- New events
- Safety
- Anything of interest
- Stories (pass on your wisdom)
- Anything that I don't have to write



THE ABOVE WHILE NOT FAR FROM REALITY FOR SOME IS NOT MY WORK. DAVE SELBY WRITES "MAD ABOUT THE BOAT" FOR SEVERAL ONLINE AND PAPER MAGAZINES INCLUDING PRACTICAL BOAT OWNER (UK). MUCH OF DAVE'S WORK IS AVAILABLE ON LINE AND MAKES FOR AN INSIGHTFUL BUT HUMOROUS READ.



## Townsville to Tassie (part 1)

### Adventure

Magnetic Ireland and we have taken delivery of our new boat Mimas. A 46ft Savage Oceanic built in Australia, Mimas seems like a good fit for Lisa and I. Dave and Catherine Derrick gave us a great deal of help locating this boat and were there to help us on our first sail around Magnetic Island. Rhys Witt, a trusted Obsession crew member and friend joined me for the 1640 nm journey to PDYC and what an incredible adventure we had.

### Getting acquainted

As we gingerly motored out of the stylish marina Rhys and I were swimming with boat stuff. We had the day before going through the boat with Rob and Kim, Mimas had been their home for near to 7 years, and there was so many little but vital things for us to take in. Mimas is a big boat with layers of project ideas that had been built in, we needed to have a good grasp of how the major things work (or don't) if we were to have any independence and competence at sea. In hindsight we would have been better to have had more time in preparation.

### Island delights.

Rhys and I were fortunate to be joined by a friend of Dave's, Pieter who brought with him first hand knowledge of the anchorages in the Whitsunday's and a fishing line. Hook island was as you would imagine a tropical island to be. Tall steep hills enclosed the popular anchorage, affording shelter from the warm Northerly in an almost idealistic location. By any measure it was hot verging on sticky but hatches open and cool beer made for comfortable nights.

### Impelled to the engine bay.

After dropping Pieter off at Airlie beach we eventually dropped anchor in Shute harbour.. The next morning we started up, picked up anchor and quickly dropped again. Our engine was overheated. The raw water intake was dry and Rhys (he is an engineer...you can tell by the way he puts sauce on his pies) was all over the cause effect and remedy. Cause was air entering the intake tube. Effect was a hot engine which had shredded the dry soft

rubbery impeller. Remedy to seal the tube and replace the impeller. Simple? Well actually... Thanks to Rhys, James and Ambi Middleton and Ian (land based giving tips over the phone) we able to get the pieces of broken impeller from the heat exchanger, seal the tube and get underway again.

### Ship in the nights

As we traveled down through the smoke of bushfires weaving our way between the islands we had an over-night stretch which took us through busy shipping lanes and close to an anchorage of the large coal carrying tankers. At one area we counted over 100 ships queuing up offshore waiting their turn to collect the black gold destined for Asian markets. The first thing that I remember was the smell here we were miles out to sea and we could smell coal. 16 million tonnes of coal through Gladstone alone shipped onto some 1800 ships per year. It seemed like every one of them was parked offshore that night.



### Newie island

Dave had lent me a copy of the cruising guide to Queensland and earmarked Newie island. Thankfully it worked out for us to tuck in behind this island park for a night. The spot we found was out of the force of the strong NE. We shared our sheltered cove with a commercial fishing boat and guy in a rather smallish half cabin. There were some very strange noises during the night. Lacking confidence we both seemed to jump to deck at the slightest provocation. I heard what sounded like divers clearing their regulators, definitely human... piercing into the inky water ?



NEWRY ISLAND NATIONAL PARK WORLDS AWAY FROM THE CITY

Then the Torchlight lit up eyes looking back. Dolphins? The shape moved, made a humanoid sound as it drew a big breath. A curious dugong?



### Burnett heads

A lovely little town 16km seaward of Bunderberg, best know for its rum. We followed the leads over a bayway into an exposed small marina and fuel berth. We were keen to stock up our supplies and googled the super-market which was a long walk from the fuel berth, and the return with groceries seemed beyond my now swollen ankle. The internet showed the IGA with "free delivery" and we gave them a call. A simpathetic owner said sorry but he was unable to do deliveries that evening but he suggested that the local pub had a corticy bus and we could give them a call. Thus began a pattern that would be repeated at stopovers on our journey Southward. The courtesy bus was there in a flash and on arrival at the Burnett Heads pub we were elated to find the IGA across the street. We quickly filled our shopping trolley with fresh vegetables, cryovac meats and assorted overpriced easy to prepare frozen processed stuff. Even at 7 in the evening the ambient temperture was in the mid 20s.. We wheeled our wob- bly wheeled trolley over to the pub door, the courtesy bus would not be going for an hour or so, but fortunately the publican gave us some space in the pubs generous fridge/freezers and we were able to return to trolley, sit, relax and enjoy a great meal and a cold beer. The NE again freshened during the night.

Jack Wells was mentoring our mission via phone and suggested that we should get down to Fraser Island and shelter on the inside from the forecast strong South Easterlies coming. We arrived at the northern entrance just before sunset and dropped ankor at the first anchor symbol on the chart. Fraser Island in the morning was unbelievable. Thanks Jack, we were in sheltered waters, surrounded by national park on a well stocked boat, and ready for the next part of our adventures.



**Yes! We Can Print That**

**HARKEN<sup>AU</sup>**



**MAST**

**MARINE and SAFETY TASMANIA**

