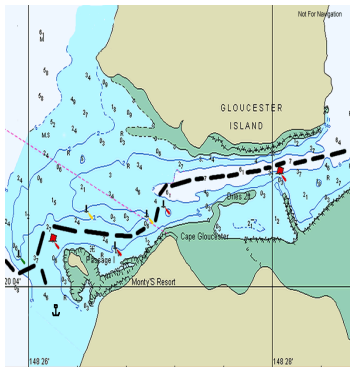


# Louisiades PNG



Anchorage Guide and Charts for Papua New  
Guinea's Louisiade Archipelago



The Internet  
Passage Planning  
A Cruising Yacht Fit Out  
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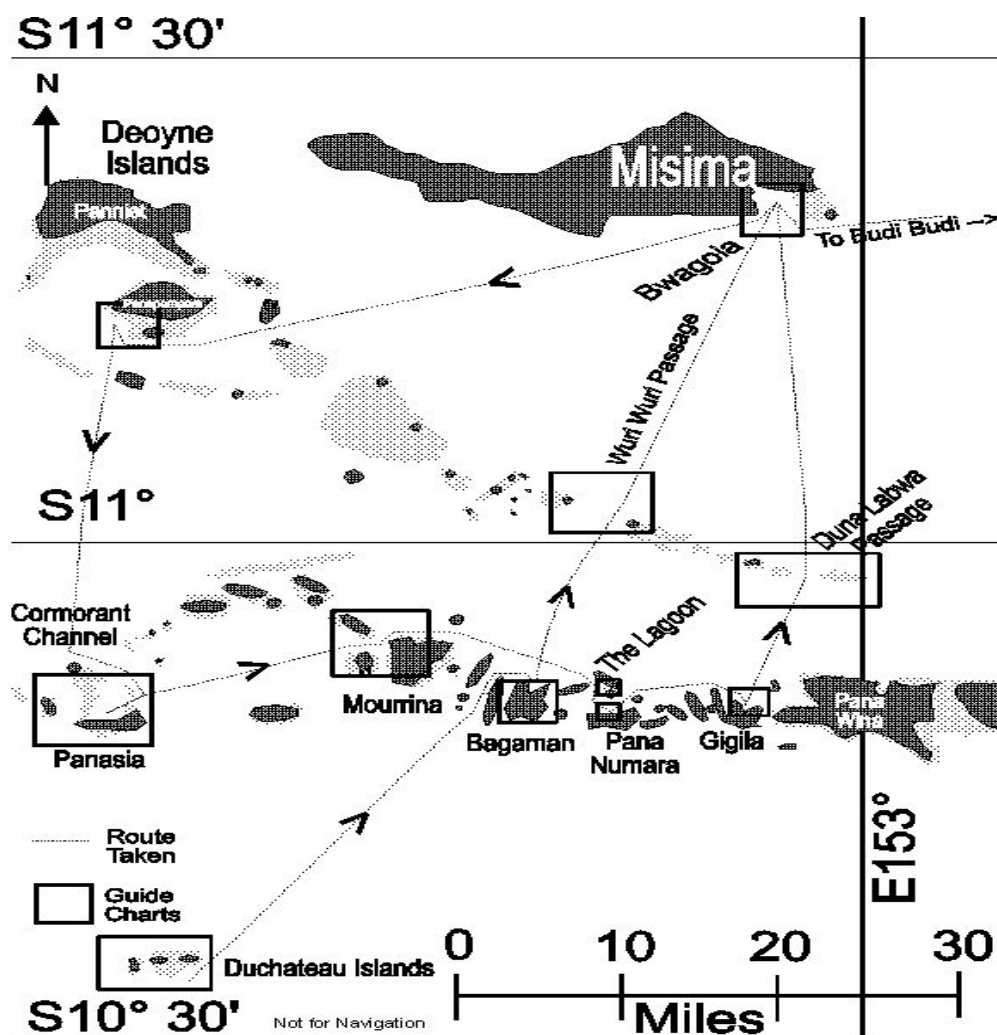
## Anchorage Guides and Charts

These notes and drawings are a guide and must be used with appropriate navigation charts. While every effort has been made to describe areas accurately, the authors make no warranty expressed or implied for any errors or omissions in this publication. GPS waypoints are to anchorages visited, other anchorages yachts have been seen in or have sent information they visited are marked with an anchor.

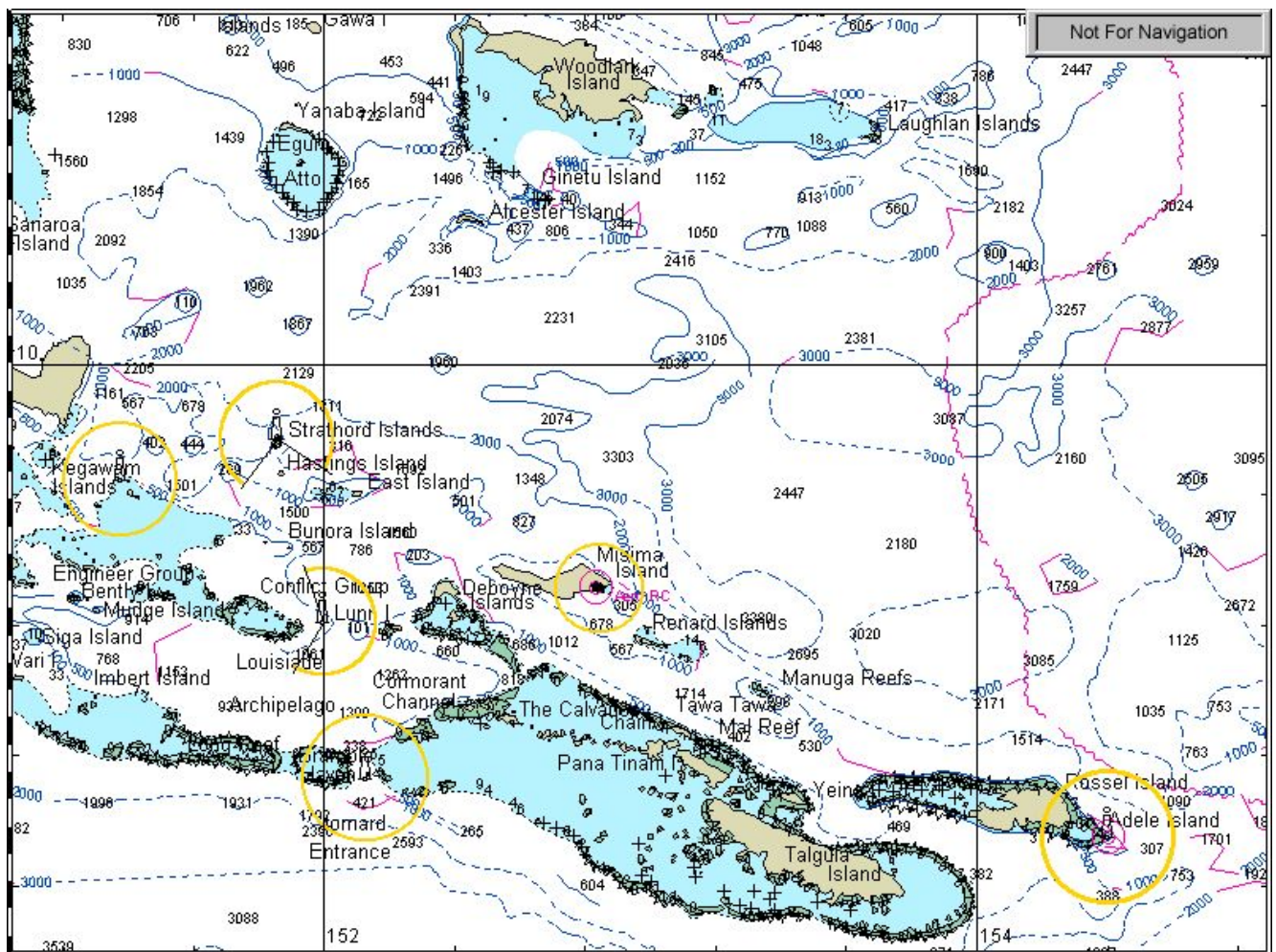
### *Louisiade Archipelago*

The Louisiade Archipelago is made up of hundreds of unspoilt islands and coral reefs 100 miles to the east of mainland Papua New Guinea. They are infrequently visited by yachtsmen, or anyone else for that matter. Grass huts and traditional sailing canoes are the normal and the infamous rascals have not yet infiltrated this peaceful area. This is one of the most unspoilt cruising areas left in the world. Friendly villagers or uninhabited islands abound with crystal clear water teeming with fish and lobster. The people are generally poor and will trade lobster, fresh produce and carvings for anything from clothes to fishing hooks. Much in demand were children's shorts (ages 3 upwards), girls dresses, blouses, fishing line, stick tobacco and t-shirts. Up market trading can be done with sunglasses, touch batteries and gents long trousers which are worn for Sunday church.

Two month renewable visa's are available in Brisbane or Cairns. Check in at Bwagaoia Harbour, Misima Island as there has been pirating at Samarai. The islands are not patrolled for illegal immigrants and I have heard of yachts spending time here without checking in / out. My advice is to do the right thing and stay legal.

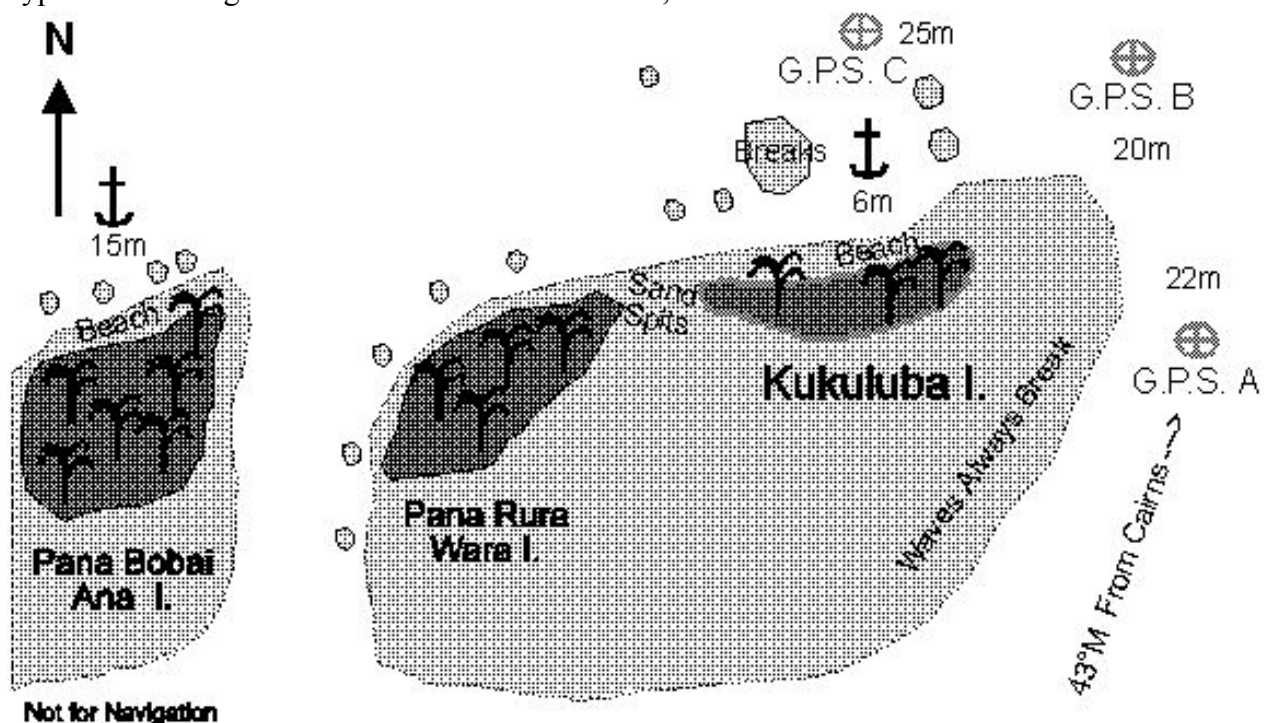


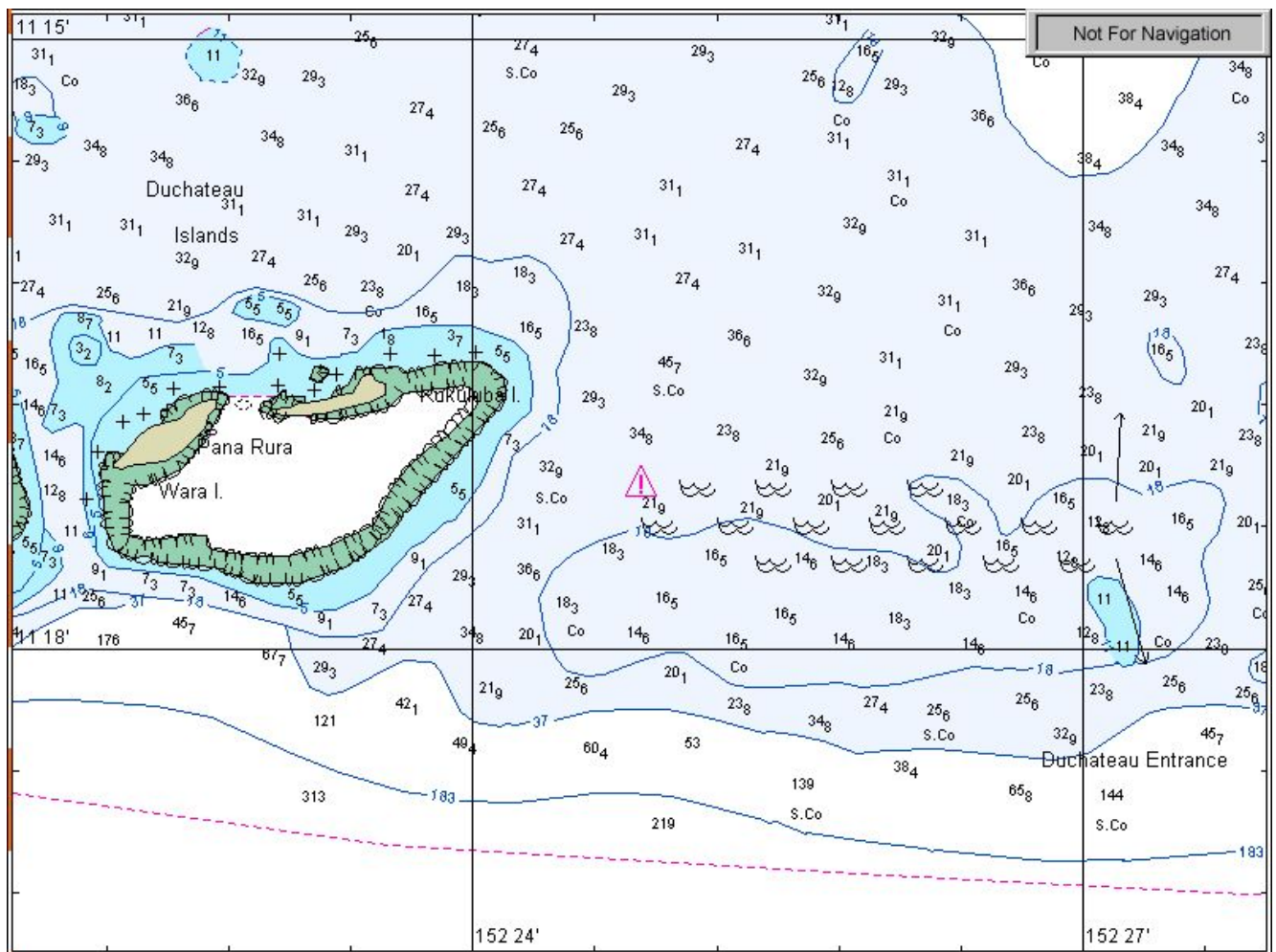




## Duchateau Islands

Not necessary to enter at the Duchateau Entrance into the Calvados Lagoon, use the route marked. The Duchateau Islands, three in all, are uninhabited but some fisherman arrive by sailing canoe to dry fish. Typical sand-fringed and coconut-bedecked islands, in the classic tradition of the South Seas.





### My Way Points entering channel from Cairns Australia - 515 miles

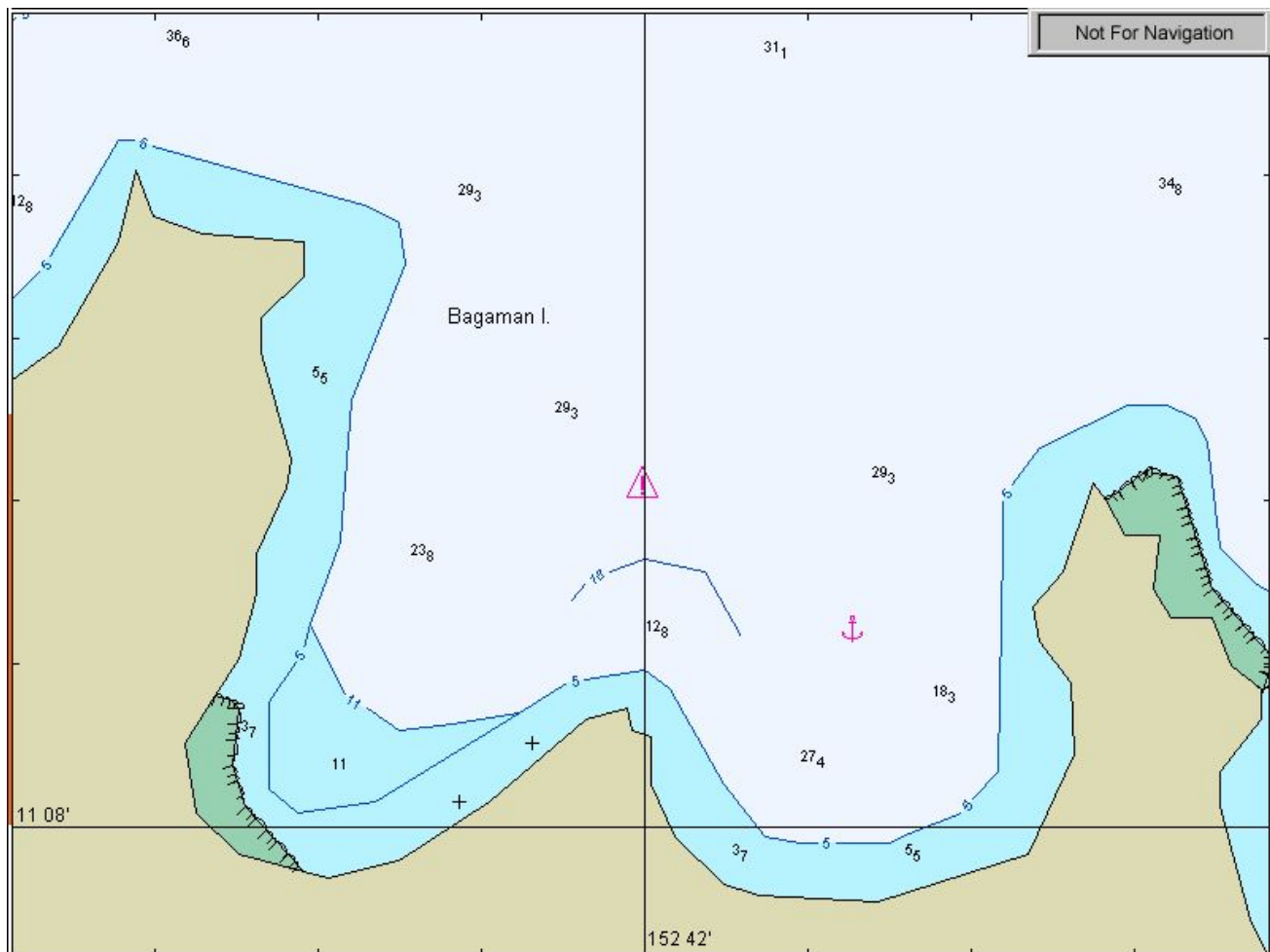
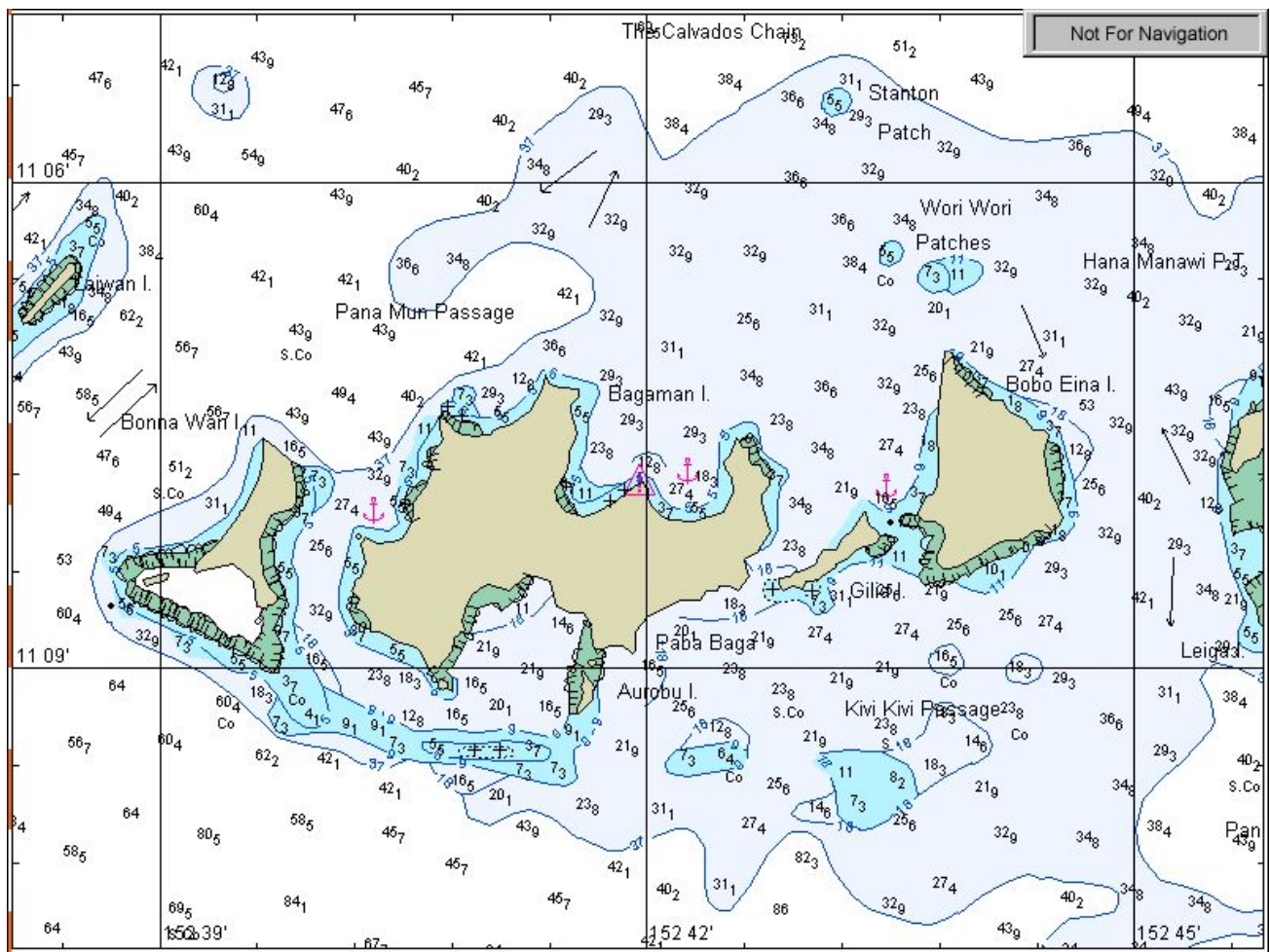
W.P.	Latitude	Longitude	Chart	Remarks
A	S11° 17.031'	E152° 24.416'	568	SE of Coral
B	S11° 16.008'	E152° 24.175'	568	NE of Coral
C	S11° 15.839'	E152° 23.217'	568	N of Kukuluba I.
6M Kukuluba Anchorage	S11° 16.299'	E152° 23.243'	568	Coral heads to east are deep.

### Bagaman Island

Anchor on the western side of Bagaman Island in 5 metres of water over clear sand with coral on either side. No sooner will you anchor and the first canoe will be alongside, paddled by Samuel, the head of his village of two families, twenty people in all. He will inform you that the copra collecting launch has not arrived and they are very short of everything, a story you will hear repeatedly at most villages. His daughters will do your laundry so trade well! Much in demand is sugar, rice, tobacco, soap, fish hooks, t-shirts, silicon, paint (any colour), calculators, watches and balloons for the children whose smiles are worth a million dollars.

The main anchorage is on the north eastern side of Bagaman, close to the village to avoid wind shears. Chief Gula's village is where Chief Gula is soon alongside in his canoe with his yacht log and cigarette pleading eyes. Morris is a local councillor, well spoken and informative. It is a picturesque spot, with friendly people. You can purchase Baggi (the local shell money, which you can watch develop through its various stages of making, a most laborious occupation using skills of past generations). Trade for mixed lemons, limes, fresh vegetables and paw-paw. There is another anchorage just a mile further away at Gilia Island.





### My Way Points from Duchateau to Bagaman - 21 miles

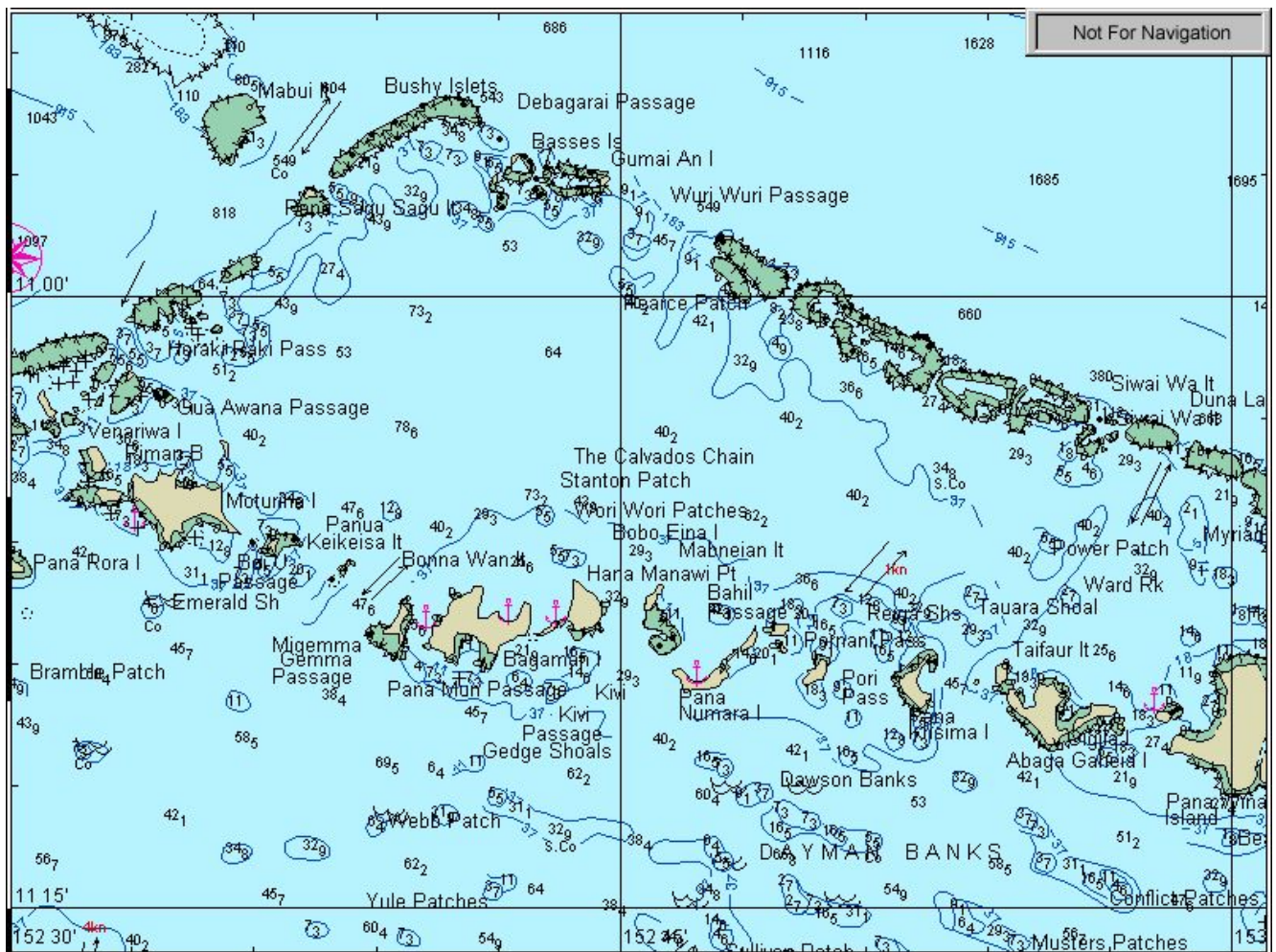
W.P.	Latitude	Longitude	Chart	Remarks
6M Kukuluba Anchorage	S11° 16.299'	E152° 23.243'	568	Coral heads to east are deep.
A	S11° 15.839'	E152° 23.217'	568	N of Kukuluba I.
B	S11° 07.195'	E152° 39.137'	568	NE of Bonna Wan I.
C	S11° 07.680'	E152° 42.011'	568	N of Anchorage
7M Bagaman Anchorage	S11° 07.755'	E152° 41.998'	568	Oisi Village.





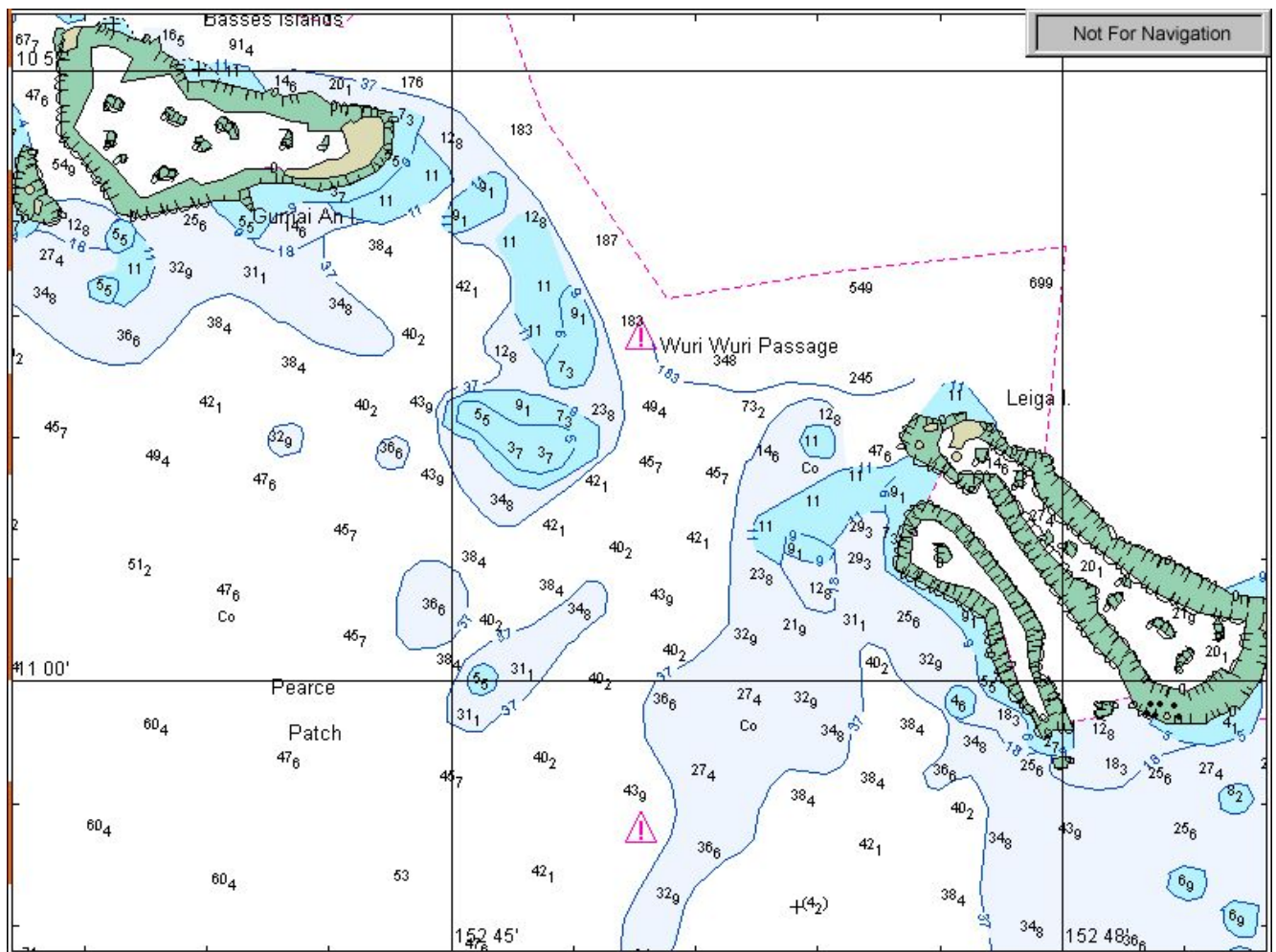
## Wurri-Wurri Passage

To get to Misima use Wurri-Wurri Passage which has a very strong ebb tide and cuts your speed over the ground 3-4 knots. Stay closer to the east and avoid strong winds against tide.



### My Way Points from Bagaman to Wuri-Wuri Passage - 9 miles

W.P.	Latitude	Longitude	Chart	Remarks
7M Bagaman Anchorage	S11° 07.755'	E152° 41.998'	568	Oisi Village.
A	S11° 07.680'	E152° 42.011'	568	N of Anchorage
B	S11° 06.386'	E152° 43.276'	568	S of Wurri-Wurri Patches
Wurri-Wurri Passage	S10° 58.510'	E152° 46.310'	568	East side of passage



## Bwagoia Harbour, Misima Island

It is possible to use the mooring which belongs to the tug which it only uses in cyclones. With three vessels, there was very little room for anyone else and what little jetty space there will have work vessels rafted up three deep. There was a yacht tied up to the new cement jetty but security could be a problem whereas anchoring is relatively safe if you lock the boat. Although the local children swim, I saw a 5' crocodile on the eastern bank!

Going ashore for supper, ask for the guest house where the manager, David is most helpful and a good source of information. He can arrange customs if you are having trouble finding them and laundry. He also offers the use of his showers. David regales you with stories of his days as a political assistant to a former Prime Minister. The meal of roast with vegetables, and ice cream costs around K10 a head and is well worth it.

Bottled gas is available at Bwagoia but diesel, whilst sold, is sometimes out of stock. However, David can arrange for you to have an inspection of the mine where diesel is available.

The local market is a 5 day a week affair, but has very little variety. The bananas are OK but betel nuts, lime and mustard are by far the star attractions. The local shops are reasonably well stocked, for such a remote area, and roast goose on the bone is the family favourite. The bread, baked fresh every day, puts the French to shame. Water is a different story. None is potable and even if boiled, it might not be safe. Phone calls home are also possible.

Catch a bus to the North Western side of Misima, a journey of about 40 kilometres on a winding dirt road. Wonderful tropical scenery and small villages. At the village of Siagara, the journey ends but expect children scream at the bus “dim-dims”, the term for white people. The fare for the trip was 2 kina each way; good value.

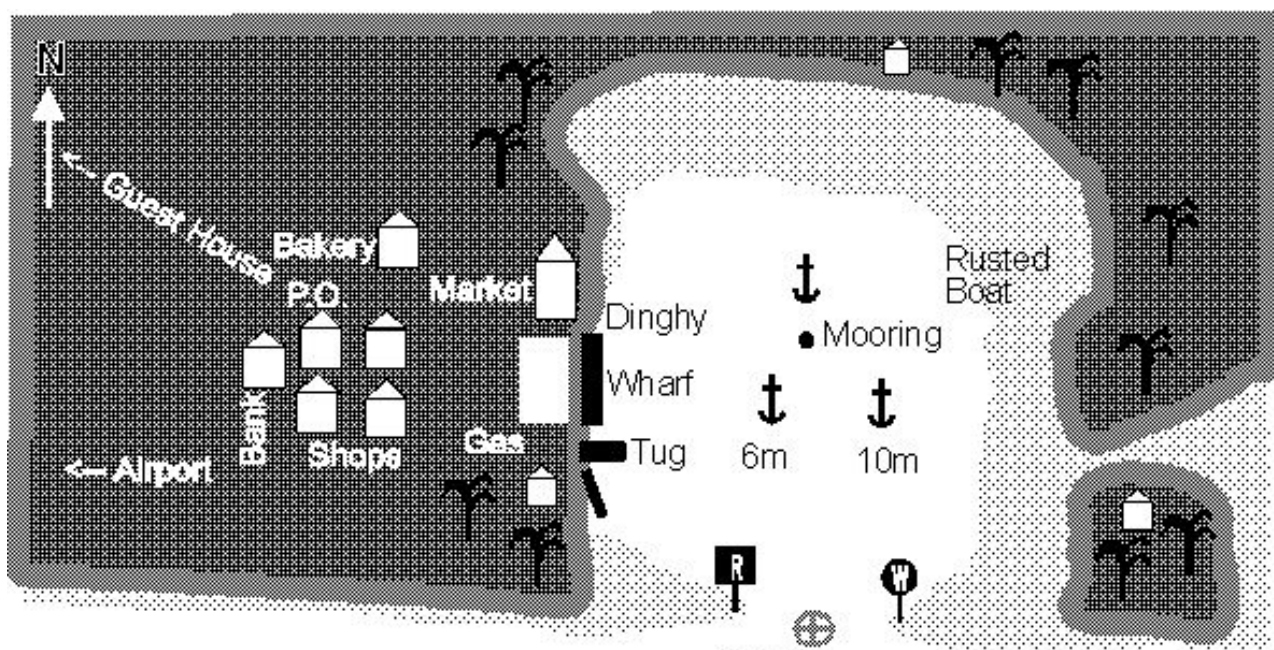
Damos, the customs official, has an office which he shares with the local meteorological officer and another at “Misima International Airport”. Departure Tax Stamps are not necessary for crew, passengers must purchase them at the post office when available.



#### My Way Points from Wuri-Wuri Passage to Misima - 18 miles

W.P.	Latitude	Longitude	Chart	Remarks
Wurri-Wurri Passage	S10° 58.510'	E152° 46.310'	568	East side of passage
Misima Entrance	S10° 41.588'	E152° 50.879'	568	Between Buoys.

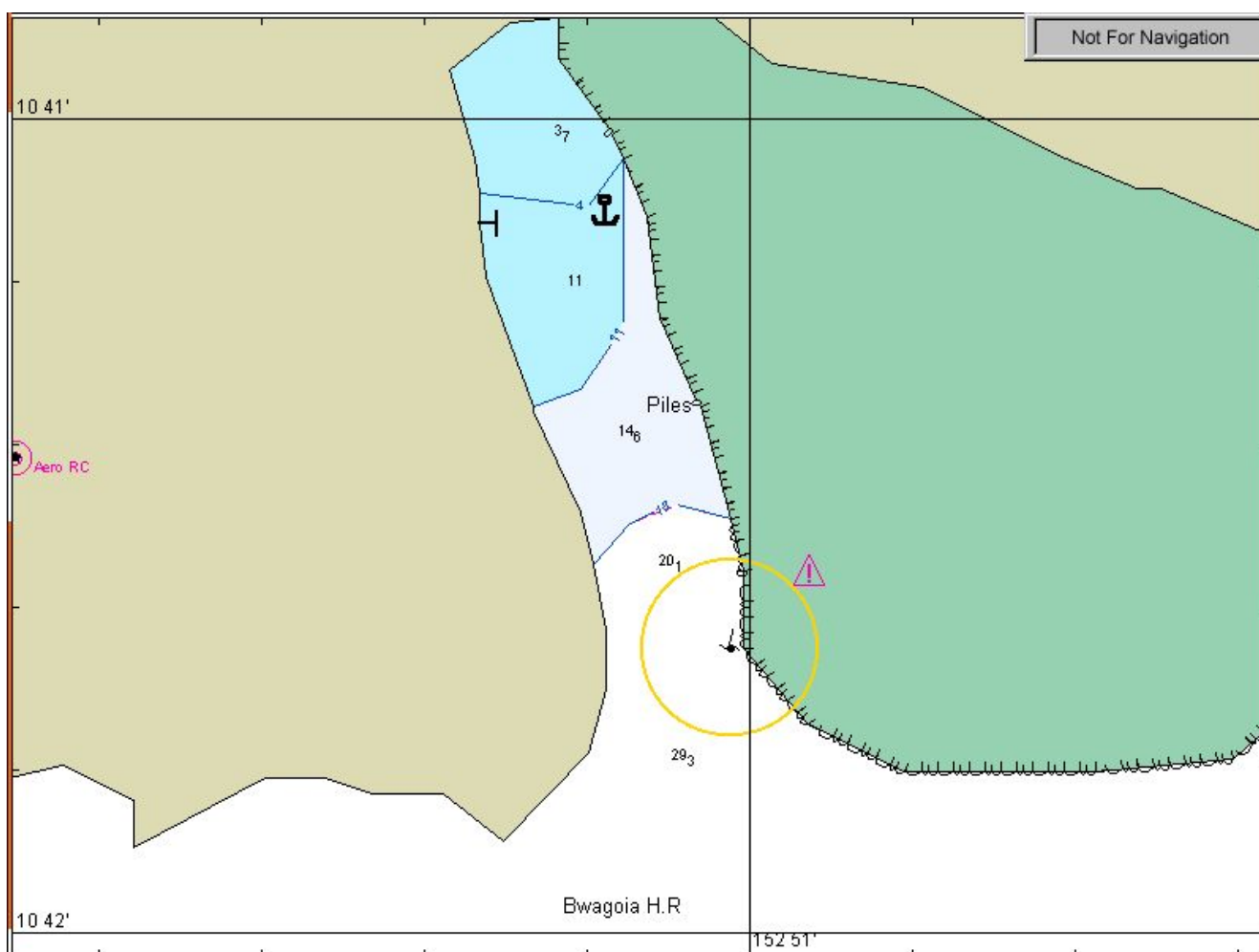




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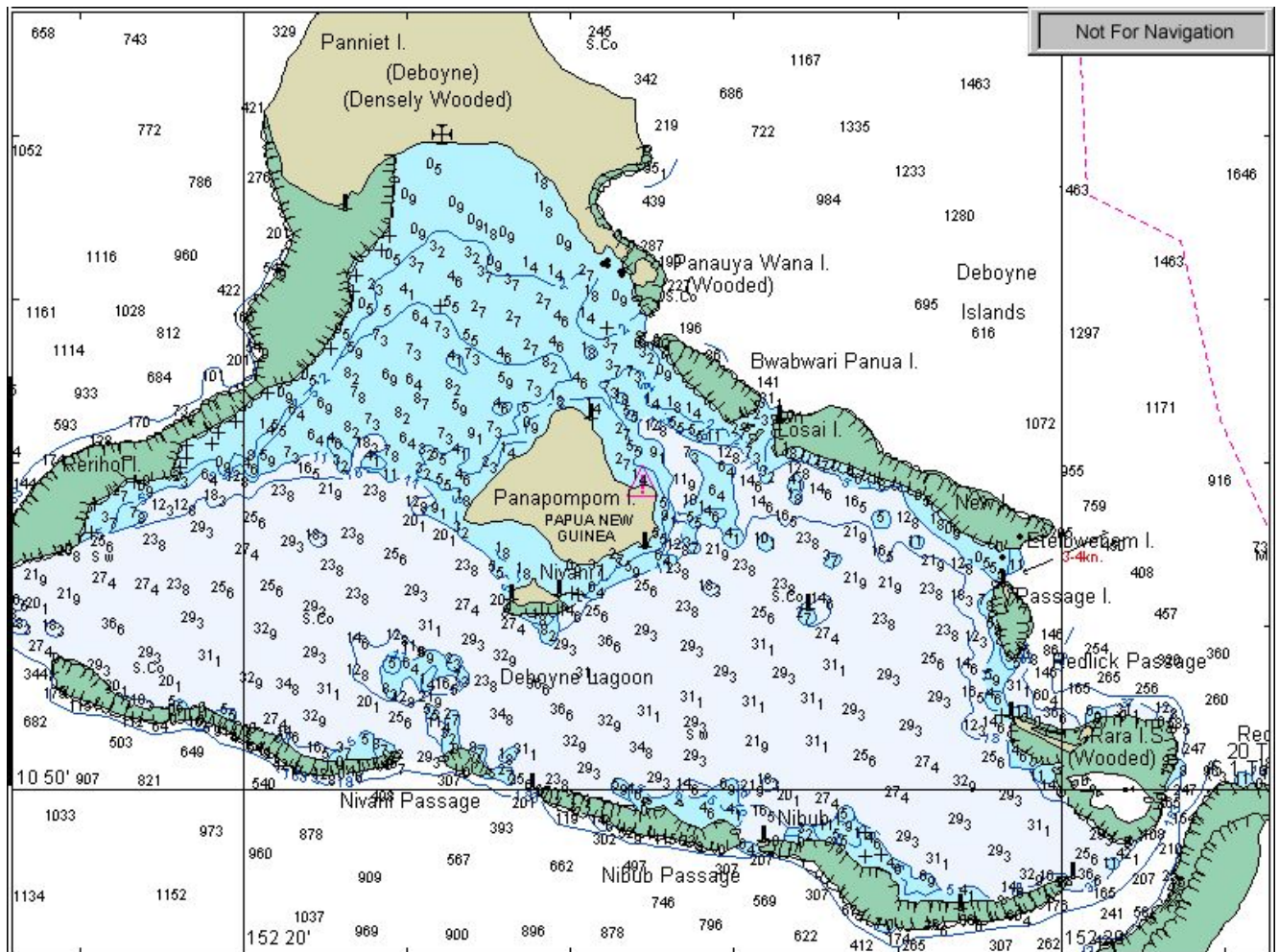
G.P.S.  
S10° 41.588'  
E152° 50.879'

White Light  
Not Working 1997



## Nivani Island, Deboyne

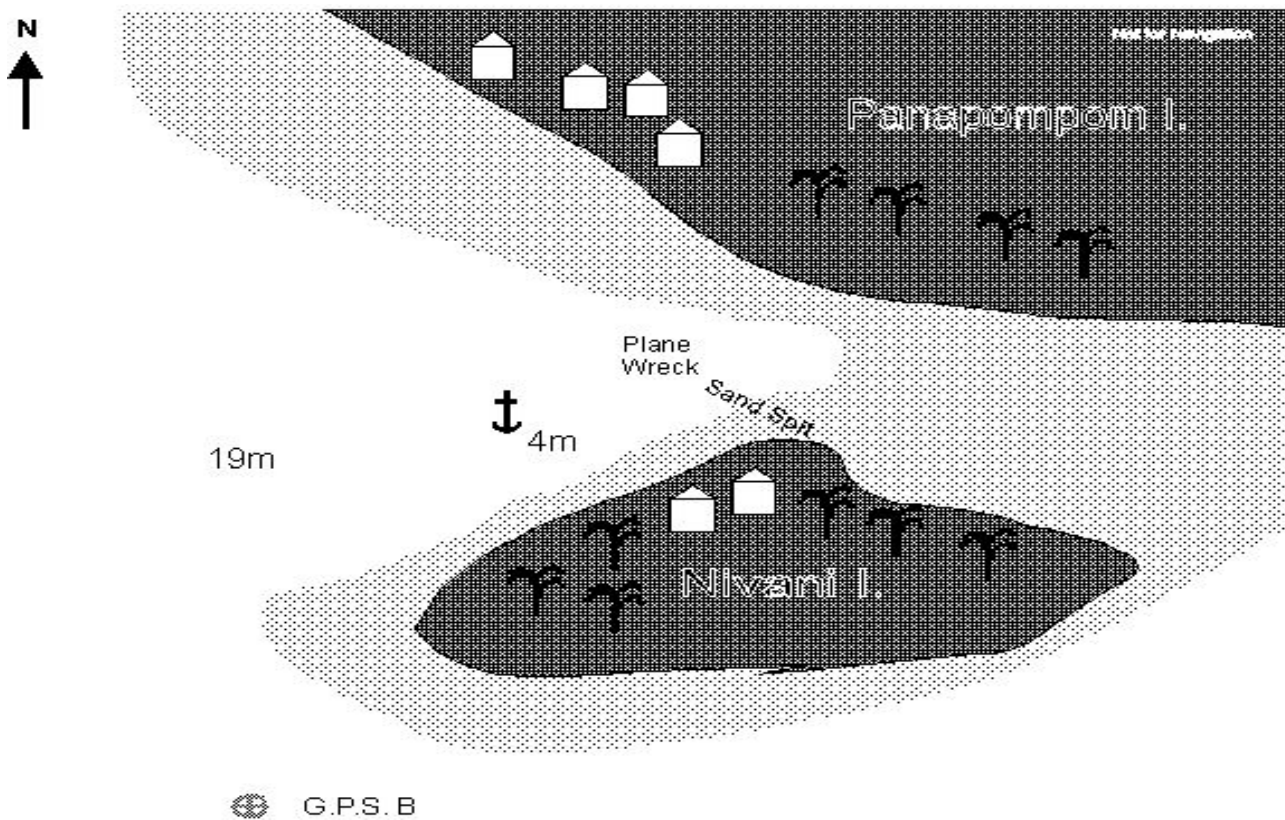
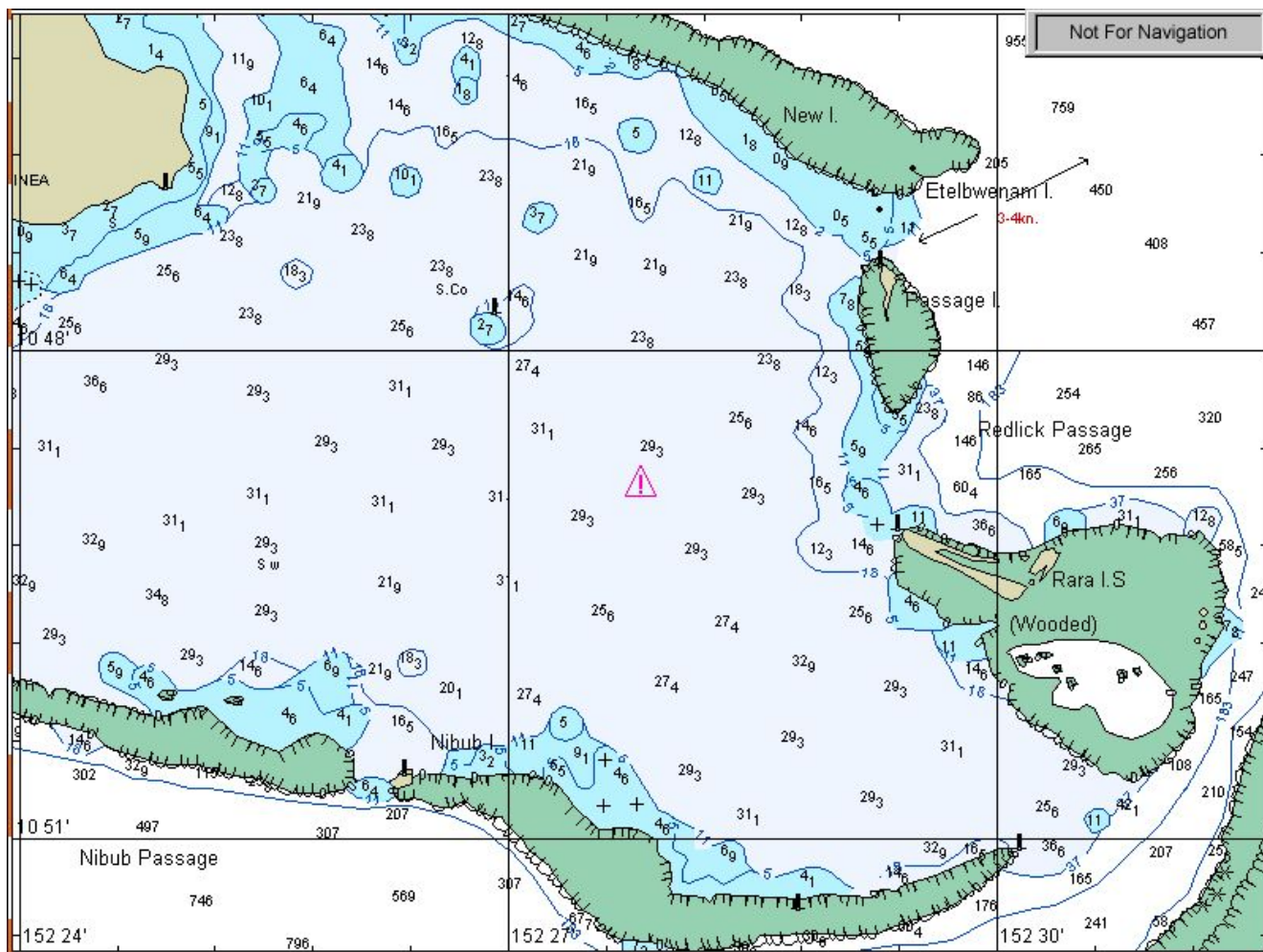
Seldom visited so I prefer the Calvados Lagoon. There is a Japanese Zero fighter plane in 3 metres of water which you can sit in the cockpit. Ken is the island magistrate on Panapompom, he is an ex-policeman from Port Morsby so has some interesting stories. The canoe builders live on Panaete Island but there has been security problems with yachties ashore and yachts anchored there.



## My Way Points from Misima to Nivani - 27 miles

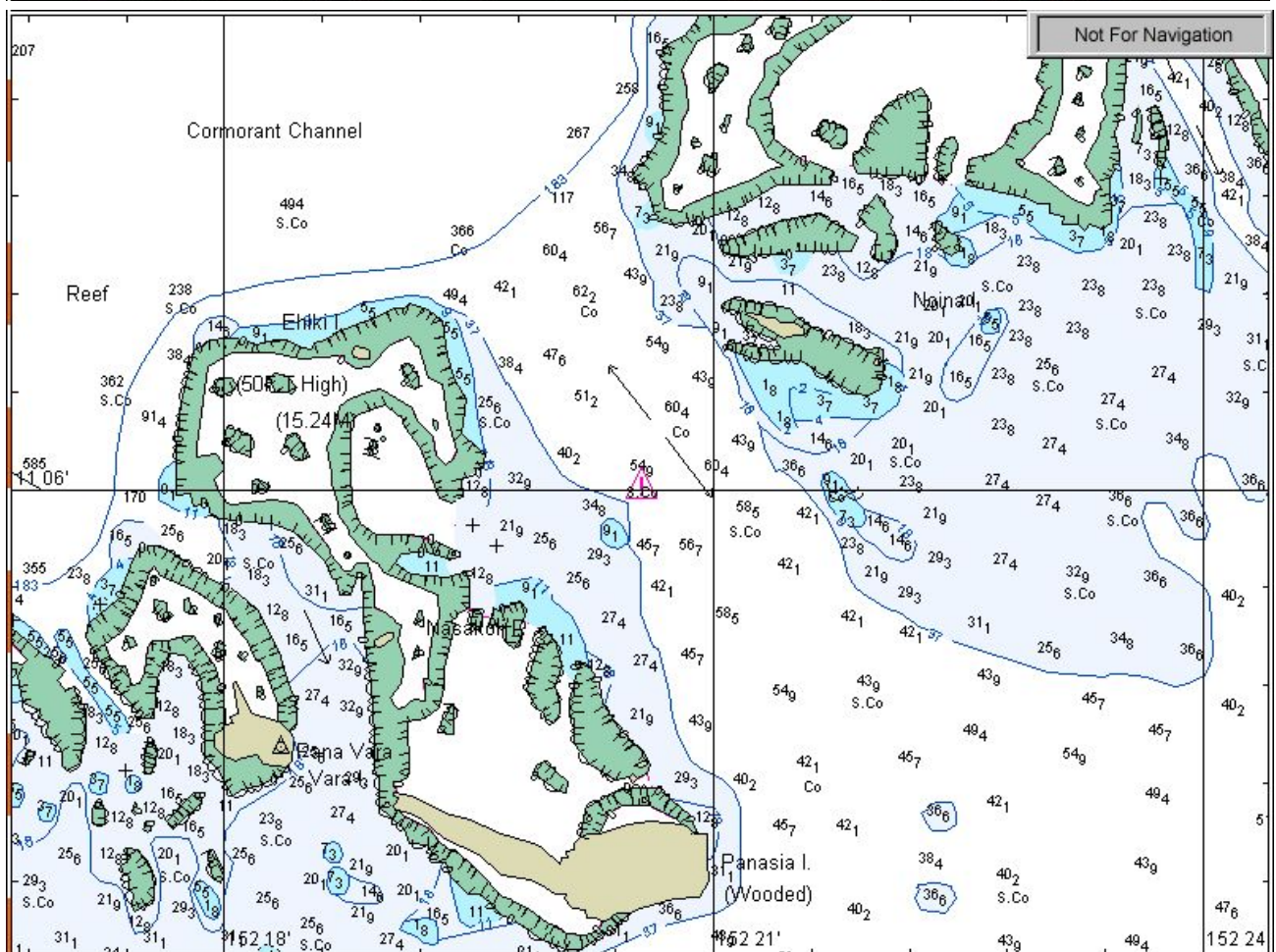
W.P.	Latitude	Longitude	Chart	Remarks
Misima Entrance	S10° 41.588'	E152° 50.879'	568	Between Buoys.
A	S10° 48.608'	E152° 29.315'	568	Redlick Pass
B	S10° 47.617'	E152° 22.979'	568	SW of Nivani I
4M Nivani Anchorage	S10° 47.222'	E152° 23.326'	568	Sand and coral patches.



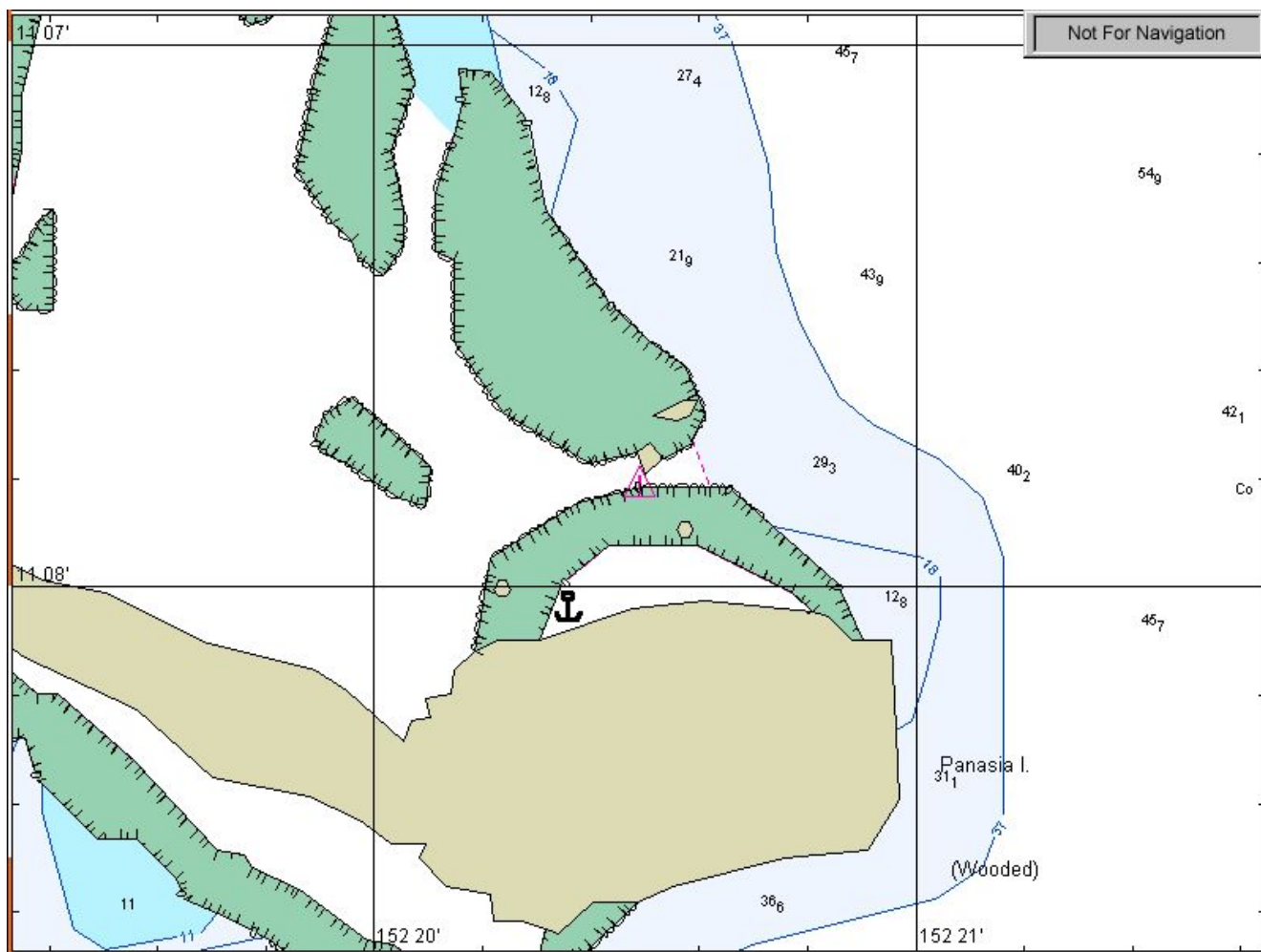






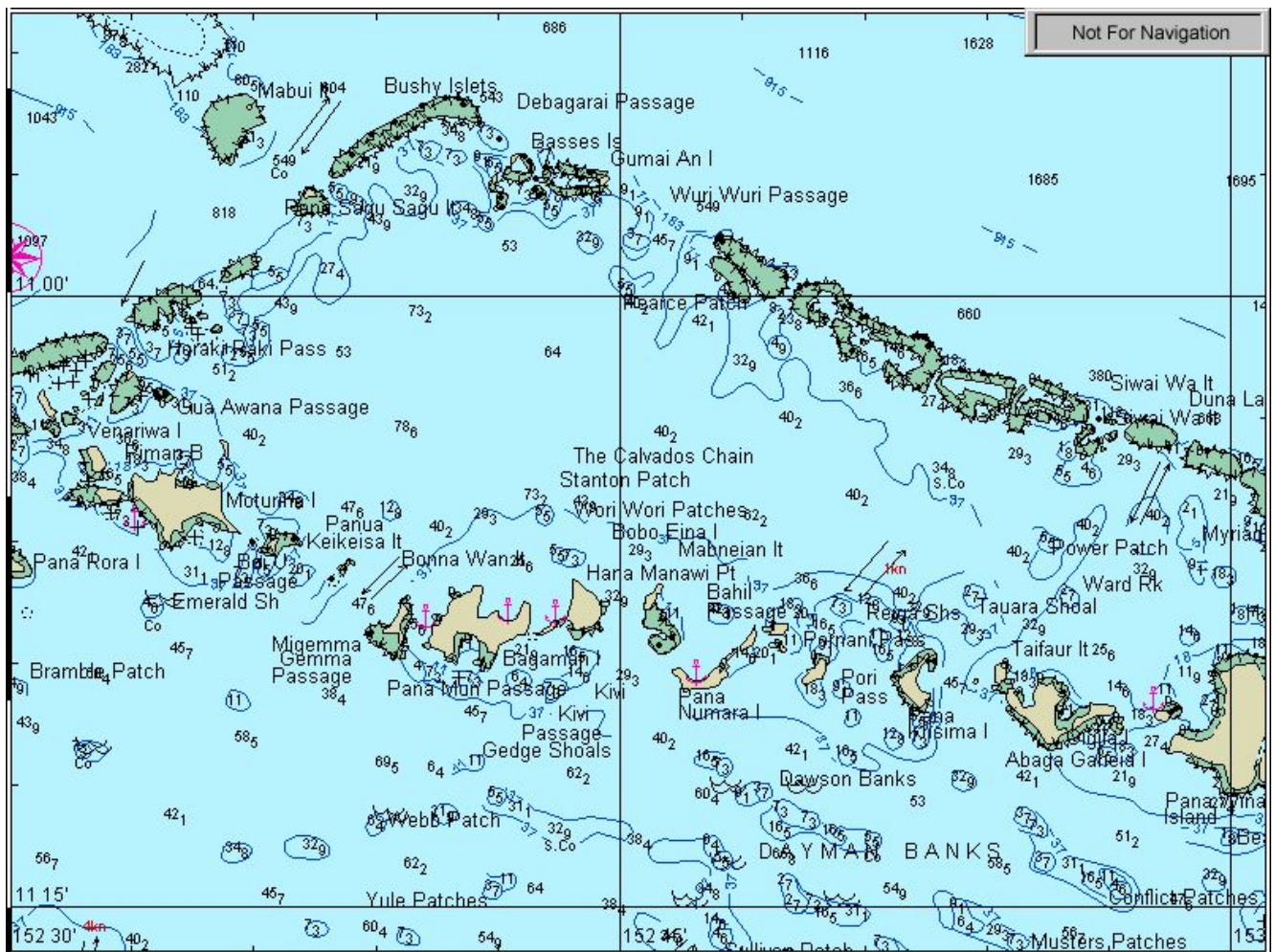






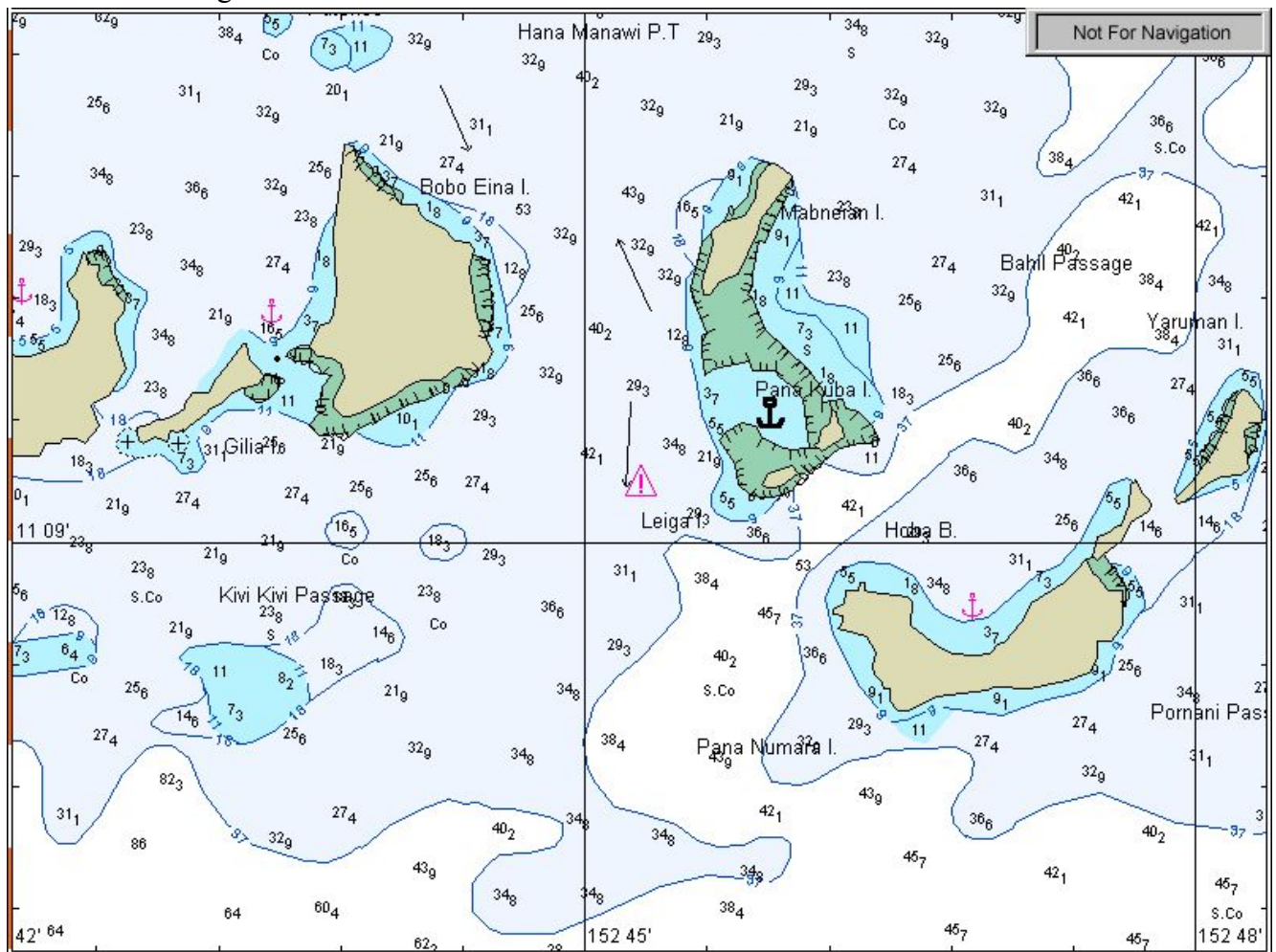
Friendly natives who will trade oranges and mangoes, there is drinking water.

W.P.	Latitude	Longitude	Chart	Remarks
Panasia Pass	S11° 07.451'	E152° 20.639'	568	Coral Pass
A	S11° 06.329'	E152° 28.925'	568	W of Pana Rora I.
B	S11° 03.640'	E152° 31.291'	568	Gua Awana Passage
12M Moturrina A.	S11° 04.302'	E152° 33.475'	568	Riman Bay



## The Lagoon, Mabneian/Leiga/Pana Kuba Islands

Lots of good snorkelling, crayfish, deserted beaches and isolation. No permanent inhabitants. My favourite anchorage in PNG.

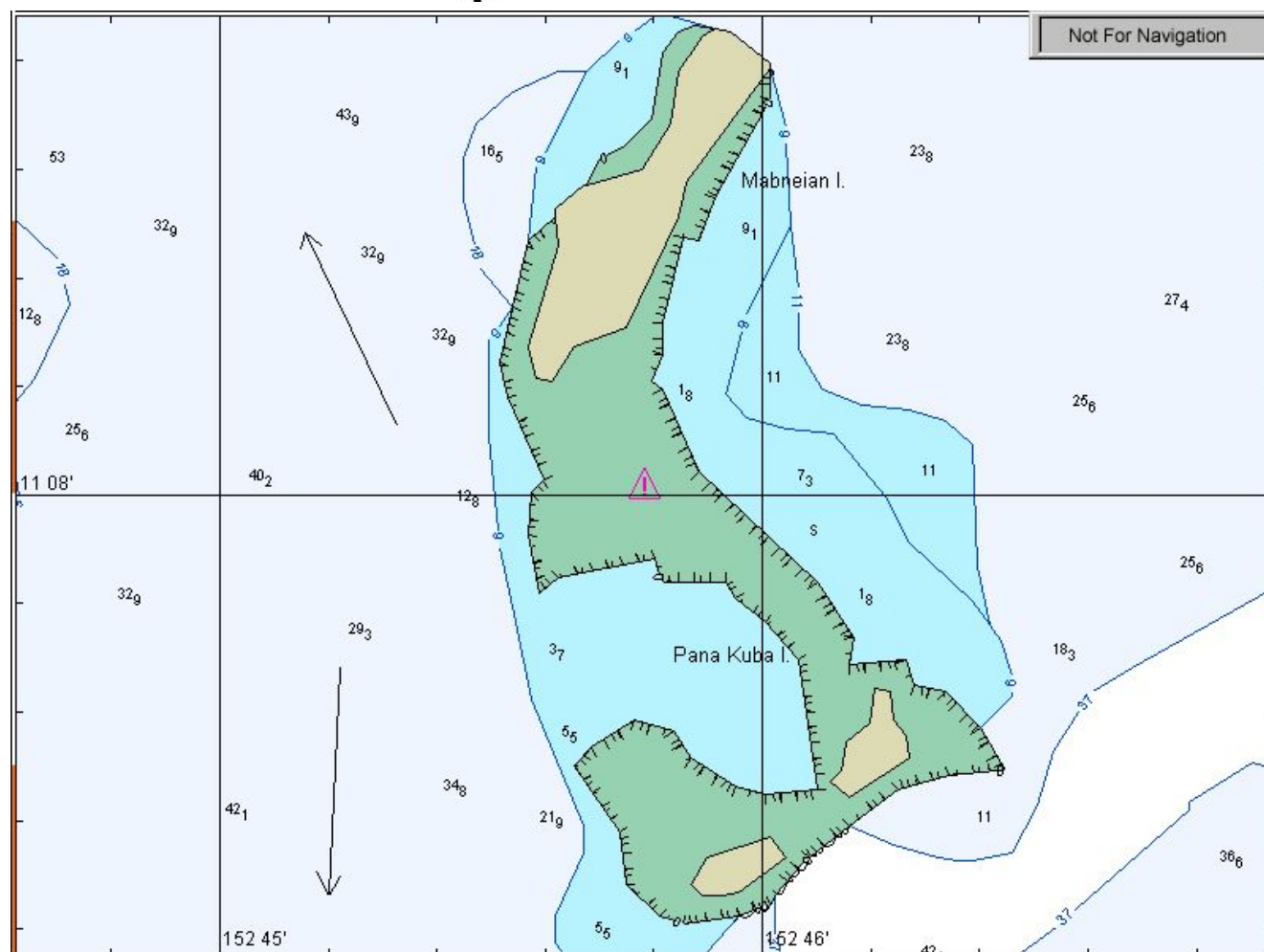
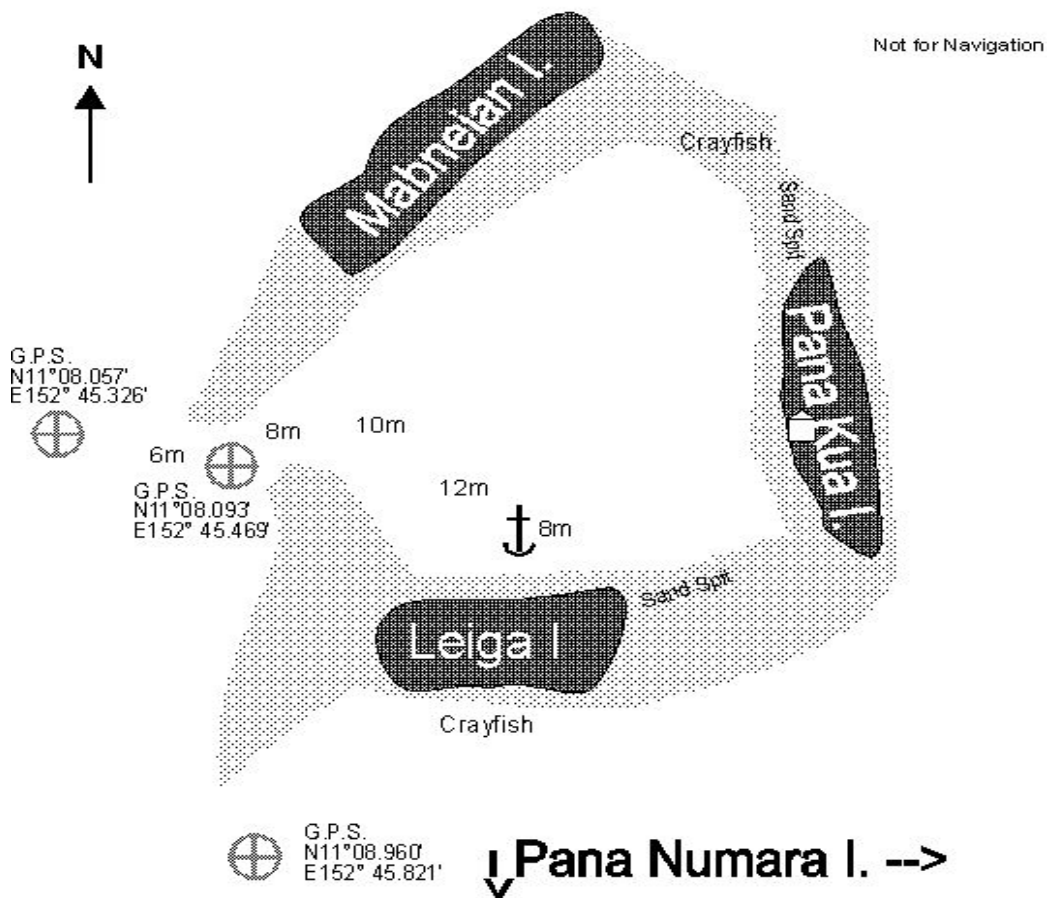


### My Way Points from Moturrina - 15 miles

W.P.	Latitude	Longitude	Chart	Remarks
12M Moturrina A.	S11° 04.302'	E152° 33.475'	568	Riman Bay
A	S11° 03.781'	E152° 34.165'	568	N of Moturrina I.
B	S11° 04.335'	E152° 35.182'	568	S of Ninan I.
C	S11° 06.970'	E152° 44.269'	568	N of Bobo Eina I.
D	S11° 08.057'	E152° 45.326'	568	W of Lagoon Pass
The Lagoon Pass	S11° 04.302'	E152° 33.475'	568	Eyeball to Anchorage

Wrong waypoint. Same as the Moturrina A.

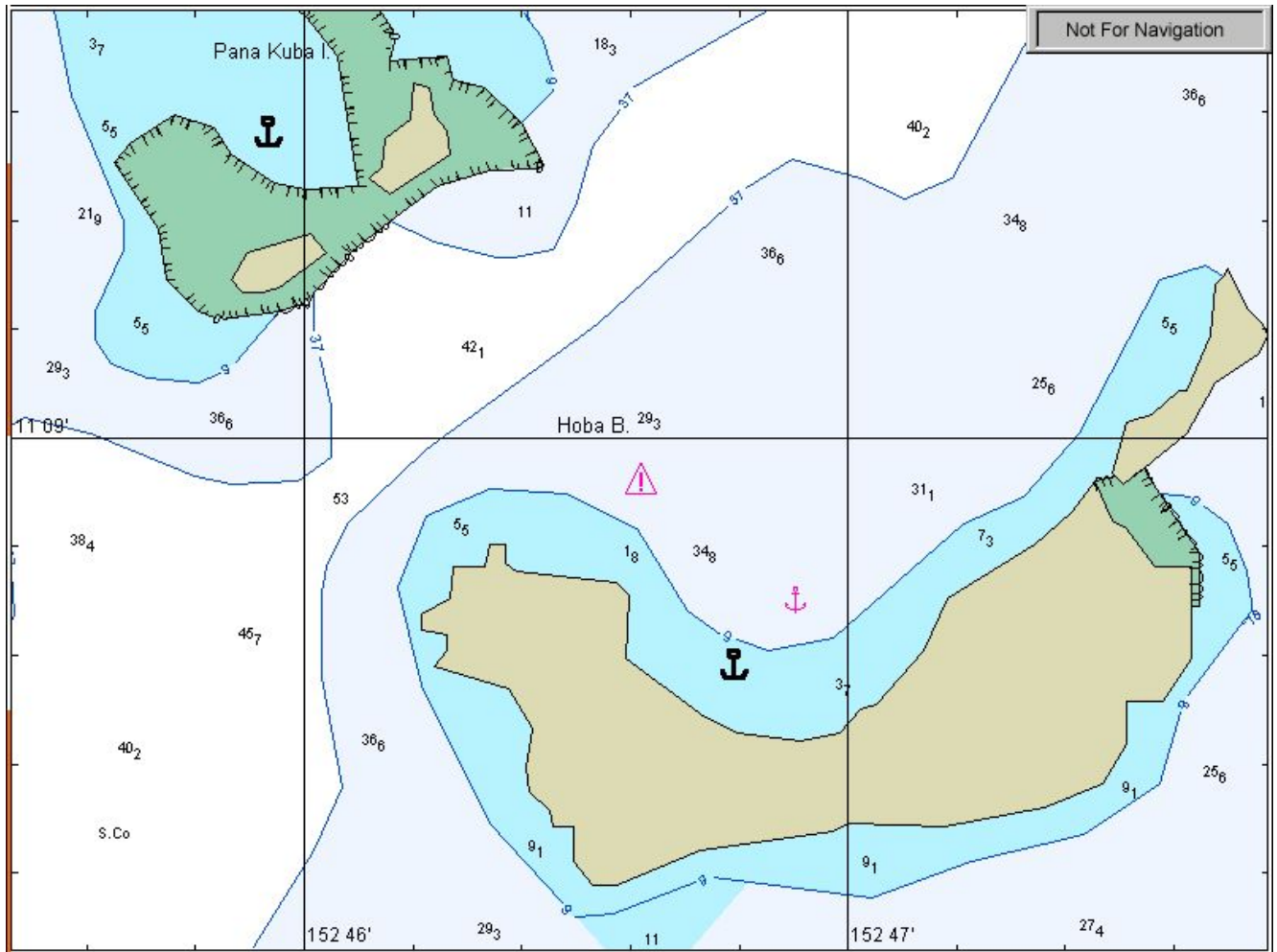




## Pana Numara Island

Anchor west of the village off a nice beach, locals will walk along to collect water. There is a wooden fence erected as a community effort to keep the feral pigs away from the half of the island which they use as their garden.

Nearby is a hill with one 'Coronation Tree', planted when Queen Elizabeth was crowned, it is worth climbing for the view. The only anchorage I shared with another yacht!

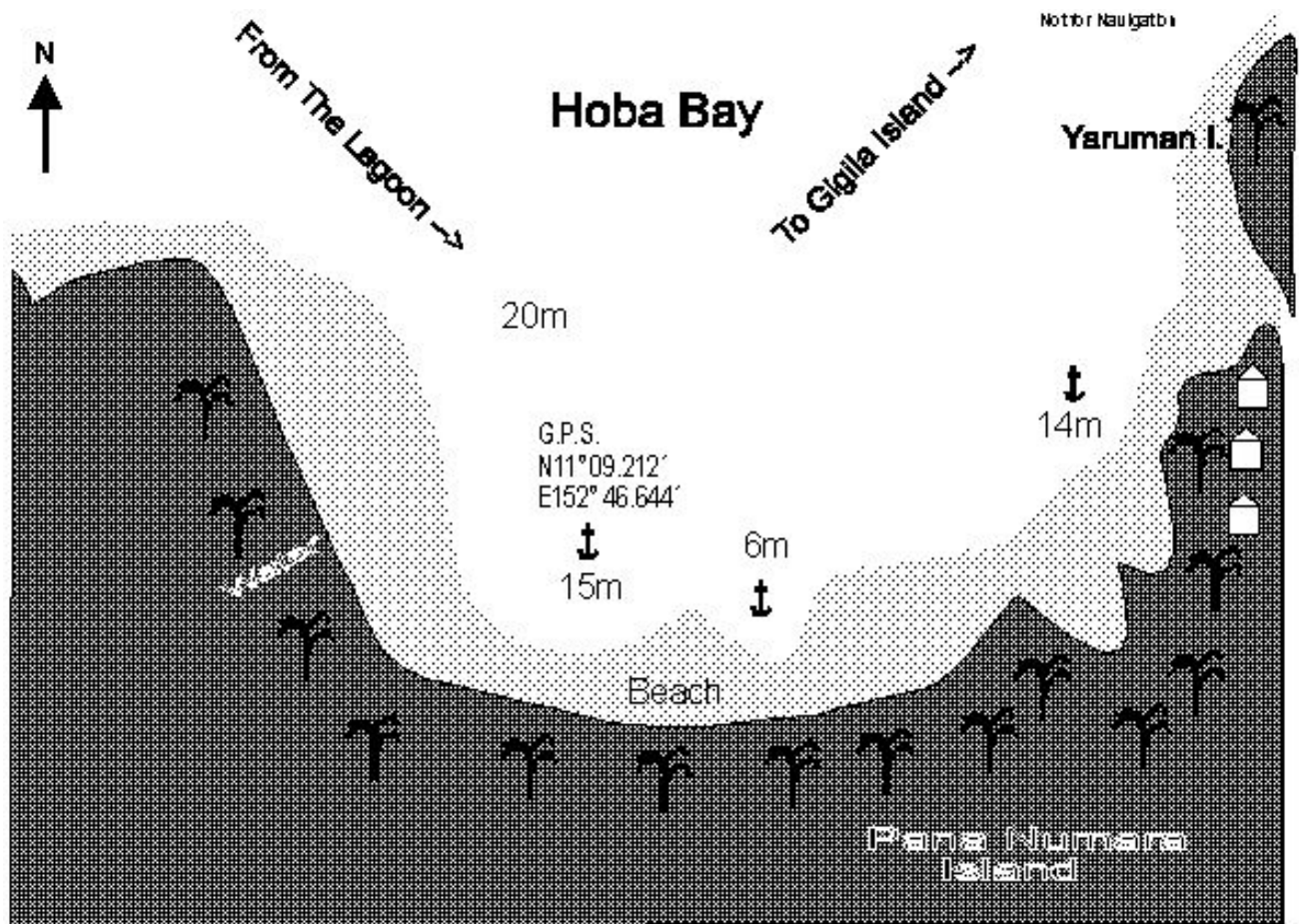


### My Way Points from The Lagoon - 2 miles

W.P.	Latitude	Longitude	Chart	Remarks
The Lagoon Pass	S11° 04.302'	E152° 33.475'	568	Eyeball to Anchorage
A	S11° 08. 057'	E152° 45.326'	568	W of Lagoon Pass
B	S11° 08.960'	E152° 45.821'	568	NW of Pana Numara I
15M Pana Numara Anchorage	S11° 04.302'	E152° 33.475'	568	Hoba Bay

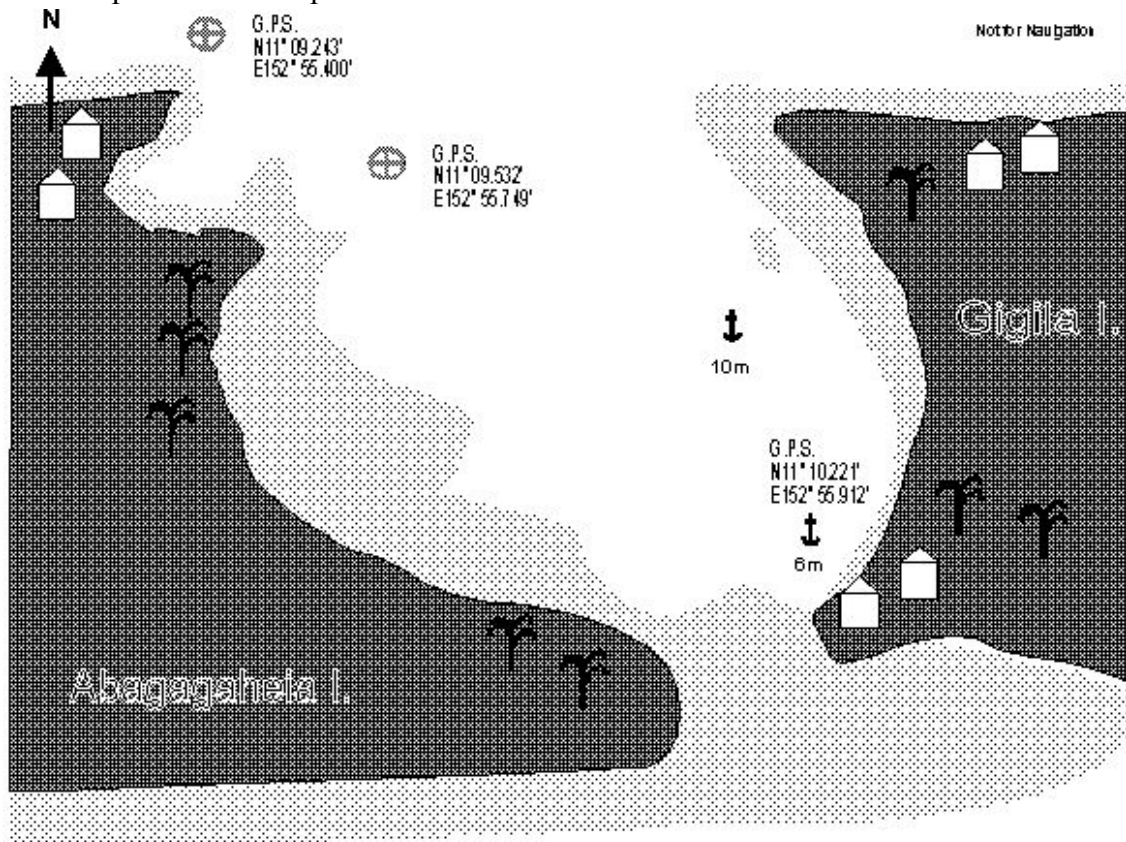
Wrong waypoint. Same as The Lagoon Pass.



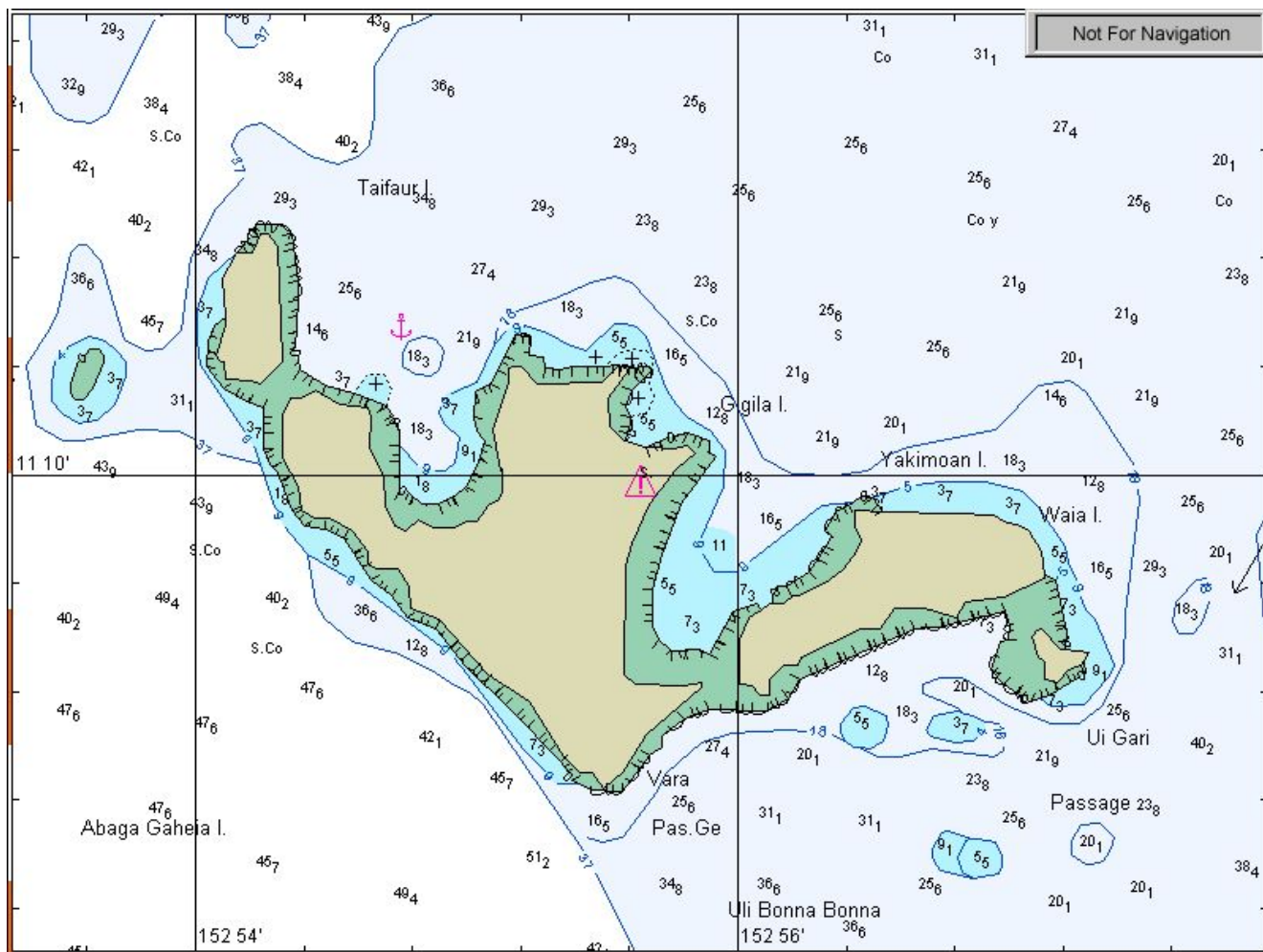


## Gigila Island

Kuwanak village is beautifully situated on a sandy point. The coral is not as colourful as some, but the reef fish provide a fine spectacle.



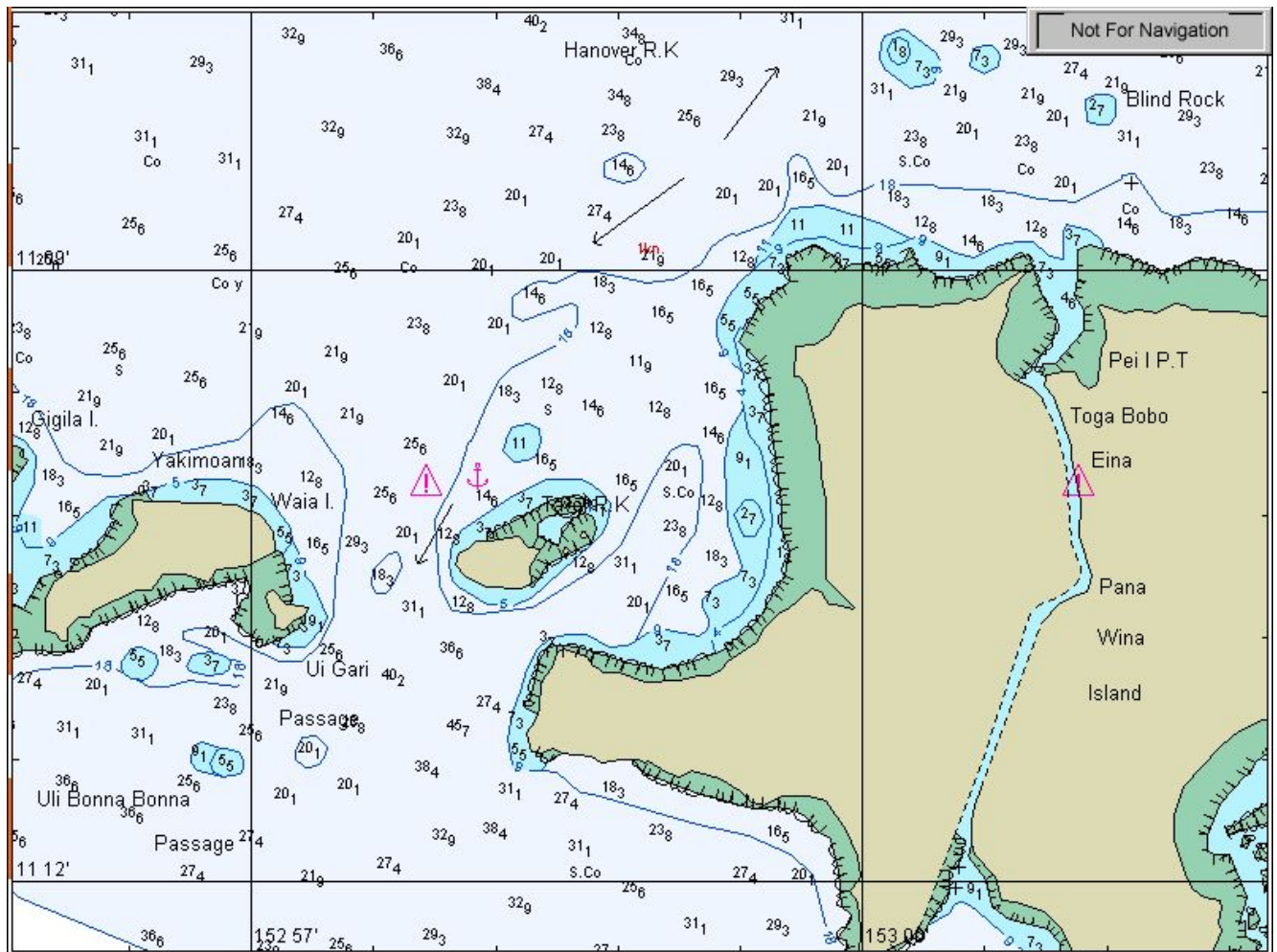
All waypoints are wrong.





## Pana Wina Island

Enter the channel (S 11° 09.4', E 153° 01.1') which continues for 1½ miles. Anchorage has good protection from West through to South to North-East. A possible cyclone anchorage. The village is small and poor and has no water to spare. Trade for crabs or fish for mullet in the creek.



Would like to have waypoints for these anchorages.

## Wanim (Grassy) Island

Give the shoals the utmost respect, and anchor in 10m of clear water, under impressive hills, palms and local flowering trees. A delightful anchorage.

## Nimoa Island

You must navigate two significant reefs along the way. Around the point you can anchor in 10 metres in a fairly narrow gutter between some large bommies. Badie Bay has a government station and you can obtain bread or at the mission station. A pleasant cool walk through the forest to the local airstrip.

## Sudest Island

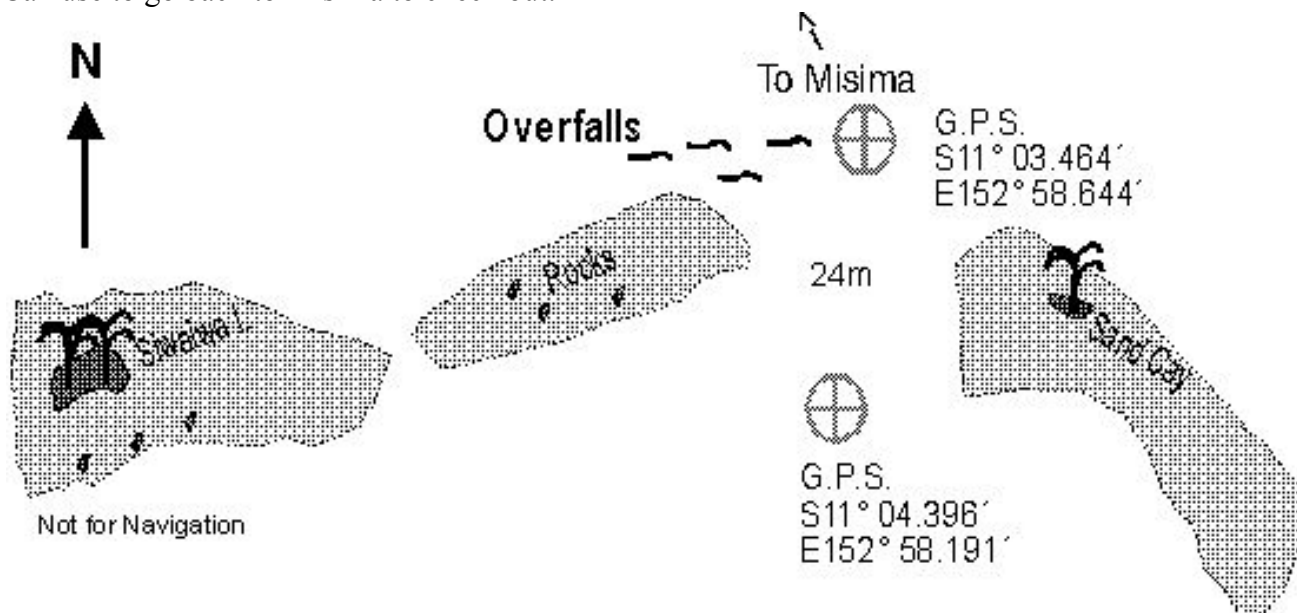
Several anchorages, on the southern side and the east. Dunaza Bay has a shallow sandy bay to anchor in 2m of water at dead low tide on a clear sandy bottom. Take the dinghy up the Dambanda River to a waterfall and view crocodiles on the way. There is a rocky section with water cascading over it, forming several rock-pools at various levels. The locals assure that crocodiles do not inhabit this part of the river.

## Pana Tinani Island

Anchor in the land locked bay of Hati Lawi, a beautiful anchorage. I saw no sign of the reported resident crocodile.

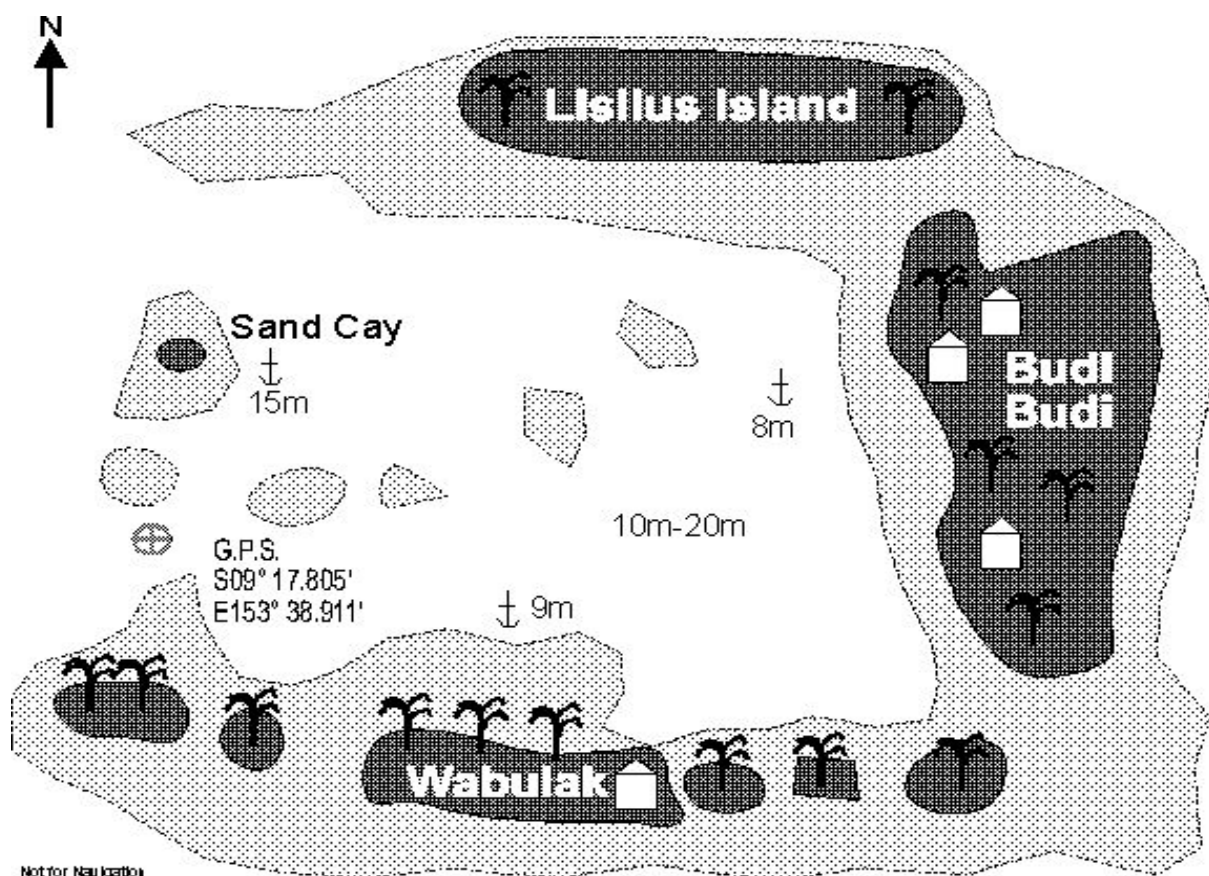
## Duna Labwa Passage

Can use to go back to Misima to check out.

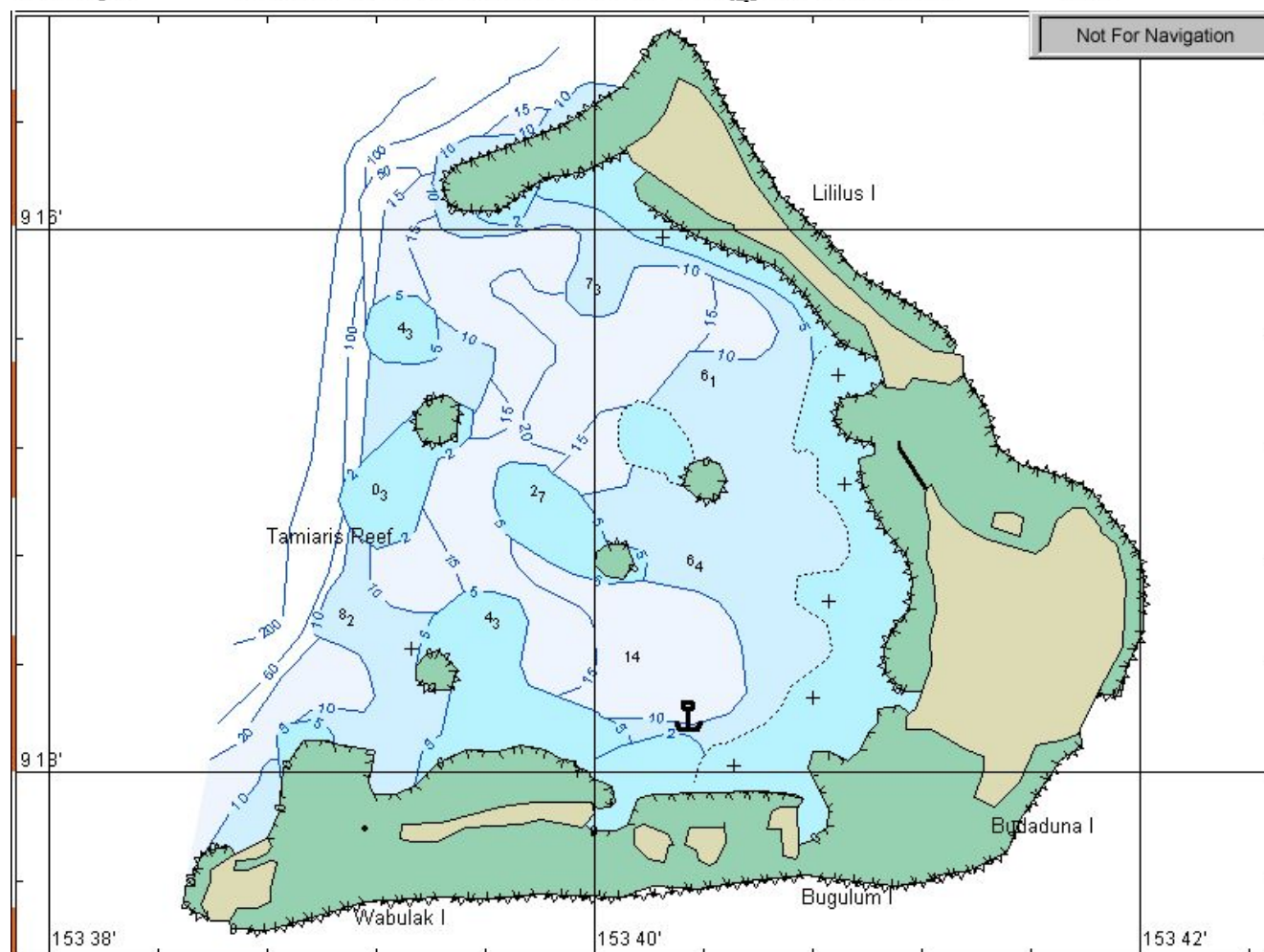


## Budi Budi

If you are going on to the Solomon Islands this is a place well worth the small detour. Seldom visited by yachts, the people are really friendly, generous and will leave you alone if requested. As they have only one supply ship per month and it's always late, you'll be asked for everything from torch batteries to sewing machine oil. In return you'll get crayfish, crayfish and crayfish, my freezer was full of tails when we left and we ate them every day of our weeks stay. If a sailing canoe waves at you near the pass, they have come out to show you the way in. We had Tau come on board and towed his canoe, he and his wife Elsie are fantastic people.



Not for Navigation





### Deijei Pass

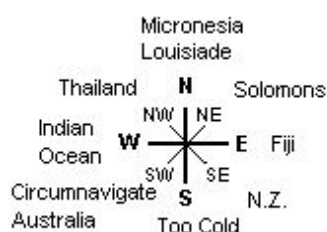
The distance to Palm Passage or Hydrographer's is the same at 530 miles, if you hold the course you are 300 miles further south.

## Passage Planning

Where to go next? The majority follow the milk run or cruising routes, just like me when I first left. This is not bad practice at the beginning, you meet up with many yachts in the same situation, you learn as you go. Some of the not to be missed places are on these routes.

After 40,000 miles and thousands of anchorages, I pick areas less frequented; it's unspoilt by tourists and still has a welcoming population.

### ***From The East Coast of Australia***



My rule staying within 30° of the equator eliminates NZ and circumnavigating Australia. Fiji is definitely to windward and 12 to 15 days is definitely too long to beat into trade winds for a cruising yacht.

Yachts leaving Australia on a world circumnavigation will visit Darwin, Bali, Christmas Island and Cocos Keeling but it's a long-term commitment (4-24 years). Many of my cruising friends say these are some of the best places they have been, one couple chose Cocos Keeling to get married, no easy task to honeymoon when each is sailing their own yacht single handed.

This can also include a season or two in Malaysia and Thailand, a great cruising destination. Reports from other cruisers tell of high prices in the Med and "the Pacific is by far the best", so if you are on a tight budget, South East Asia right now is for you.

The next criteria is how much time you wish to spend away from your home port. Six months cruising during the South Pacific winter only leaves the tropical east coast of Australia, the Solomon Islands and Lousiade Archipelago. Longer than six months either means leaving the tropics or sailing north of the equator and spending the South Pacific cyclone season north of the equator.

Plan to spend from April to September working your way north inside the Great Barrier Reef to Cairns and possibly explore the islands of Princess Charlotte Bay. This gives 6 months to explore Australia's best cruising grounds, not long if you wish to cover the hundreds of islands and anchorages.

At the start of the South Pacific cyclone season plan to head out from Australia, 500 miles north east to the Lousiade's. This is a relatively short sail, normally only 3 nights. From Misima, Papua New Guinea it is only a few days (Budi-Budi is an essential stop) to Gizo in the Solomon's or 800 miles north to Pohnpei in the Caroline Islands, part of Micronesia. You can try island hopping east but it's to windward and against the current if like me, you don't find the counter-current.

By the time you get to Kiribati, you will be on the milk run back to Australia via Tuvalu, Fiji, Vanuatu and New Caledonia. This makes an 18 month cruise in the Pacific, which is the last unspoilt cruising grounds within my 30° rule.

Always have Plan B if it's too difficult to sail east. Take the scenic route back to Australia via the Philippines or Vanuatu.

For those wanting to sail west the choice is just going over the top of Australia via Torres Strait, the top of P.N.G. or Micronesia. I chose Micronesia and besides the 13 days to get to Pohnpei (I'd head further west next time), I had a fantastic time. Friends went over the top of P.N.G. and made the following comments: Most of the briefing advice received on PNG was negative, mainly from the armchair brigade. There were warnings of rascal attacks and thefts, malaria and typhoid, earthquakes and tsunamis. Others said it was idyllic.

Our first stop was at English Cove on New Ireland, beautiful spot and nice people (you could now possibly stop in Bougainville). From there to Mioka island in the Duke of York group to catch up on the history of Queen Emma whose original homestead foundations are still visible as is the entire overgrown swimming pool. Another beautiful spot with crystal clear water, long sandy beaches and good diving. We decided not to take the yacht to Rabaul due to previous warnings of rascals, dust from the active volcano, and no wind. Instead we paid 10 kina each and went by banana boat to Kopoko (30 mins) then by PMV (local minibus) for about 30 mins (past the Vulcan volcano) to Rabaul where we cleared in. We hired a ute for 30 minutes for 5 kina and drove around the ash covered original Rabaul. It must have been a fantastic place to live in one of the most dramatic settings possible on the edge of Blanche Bay. No sign of rascals and a huge open vegetable market in Kopoko, which is where the Rabaul population is being resettled.

Garove is a sunken volcano with a lowered lip through which the sea enters the crater to form an enchanting anchorage. The people are very poor but friendly and took us out in a banana boat to visit Petershaven, Dick Doyle an Aussie plantation owner at Langu, and to do 2 dives. Very good diving in 20m visibility and thousands of big fish. Great view if you walk to the rim of the crater. After 2 days we arrived in the beautiful meandering port of Madang. Tie up at Rookes Marine with fore line and stern anchor. Rookes Marine (Nick and Clint) can be contacted at telephone 852 2325 and fax 852 22163 - excellent service, and safe.

Sample the expat social scene, visit Jais Aben resort and Pig island only 5 miles north. Very good dives in 20m visibility at the large Catholic mission at Alexishafen where there are local expats. Unfortunately I developed malaria (possibly caught in Garove) which knocked me out for a week or more - we had not been on prophylactics. The malaria in Madang is resistant to quinine. Rather than use up boat drugs the local doctor put me on a new Chinese drug called Artemether which seemed to do the trick combined with doxycycline.

You can also visit Kaviang in New Britain and the Hermit islands.

On leaving Madang it's a 7 nights sail to Manokwari in Irian Jaya. The beautiful setting of the place contrasted drastically with the officialdom we met. Officials, including what felt like the whole navy, were on and off all day. We stayed the next day to get some vegetables and diesel, then left.

After that we decided to give Sorong a miss so kept going for another 3 nights to the Kofiau group of islands which lie just south of Halmahera. Spent a good week there in relative isolation living off big coral trout. They are being caught on hand lines by locals in motorised canoes, then kept alive inside big nets till the big boss from Hong Kong comes by big boat to pick them up!

From there to the Buton Strait in south east Sulawesi. Then a night sail across to Tanah Berah on SW Sulawesi where a whole beach is a wooden boat yard. There were about 300 boats ranging in length from 5 to 30m being built. They build the hulls by eye, holding planks together with timber pins, and then fit the ribs, stringers etc afterwards. With the rupiah so low a 50 foot boat complete with rigging was costing about A\$70,000!

You can then sail due west towards Singapore, via Bawean Island or go to Bali where we did not have problems with officials. We then spent a week on the neighbouring Lombok Island where on one little island close by we witnessed our first full moon "Techno party".

Finally we arrived in Bawean Island where we were invited to a Muslim wedding and were loaned a moped to drive around in. From here to Singapore, good sailing and 100's of fishing boats.

### ***From the Caribbean***

North bound boats go to the USA or via Bemuda to the Azores. Westerly circumnavigators should stop in Club Nautico, Manga, Cartagena, Colombia and the San Blas Islands. Colon, Panama is dirty and unsafe, organise your transit and diesel and leave. Panama City on the other side of the canal is better for provisions. Las Perlas is only a few hours away and has regular ferries to Panama City. Break the trip to the Galapagos by stopping off at Cocos Island, deserted except for a Rangers station. Lots of fish, crayfish and sharks, anchorage is in front of a waterfall where boats from hundreds of years ago have carved their names in the rocks.

Wreck Bay, San Cristobal, Galapagos allow you to stay 5 days which is more than enough to visit the Charles Darwin Institute and see the local wildlife. If you stop at Post Office Bay when leaving, don't go ashore until you have permission from one of the charter boat skippers.

It's 19 to 28 days to Fatuhiva or Hivaoa in the Marquesas. If you have a US visa, your bond will be around US\$900 each, EEC countries pay as much as US\$3000 each. Melville wrote his book Taipei on Nukuhiva. Don't miss the Tuamotus on the way to Tahiti; Takaroa (pass closed due to black pearl farming), Mauihi, Ahe and Rongiroa are fantastic atolls.

The cheapest anchorage in Papeete is at the Beachcomber Hotel, US\$2 per day to be paid at Maeva Beach Hotel. Moorea, Huaini, Raiatea and Tahua are on the way to Bora-Bora, my favourite stop in French Polynesia.

Suverov is a good stop in the Cook Islands, American Samoa for provisions, Samoa, New Potatoes, and then Vav'ua, Tonga. Go down the Tongan islands to New Zealand or straight to Fiji, Vanuatu, New Caledonia and Australia.

### ***From South Africa***

April is the latest you should leave Cape Town. It's better to day sail up the west coast until reaching Walvis Bay, then you are into the south-east trades and tired of crayfish. Otherwise it's 1800 miles to St. Helena Island and you risk the large seas that go with the Benguela current and the southwest to south-east winds. You are only permitted to stay in Ascension Island 3 days but they will not force you to leave on a Friday. Azores is next for Europe or go via the Caribbean. No visa is required for Fernando den Norona off the tip of Brazil but some passports need them for the mainland. If you wish to stay out of the Caribbean hurricane season (June-November), spend a few months in Venezuela via Trinidad and Tabago.

### ***From Thailand***

Cyclones in the Bay of Bengal taper off in December and the Northeast trades kick in. The Northerlies blow strongly down the Red Sea in March and April and therefore you must leave Thailand January latest to get to the Med by April via Sri Lanka, Maldives and across the Arabian Sea. Don Windsor, 6 Closenburg Road, Magalle, Galle, Sri Lanka will receive mail for yachties and organise anything you need, this saves you going to Colombo.

A season spent in Chargos means you can leave as late as April and spend more time in Thailand.

There are sometimes 20 yachts in beautiful Salomon Island, Chargos, always a fun loving community. Seychelles was charging US\$100 per day (but it might be reduced to US\$10) so head for Kenya or Hellville on the northwest coast of Madagascar. A detour to Mayotte in the Comoros Islands is definitely worth your while; you can circumnavigate most of the island within the barrier reef.

Expect strong headwinds in the Red Sea and high prices in the Med. Whereas South Africa have the game parks, lower prices and good wine. Richards Bay is normally the first port of entry and is closest to the game parks. Then on to Durban where the Point Yacht Club welcomes foreign yachts and Chris and Libby Bonnet assist yachts choosing the right weather for the trip to Cape Town via East London, Port Elizabeth, Knysna, Mossel Bay, Stil Bay and Cape Agulhas.



## Communications and Navigation

### Internet

I have battled against huge seas, time constraints and changes of plan to get to Poste Restante, next mailing address. I have lost mail, been disappointed with some and have given up on some. I now tell people to e-mail me as the only way of correspondence, in fact they write more often. Various companies offer free e-mail address which you can access from any Internet Café anywhere in the world, see useful addresses below. I use Hotmail and the POP feature, you can transfer and delete your existing e-mail address mail to your Hotmail inbox.

Mobile phones are now available which can be used anywhere in the world, hook up a modem and you have Internet access abroad. These can replace HF radio and weather fax but will be expensive for the next couple of years.

To get crew, sell products and keep friends up to date I have set up a Web page on the Internet. I also hope the information might be useful to other cruisers. Please visit me at <http://www.boatingwarehouse.com.au> and [www.sunprotectionclothes.com](http://www.sunprotectionclothes.com)

### *Other Useful Addresses.*

#### Fax

Chandlery	<a href="http://www.BoatingWarehouse.com.au">www.BoatingWarehouse.com.au</a>	
West Marine	<a href="http://www.westmarine.com">www.westmarine.com</a>	+1 4088 761 4020
	<a href="http://www.oceanpc.com/westmarine">www.oceanpc.com/westmarine</a>	
	<a href="mailto:wmarinternat@earthlink.net">wmarinternat@earthlink.net</a>	
Singapore		
	<a href="mailto:marintech@pacific.net.sg">marintech@pacific.net.sg</a>	
Crewseekers	<a href="http://www.crewseekers.co.uk">www.crewseekers.co.uk</a>	+44 1489 578 319
Cruising Stories	<a href="http://cruisenews.net">http://cruisenews.net</a>	
Email Aboard	<a href="http://www.sailmail.com/">http://www.sailmail.com/</a>	
	<a href="http://www.winlink.org/">http://www.winlink.org/</a>	
Free E-Mail	<a href="http://www.hotmail.com">www.hotmail.com</a>	
	<a href="http://www.yahoo.com">www.yahoo.com</a>	
Gift Cards	<a href="http://www.marlo.com">www.marlo.com</a>	
Jobs	<a href="http://www.seek.com.au/">http://www.seek.com.au/</a>	
Mail Service	<a href="http://www.ozemail.com.au/~lbase">www.ozemail.com.au/~lbase</a>	
Modem for HF Email	<a href="http://www.kiel-radio.de/">http://www.kiel-radio.de/</a>	
	<a href="http://www.farallon.us/webstore/">http://www.farallon.us/webstore/</a>	

**SCS PTC-IIex**

**RADIO MODEM**

*"The Fastest Mode for Digital Data over  
HF, VHF, UHF Radio"*

Send wireless e-mail, transfer files, use real-time data links, and access weather information.

The **PTC-IIex modem** from Special Communications Systems (SCS) of Germany is an affordable **PTC** data interface or terminal node connector (TNC) between your PC and HF, VHF, or UHF radio. SCS developed PACTOR I, II, and III protocols and the **PTC-IIex** is fully capable of using all of the robust PACTOR modes. The **PTC-IIex** is capable of maintaining reliable data links in adverse conditions with radio signals that are inaudible over distances of 6,000 miles (9,656 km) or more. The **PTC-IIex** has the same performance and most of the features of the **PTC-IIpro** with the exception of direct **modem** to radio control and multiple ports. The **PTC-IIex** is fully compatible with the new PACTOR III mode for data rates as high as 4800 baud (with optional firmware upgrade). Powered by a 32-bit Motorola 68360 RISC Central Processing Unit (CPU) and 56303 Digital Signal Processor (DSP). The **PTC-IIex** is the latest technology for high speed HF radio digital data transfers. Packet radio operation for VHF and UHF radio are capable of 19.2K baud rates is built-in with no additional hardware required.

Passage Position

[www.pangolin.co.nz](http://www.pangolin.co.nz)

Radio Gate Way

[www.win-net.org](http://www.win-net.org)

Weather

<http://cnn.com>  
[www.yachtingnet.com/weather](http://www.yachtingnet.com/weather)

Yacht Spars

[allyacht@b022.aone.net.au](mailto:allyacht@b022.aone.net.au)

## Radio

Most boats are now equipped with SSB or Ham (which can be modified for all frequencies). You can also use a shortwave receiver with frequency oscillator to receive free weather fax. Then all you need is a black box connection between the earphone and PC serial port plus software. Search the Internet (weather fax) for current brands.

Weather Fax Station	Frequency *	Chart	AEST Time +10	UTC Time	Local Time
Canberra N30°- S30° E70°- 180°	5098.2, 11028.2, 13918.2, 20467.2 USB	Sea Level Pressure	5pm	07:00	
		Wind	4:05pm	06:05	
		Gradient	3:34am	17:45	
		Schedule	11:05am	01:55	
Hawaii N50°- S30° E130°- W110°	9980.2, 11088.2, 16133.2, 23313.2 USB	Surface Analysis	4:17pm	06:17	

**\* I have subtracted 1.8 from frequency as that is required for most radios**

Voice Weather Station	Frequency	Type	AEST Time	UTC Time	Local Time
Queensland Australia	VHF 67	Coastal Marine Forecast	8am 4pm	22:00 06:00	
	2201, 4426 (send 4134), 6507, 8176, 12365		6:03am 4:03pm	20:03 06:03	
Northern Territory Australia	VHF 67, 2201, 4426, 6507, 8176, 12365 (Rad phone send 8225, receive 8749)		<b>ACST</b> <b>+9.5</b> 8am 4pm	22:00 06:00	
WWVH	5000, 10000, 15000 USB	Typhoon Warnings		48 minutes past each hour	
Guam N50°- 0° Asian Coast -180°	6501 USB  13089 USB	Warnings & Forecast		09:30 15:30  03:30 21:30	



<b>Voice Weather Station</b>	<b>Frequency</b>	<b>Type</b>	<b>AEST Time</b>	<b>UTC Time</b>	<b>Local Time</b>
Hawaii	6501 USB			05:45	
N30°- S25°				12:45	
E160°-W110/140°					
	13089 USB			17:45	
				23:45	
Arnold's Tropical South Pacific & Central North Pacific	14318 USB	Warnings & Forecast		04:00	
Roudy's Net Thailand - Philippines	14320 USB	Warnings & Forecast		24:00	

You can also receive email via HF radio, it's very slow but works for those who have to stay in touch and haven't splurged on a mobile phone. Once again you need the black box connection and a service provider. Hams get it free, others pay commercial providers such as Penta Comstat in Australia. Search the Internet for the latest products and services.

## **GPS**

Have at least 2 on board, they are cheaper to buy than repair. A sextant is a nice backup but I have not pulled mine out of the box since GPS was introduced. I also don't switch on my log, the GPS gives me distance and boat speed, unfortunately it's too sensitive to replace my compass. When plotting waypoints, don't only measure the longitude and latitude from the chart but also the distance and compass course. After entering in the GPS, check the distance and course, I have picked up many errors this way. If you are not using a chart plotter, also plot the GPS position on your paper chart every so often; I have changed waypoints because of previously unseen better routes, hazards or current drift.

## **Chart Plotters and Personal or Laptop Computers**

This book is to replace paper charts because electronics could fail at sea. I like electronic charts because it gives the helms person an option for an extra safety check. I was impressed how accurate some are and shocked how some had you sailing over land! Seems the American products concentrate on the American charts and tides only, also digitised charts seems more accurate than raster charts.

## **Radars**

Necessary if you sail in areas prone to fog, you sleep on watch, or enter unknown anchorages at night. I keep 24 hour watches and never enter anchorages at night. If you insist, hook it up to the GPS as it is clearer to decipher.

## **Echo Sounders**

The screen display, which shows the contour of the bottom over the last several seconds, is better than digital depths as you can see the pattern. Forward looking models sound great but are presently expensive (but so is yacht insurance); yachts that have them love them. I just motor slowly in shallow areas with a lookout on the bow. I have tried the lookout up the mast but believe it unnecessary if you only sail reef infested waters in good light and between 10 am and 3 pm when the angle of the sun does not reflect off the water.

## Boat Recipes

### Bread

#### Salt Water Bread

**Joan Stallard, Blue Dolphin** submitted by Bruce & Jill [www.yachtdaemon.co.nz](http://www.yachtdaemon.co.nz)

1 1/2 C salt water

1 Tbsp sugar

1 Tbsp yeast

4 C plain flour ( or 3 C flour & 1 C seed mix)

Dissolve sugar & yeast in water, add the flour and stir well. No kneading necessary. Grease and flour a heavy saucepan with a well-fitting lid. Place dough in pot, put lid on and leave 2 hours to rise in a warm place. Cook over a very low flame for about 40 mins, remove and turn the loaf upside down, then cook for another 20 mins or so until cooked.

#### Kaitorete Crumpets

**Annabel, Kaitorete** submitted by Bruce & Jill [www.yachtdaemon.co.nz](http://www.yachtdaemon.co.nz)

300ml warm milk

1/2 tsp sugar

3/4 tbsp yeast

12gm butter

pinch salt

250g flour

Scald milk, cool to luke warm. Stir in sugar & yeast, add melted butter & salt. Sift in flour to make thick batter. Cover and raise for 30 minutes. Grease a hot griddle, drop in spoonfuls. Brown on one side about 5 mins, then turn & brown the other side.

### Cakes

#### Roni's Cracka Banana Cake

**Roni Schulman, Cracka** submitted by Bruce & Jill [www.yachtdaemon.co.nz](http://www.yachtdaemon.co.nz)

4 tbsp butter

1 c sugar

1 egg

2 mashed bananas

1 tsp baking powder

1 tsp baking soda

2 tbsp milk

1/2 tsp vanilla

1 1/2 c flour

Cream butter & sugar. Dissolve baking powder & baking soda in milk. Mix all ingredients pour into greased tin and bake for 40 mins at 180 C.

#### Crazy Chocolate Cake

**Nonie McKeown, Ophia** submitted by Bruce & Jill [www.yachtdaemon.co.nz](http://www.yachtdaemon.co.nz)

An essential for when you absolutely MUST take a cake to a village, but have no supplies. Needs to be eaten the same day, but not a problem usually!

1 1/2 C flour

1/2 t salt

1 t baking soda

1 C sugar

1/2 t baking powder

3Tbsp cocoa

1 t vanilla

5 Tbsp oil

1 C cold water

1 Tbsp vinegar

Sift together first 6 ingredients. Make 3 holes in the mix and add vanilla, vinegar and oil into the holes. Pour cold water over all and stir until mixed.

Grease & flour an 8" tin. Bake at 350F for 25 mins.

#### Easy Passionfruit Tart

**Jennifer Eaton, Mystic Rhythms** submitted by Bruce & Jill [www.yachtdaemon.co.nz](http://www.yachtdaemon.co.nz)

1 c desiccated coconut  
1/2 c flour  
1 1/3 c plain flour  
1/2 c passion fruit pulp

3/4 c sugar  
4 eggs  
125g butter  
1 tbsp lemon juice

Preheat oven to 180 C, grease 24cm pie dish. Combine coconut, castor sugar & sifted flour in a large bowl. Add lightly beaten eggs, milk, melted butter, passion fruit & lemon juice & mix well. Pour into prepared dish. Bake 45 mins or until tart is lightly browned & set. Dust with icing sugar.

#### Impossible Coconut Tart

**Jennifer Eaton, Mystic Rhythms** submitted by Bruce & Jill [www.yachtdaemon.co.nz](http://www.yachtdaemon.co.nz)

4 eggs, lightly whisked  
1/2 c flour  
1 c desiccated coconut  
1 c sugar  
1/2 c butter  
2 c milk

Mix all ingredients together in a bowl. Place in greased pie dish. Bake 1 hour at 180C.

#### Peggy's Christmas Pudding

**Peggy Pollard**

##### Ingredients

1/2 cup Raisins  
1/2 cup Currents  
1/2 cup Prunes  
1/2 cup Dates  
1/4 cup cherries  
2 cups Port  
2 cups Rum  
Dash of Nutmeg and cinnamon

1/4 cup Brown Sugar  
1/4 cup Water

500 grams Butter

6 eggs

1 cup breadcrumbs  
1 cup flour  
1 teaspoon baking powder  
1/4 teaspoon salt  
Few shakes Vanilla Essence

##### Steps

1. Soak all the ingredients together for 2 weeks (I put in fridge but it's optional).
2. Simmer Brown Sugar in Water until dark.
3. Cream butter with dark sugar mix over low heat.
4. Add eggs one at a time.
5. Add breadcrumbs, flour, baking powder, nuts, vanilla and soaked fruit (only around 1/2 the liquid to make mixture moist), stir and wish
6. Place in greased bowl with grease proof paper over top and tea towel, tied around rim with string.
7. Place pie tin or similar upside down in bottom of large saucepan with pudding bowl on top. Fill with water 1/2 height of pudding bowl. Boil and simmer maintaining water level until



pudding leaves sides of bowl (+- 3 hours)

### Mia's Rum Balls

#### **Mia Grogan**

##### **Ingredients**

8 crushed Weet-Bix  
1 can Condensed Milk

3 tablespoons Cocoa  
1 tablespoon Desiccated Coconut  
¼ cup slivered or crushed almonds

2/3 cup Sultans  
½ cup Rum

Another ½ cup Rum

More Desiccated Coconut

##### **Steps**

1. Crush the Weet-Bix until the size of breadcrumbs and mix in condensed milk. Stir until thoroughly mixed
2. Add cocoa, desiccated coconut and almonds mixing as you add.
3. Microwave 1 minute.
4. Add Sultana mix and more rum to mixture, if too runny add another crushed Weet-Bix.
5. Using a teaspoon to make a small ball, roll in desiccated coconut, store in fridge

### **Happy Hour**

#### Bailey's Irish Cream

#### **Ted Rivans**

##### **Ingredients**

1 can Condensed Milk  
1 can Evaporated Milk  
5 teaspoons Coffee  
1 teaspoon glycerine  
5 teaspoons water

1 cup whiskey

##### **Steps**

1. Mix together well (blender if available)
2. Add while mixing.

#### The Stray Dog

**Stephanie Parry, Mico Verde** submitted by Bruce & Jill [www.yachtdaemon.co.nz](http://www.yachtdaemon.co.nz)

Splash of Pernod, ouzo or other licorice-flavored spirit

1½ ounces vodka

1 tablespoon Cointreau

1½ teaspoons fresh lime juice

1 ounce pomegranate juice (fresh or Pom Wonderful brand).

\*\*Splash some Pernod in a chilled cocktail glass, swirl it around well, then dump it out. Add ice to a cocktail shaker and pour all remaining ingredients into it. Shake and strain into glass.

\*Yield\*: 1 cocktail.



Wendy from Beyond & Jill road-testing The Stray Dog on Daemon, Westhaven Marina, Auckland, Jan 2007.

#### Pineapple Wine

**John Stallard, Blue Dolphin submitted by** Bruce & Jill [www.yachtdaemon.co.nz](http://www.yachtdaemon.co.nz) (This is at your own risk! Jill)

Skins of 1 1/2 - 2 pineapples

5-6 litres warm water

1 - 1.5 kg sugar (any sort)

3/4 - 1 tsp yeast

Dissolve yeast & sugar in warm water and wait until it starts working. Add the pineapple skins and leave for 2 -3 days in a warm place (engine room). while vented to let gas off. Strain, bottle with loose caps. Drink when at your preferred level of dryness - the longer you leave it the drier it gets. Refrigerate to stop it getting drier.

#### Pasta

##### Beyond Smoked Chicken & Lemon Cream Pasta

**Wendy Lyons, Beyond submitted by** Bruce & Jill [www.yachtdaemon.co.nz](http://www.yachtdaemon.co.nz)

400gm shell pasta

1 leek

1/2 tsp chili flakes

1 tbsp lemon juice

1 1/4c cream

1 smoked chicken breast sliced (or normal if no smoked)

parsley, chopped

1 tbsp good olive oil

garlic

2 tsp lemon zest

1/2c dry white wine

1/3c toasted pine nuts

Cook pasta. Fry leek, garlic, chicken & chili in oil for 3 mins . Add zest, juice & wine. Simmer 5 mins until 2tbsp liquid remains. Add cream, simmer 5 mins. Add sauce to pasta with pine nuts & parsley.

## **Salads**

Long-life Coleslaw

**Penny Burgess, Long Tall Sally** submitted by Bruce & Jill [www.yachtdaemon.co.nz](http://www.yachtdaemon.co.nz)

1 head of cabbage, shredded  
1 cup chopped onion  
1 cup green peppers, chopped  
7/8 cup of sugar or sugar substitute  
1 cup vinegar  
3/4 cup oil  
1 teas salt  
1 teas celery seed (I used celery salt and omitted the above salt)  
1 teas dried mustard

In a large bowl place cabbage , onion and peppers. Sprinkle sugar over the cabbage mixture and stir. Set aside. In saucepan, combine vinegar, oil, salt, celery seed and mustard. Bring to a boil and remove from heat. While the vinegar mixture is still hot, pour over cabbage mixture. Allow to stand overnight. Keep in a covered container. This slaw will keep two weeks without refrigeration and improves with age!

Artichoke Appetizers

**Penny Burgess, Long Tall Sally** submitted by Bruce & Jill [www.yachtdaemon.co.nz](http://www.yachtdaemon.co.nz)

1 can of non marinated artichokes, chopped  
1 cup mayonnaise  
1 cup Parmesan cheese  
1/2 cup softened cream cheese

Mix together and place in an oven proof dish. Bake for 30 to 40 minutes until top is slightly browned. Serve with crackers

I usually double the amount of artichoke - the other amounts can vary depending on supplies at hand - the end result should just be a tasty mixture that holds together on a cracker.

## **Soups**

Curried Coconut Soup

**Nicole , Dreamkeeper** submitted by Bruce & Jill [www.yachtdaemon.co.nz](http://www.yachtdaemon.co.nz)

4C H2O  
1T vegetable oil  
1 1/2C red lentils rinsed  
3/4t salt  
1 can coconut milk  
1T butter  
1 onion diced  
4-6 cloves garlic minced  
1T grated/minced ginger root  
1t turmeric  
1t ground coriander  
1t ground cumin  
dash of cayenne  
juice of 1 lime



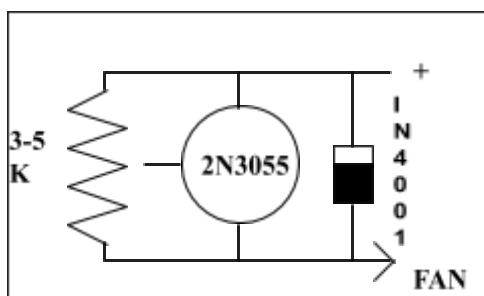
1. Combine H<sub>2</sub>O, oil and lentils in a pan, boil and reduce to simmer 20 min, stir
2. Melt butter in a skillet over medium heat, add onion, garlic, ginger sauté until onion is golden brown
  1. Add spices, toast 2 minutes.
  2. Add mixture to soup and the lime juice.
  3. Cook 10 minutes stirring often. The soup is done when the lentils dissolve.

If you make the soup in advance the flavours will develop.

### The Ideal Yacht

After cruising for six years in a cruiser/racer then seven years on a long keel 30 ton ketch, I prefer the comfort of living aboard a true cruising yacht. It doesn't roll from toe rail to toe rail in anchorages with a slight swell and is not short of space to store that last essential spare part or toy. Most visitors are amazed at how spacious it is below decks, the beam, headroom and internal layout makes all the difference. It can't point as high when beating but cruising yachts shouldn't be going to windward anyway, except when running the engine for refrigeration. Having a long keel doesn't help to windward but survives well when running aground. A strong hull is essential; mine was solid GRP below water and balsa core above and on deck. This also works well for insulation.

Living aboard necessitates plenty of shade, good ventilation and light. I have canopies over the main and mizzen booms using two layers of shade cloth, the bottom being of the waterproof variety. The mizzen canopy is designed to fit under or over the boom to give shade in the cockpit while sailing. The solar panel bracket is forward of the mizzen and along with the occasional use of a beach umbrella, gives shade to the helms person. Ventilation and light are achieved with three large Perspex hatches and 18 portholes. Fans in each cabin cater for those hot windless nights. I had three types - the expensive German two-speed variety that is excellent, computer fans and the cheap car fan with an easy to build variable speed control.



An inexpensive 12-volt variable speed control for fans.

Besides an owners large aft cabin, I had two guest cabins that potentially sleep five; the saloon table drops down to make another double; and there is a pilot berth in the wheelhouse. Unfortunately a couple sleeping on the breakfast table has its drawbacks and making the pilot berth fold out to make a double bunk is better.

Sleeping comfortably also requires the correct anchor gear. I use a good 34 kg (75 lbs) plough anchor on 70m (230 ft) of 13 mm (½ inch) short link tested chain. I use 3 to 1 in deep anchorages, 4 to 1 normally and 7 to 1 in shallows, with a minimum of 30m of chain always out. Impossible to lift by

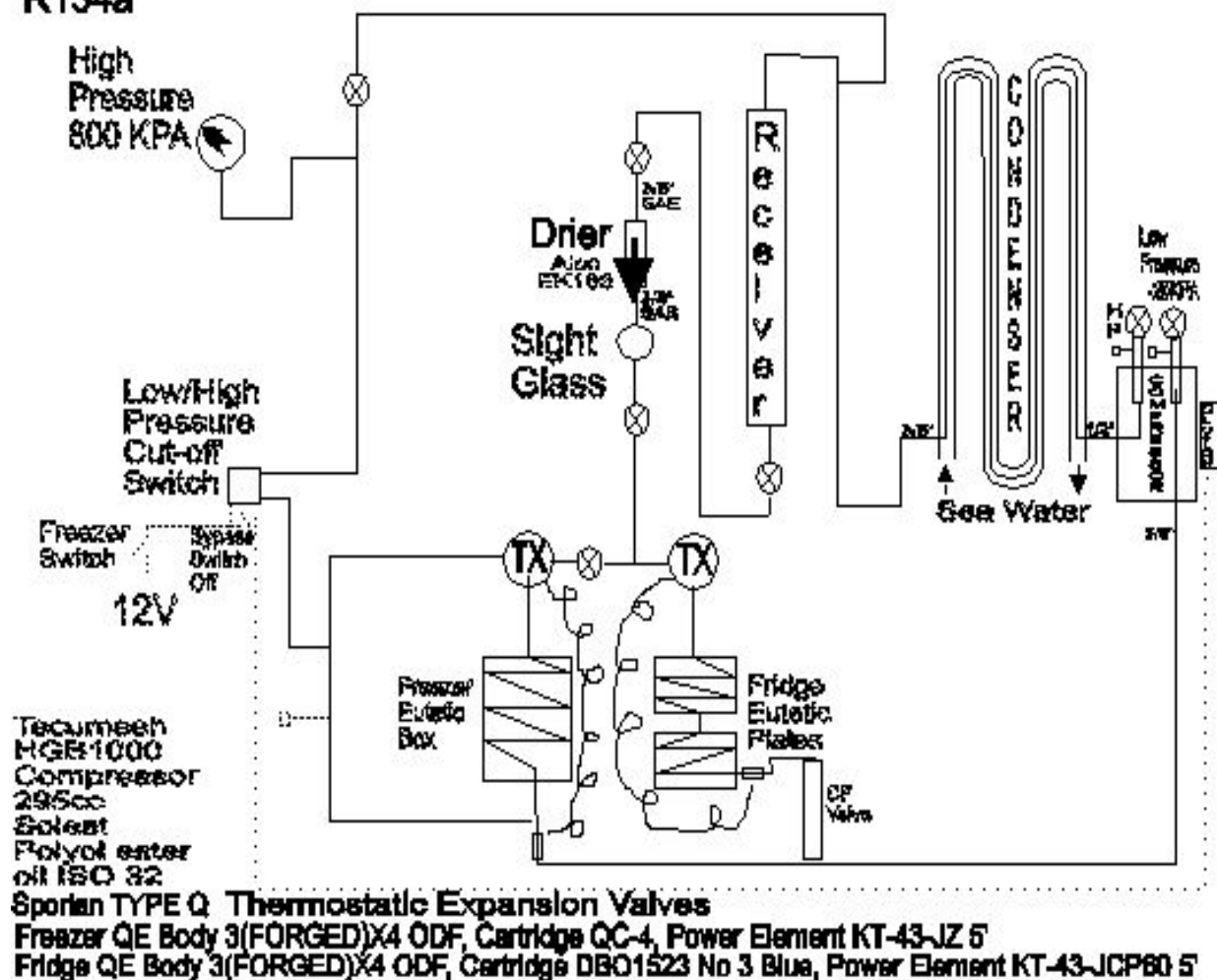
hand, I had a windlass that uses a DC3 aeroplane starter motor. The chain is marked every 10 metres with short lengths of nylon string, an additional piece at each measurement. Paint wears off too quickly and I class chain counters as expensive toys that can go wrong.

Boom brakes are essential safety gear for that unplanned gybe. Even with them on both the main and mizzen I once managed to shatter the main halyard block. All winches and cleats at the base of the mast are installed on a stainless steel sleeve that surrounds the mast to a height of about one metre. This certainly does save drilling lots of holes into your expensive aluminium mast and reduces the risk of corrosion.

In place of a gearbox mine has a variable pitch propeller - frightening when you first come into a marina but once mastered, I decided I would never swap it. Besides being able to feather the three blades while sailing, it allows me to load the engine by setting the correct forward or backward motion when anchored and running the engine for refrigeration.

The freezer and one fridge work off an engine driven compressor. A great improvement would be a lay shaft driven compressor that can be powered from the main engine or a 240-volt motor. Shore power or a generator could then also be used when you need a cold beer. Instead of eutectic plates the freezer is constructed from two stainless steel boxes, the inner one slightly smaller than the outer to allow for copper pipes and solution (different size domestic sinks can be used). This allows for a greater cooling surface and holding capacity with an easy to clean stainless steel interior. By running two sets of copper tubes inside it will allow for an engine driven compressor and a domestic 240-volt compressor. The eutectic plates are filled with a mixture of methylated spirits and water, 20% metho for the fridge (slush forms at  $-5^{\circ}\text{C}$ ) and 40% for the freezer (slush forms at  $-20^{\circ}\text{C}$ ). The mixture ratios were devised and tested by Eutectic Ted, by mate who owns a refrigeration business. I also had a 12 volt fridge but it ran the batteries flat on the first overcast day, I had replaced it with an ordinary domestic fridge which can be run off the inverter but realistically is only used when connected to shore power.

## R134a



A nice shower is always welcome and outside of the tropics a cold one can sometimes be a little too refreshing. The shower rose has an integrated 240-volt instant hot water element when connected to shore power. I had designed the plumbing that I can do any one of the following:

- hang a solar shower bag on deck and feed the pipe through the porthole;
- immerse a copper pipe heat exchanger in salt water warmed on the galley stove and feed the water back to the shower rose;
- run the 240 volt hot head when on shore power; or
- have a cold shower.

The shower water drains into the holding tank for the toilet and hopefully the soapy water improves the smell.

The previous owner and I believe in keeping things simple and had not installed pressurised water except in the shower. Although I carry over 2 tons of water, landlubbers are bred to waste huge quantities. All water taps had foot pumps, including the galley salt water supply. By keeping all pumps identical I had also reduced the amount of spares needed. Similarly I had adopted the same principle for the toilet/bilge pumps and 12 volt bulbs. The 2 vacuum toilets are flushed using a simple diaphragm pump. These have 2 way valves fitted and can also be used for bilge pumps or emptying the holding tank. I had converted all lights to use 5, 10 or 20 watt halogen bulbs, the holders easily fit into available light fittings and cause no radio interference. Other useful devices include flush deck filler which allows the tanks to be filled with rain water by blocking the scuppers; a propeller shaft alternator which gives 28 amps when motoring or up to 15 amps while sailing; and a stainless steel bar which surrounds the wind vane to protect it from jetties and other yachts. I had headroom in all cabins, hanging space for suits I no longer wear and bilges full with 18 months provisions, I still get requests for more storage. My junk locker stored homebrew beer kits but I am not complaining. At least I still



had the aft cockpit locker that was affectionately named “the garden shed”. I now sail a 43’ catamaran, so much space that remains empty to keep the weight down, I really miss the ideal cruising yacht...

SPECIFICATIONS			
Designer	Bruce Roberts	Rig	Ketch
Length	15m (50ft)	Main mast	17m (57ft) above deck
Beam	4.6m (15ft)	Mizzen	11m (38ft) above deck
Draft	2m (6ft 6in)	Fuel capacity	800 litres
Displacement	28500kg (28 tons)	Fuel consumption	7 litres per hour
Construction	G.R.P. Balsa core	Water capacity	2500 litres
Stem	Clipper	Water consumption	6 months (2 persons)
Stern	Canoe	LPG Gas	5 X 4½ kg, 1 X 9 kg
Engine	Gardner 6LW	LPG consumption	4½ kg per month
Motoring speed	7 knots		

## GAMES

### Cards

The Penguin Book of Card Games by David Parlett is a great to keep aboard a cruising yacht. BLOBS is similar to Oh Hell mentioned in his book and was taught to me while anchored in Venezuela sitting out the affects of a hurricane in the Caribbean. We were seasick at anchor so headed for the pub.

Example of BLOBS scoresheet for 4 players after playing one deal (player 3 failed to make their bid, "BLOB") and after bidding for the second:

	Player 1	Player 2	Player 3	Player 4
13 Hearts	4	3	③	5
12 Clubs	3	0	6	2
11 Diamonds				
10 Spades				
9 No Trumps				
8 H				
7C				
6 D				
5 S				
4 N/T				
3 H				
2 C				
1 D				

Standard 52 card pack, no jokers, Ace high, Two lowest.

Deal similar to Knockout Whist - start by dealing as many cards as possible (ie. 8 for 6 players, 10 for 5 players, 13 for 4 players, 17 for 3 players) and decrease number dealt by one each deal, the turn to deal passing to the left.

The object of the game is to take exactly as many tricks as bid. Starting at the dealers left, each player looks at their cards and states how many tricks they propose to win (ie. zero to number of cards dealt). After dealer's bid, scorekeeper announces whether the total bids equal, under bid or over bids number of tricks dealt.

Starting at the dealers left the player (who bid first) leads the first card, each player in turn follows the suit of the first card played. In a "No Trump" game, the highest card in that suit wins the trick, the winning player leading the first card for the next trick. Each player must follow suit if possible, if void in that suit any card may be played. If trumps in that game (eg. In the above scoresheet example, the game with 3 cards each, hearts are trumps, 2 cards each clubs are trumps etc.), a player may play a trump only if void of the suit led, the highest trump (if multiple players are void, multiple trumps can be played) wins the trick. It is not mandatory to play trumps if void, the player must decide depending on their bid whether they wish to play a trump or not.

All players who fail to make the number of tricks of their bid, BLOB (their number called is erased by a circular blob coloured in). The winner being the player with the least number of blobs.

### Variants

- Play the single card deal "Indian", each player placing their card on their forehead without looking at it, their bid being based on seeing the other players cards.
- The dealer is not allowed to call a number to make the total bids equal to the available number of tricks.
- Play down to 1 and then back to the maximum card deal.
- Players may only call zero twice.

## Dice

Zilch is best played with poker dice but can be played with 5 numbered dice, the Ace being 6, King 5 etc. The winner is the first player to reach 10,000. Dice score in the following way:

	1	2	3	4	5
Ace	100	200	1000	2000	4000
King	0	0	500	1000	2000
Queen	0	0	400	800	1600
Jack	0	0	300	600	1200
Ten	50	100	200	400	800
Nine	0	0	100	200	400
Run	9, 10, J, Q, K or 10, J, Q, K, A				1000

Players throw until they "pass" or all dice thrown fail to score.

For a player to continue throwing, each throw must produce score, at least one score must be kept, the scoring dice are not thrown again. When a player believes they have reached a good score, they "pass" and the accumulated score is written down and cannot be lost. The next player has the choice of throwing all dice and starting from zero or continuing the last players throw and adding to the accumulated score. If all five dice score, all five dice are thrown again. If all dice thrown fail to score, all accumulated score in that players round is lost (Zilch) and the next player starts at zero and throws all five dice.

## Drinking

The name of the game depends on the equipment. If you can purchase marshmallow mice with chocolate covered tails the game is called 'mouse'. In Australia they only have jelly snakes so the game is called 'snakes'. In Philipsburg it's called 'tampons' and for bachelors that previously drank wine it's called 'corks'.

Each mouse/snake/tampon/cork is tied to a 30 cm length of string (not necessary with unused queen size tampons). Next you need 2 dice and a shaker big enough to capture all the mice/snakes/tampons/corks (like a non-see through square tupperware). 2 breadboards, one to protect the table when throwing the dice and one to delimit the mouse/snake/tampon/cork killing field. A bottle to Tequila, shot glass, salt and lemon (halved and sliced) or something equally potent (I once played with a bottle hand labelled strong rum, don't spill on the table it takes the varnish off). A box of matches, tokens or cards to be used for penalty counters. Someone is designated to be the initial catcher. The other players position their mouse/snake/tampon/cork in the centre of the killing field breadboard, holding onto the string. The catcher calls a number between 1 and 6 and throws the dice onto the other breadboard so that the shaker is upside down and covers both dice. When the catcher lifts the shaker to reveal the dice, two possibilities exist:

1. Either or both dice are the same number as called.
2. Neither dice is the same number as called (there is no complications like adding, subtracting, dividing or multiplying numbers).

In the first case where the number is present, the catcher attempts to catch as many mice/snakes/tampons/corks as possible by slamming and holding down the shaker onto the killing field bread board. The other players attempt to evade capture by pulling their string. A match/token/card is given to each player caught, if none are caught, a match/token/card is given to the catcher. In the second case where neither dice is the number called, the catcher must not slam the shaker onto the killing field (although pretending is allowed) and the other players must not pull their mouse/snake/tampon/cork off the killing field bread board. If a mouse/snake/tampon/cork is pulled off the killing field bread board, a match/token/card is given to the player. If the catcher slams the shaker onto the killing field, a match/token/card is given to the catcher.



The first person with 3 matches/tokens/cards, licks and sprinkles salt onto their thumb and places a lemon slice between ring and little fingers. Holding a full shot glass of Tequila in the same hand, they firstly lick the salt off, down the Tequila and suck the lemon. They return their 3 matches/tokens/cards and become the catcher.

If more than one player has 3 matches/tokens/cards at the same time, each player drinks and returns, then throws one dice, the highest number being the new catcher. Players with less than 3 matches/tokens/cards retain these when the new catcher begins. ☺ **Enjoy yourself but remember to drink in moderation!**

## A - Z of Cruising

### **Anchoring**

Buy a good plough working anchor, a Bruce for soft mud or another plough for a second anchor, a huge anchor for typhoons and a small stern anchor. But most important is lots of thick chain and an electric windlass. If the book says 8mm chain, buy 10mm, I had 10mm chain and upgraded to 13mm and have never regretted it.

An anchor acts like a brake in an emergency, make sure it's easy to release, shackled to the chain (don't laugh, mine wasn't when I fouled my propeller) and the inboard end secured to the boat (I laughed seeing another crew watching the topless girls as the end sunk).

If they charge you to anchor, move on, your friends won't be there.

You'll only worry about dragging for the first 6 months, it passes.

### **Beer Brewing**

I buy Coopers Lager beer kits from Australia, mix with sugar, water and yeast in a jerry can or clear plastic bag contained within a large bucket (no need to sterilise plastic bags). Leave for 3 - 5 days and bottle in 1.25 litre plastic cool drink bottles which I sterilise with hot water.

### **Crew lists**

These are often requested by customs and immigration so have plenty of copies.

#### **CREW LIST**

**Yacht XXXX Australian Registered 999999 Owner XXXX**

<b><u>Name</u></b>	<b><u>Position</u></b>	<b><u>Nationality</u></b>	<b><u>Passport No</u></b>	<b><u>Embarkation</u></b>
XXXX	Master	XXXX	X999999	XXXX
ZZZZ	Crew	ZZZZ	Z999999	XXXX

### **Dinghies**

Always have a hard dinghy and a 2HP outboard motor, when in busy places or coral, inflatable dinghies get damaged. Make yours tough and rough, the good one's get stolen first!

### **Eggs**

Test for freshness by immersing in water, if they float, ditch them.

### **Favourite Place**

It's the people you meet, the cost of living, a safe anchorage in clear water with a white sand beach and coconut trees, in that order. Pick cruising grounds with weak currencies, Micronesia use US\$ and so is expensive, Malaysia (2.4 Ringgit to A\$1) a meal out costs A\$1.40, in the Philippines (25 pesos to A\$1) beer is A\$7 per case, 750ml Rum A\$1.60. I do miss the crayfish of Suverov and Budi-Budi but love Cebu mangoes.

### **Fitted Sheets**

They can be made out of ordinary sheets by feeding elastic through the top and bottom seams, half the length of the mattress.

### **Garbage Management Plan**

Required by boats 15+ persons or over 100 tons.

[http://www.amsa.gov.au/Marine\\_Environment\\_Protection/Garbage\\_management\\_plan/example.asp](http://www.amsa.gov.au/Marine_Environment_Protection/Garbage_management_plan/example.asp)

Name of vessel

Official number

Call sign

Classification Society (if applicable)  
Port of registry  
Date plan due for review  
Responsible person

#### Procedures for collecting garbage

Bins will be placed on vessel for recyclable items and for general waste.

Each bin will be clearly labelled and will be lined with bin liners for ease of disposal and to ensure that liquids are contained. Bins will also be securely fastened to ensure that they do not move or open and release while at sea.

Food waste that is likely to decompose (such as meat, prawn tails etc.) will be double bagged and frozen ready to be disposed of at shore garbage facilities.

Bins will be on wheels so that garbage can be wheeled off vessel at port. In instances where only small amounts of garbage are collected, bags will be tied up and carried off vessel.

#### Procedures for processing garbage

No processing equipment carried on vessel.

#### Procedures for storing garbage

Bins will be placed at each end of vessel when transporting passengers.

Bins will also be securely fastened to ensure that they do not move or open and release while at sea.

Depending on size and weight of the garbage, bins will either be wheeled or carried off the vessel ensuring bin liner is replaced as soon as empty bin is returned to the vessel. Food waste will be disposed of on a daily basis.

All crew members are familiar with garbage management procedures and any procedure be will be included in induction for new staff members.

#### Procedures for disposing of garbage

Garbage which is biodegradable will be disposed of at sea further than 12 nautical miles from the nearest land; otherwise garbage will be disposed of using shore based facilities.

In situations where shore based facilities are not available, adequate on board storage space will be allocated to ensure that garbage may be appropriately managed until suitable shore based facilities are available.

### ***Go cruising now my friend, it's later than you think.***

My Father retired at 59 and died at 60.

### ***Guns***

They cause problems as well as giving you some defence. Are you prepared to shoot to kill and ask questions later? Can you tell the difference between friendly fishermen and pirates? If you can, don't tell anyone you have a gun and don't wave it around to scare thieves away, it will get you killed.

### ***How can you afford cruising?***

I left Australia with my house being rented at AU\$800 per month and AU\$200 per month income from shares and investments. Barring major repairs I could survive on that although AU\$2,000 per month would be nice. Anyway my X has all that now so I am trying to earn income by:

- Chartering the yacht, I take crew to share expenses that helps but it nowhere covers costs.
- Buy low price items in one country and sell them in another. Take whisky to Brazil, buy string bikinis, take them to the Caribbean, have fun selling them! Outboard motors work well in some

areas, cigarettes and rum in others. Besides the whisky and rum, I haven't done much of this.

- Write Books. I think guys like Donald Street (Caribbean), Earl Heinz (Pacific), David Colfelt (Whitsundays) and Alan Lucas (Australian Coast) have got it right.
- Magazine articles.
- You can pick up work along the way, just keep your options open and let people know what you can do and that you are looking for work. Just don't get stuck, don't put your money in a local bank, have a plan where and when to cruise next, leave ASAP. Some Aussies I have met here leave their boats in a safe anchorage or marina and fly to OZ to top up their cruising budget.

### ***Indemnity***

These documents according to lawyers are not worth the paper they are written on. I make all crew sign to make them aware of their responsibility and maybe they will think twice before suing me if they injure themselves! Send me an e-mail [indemnity@boatingwarehouse.com](mailto:indemnity@boatingwarehouse.com) and I'll e-mail you back my document.

### ***Jerry cans***

10 litres are easier and lighter to carry than 20 litres.

### ***Keep for how long?***

Keep visitors aboard a maximum of 3 weeks, relatives 3 days.  
Junk not used after 6 months goes.

### ***Laughter is catching***

Unfortunately so are bad moods.

### ***LPG***

4½ kg gas bottles are easier and lighter to carry than 9 kg.

### ***Leave light and the radio on when going ashore at night***

It just might deter a passing canoe. A burglar alarm with switches on your spreader lights or a blue flashing light on the mast also helps.

List of things to take:

- An offshore trolling rig, including wine cork, needle-nose pliers, nail clippers, extra squid lure, two bronze crimps, instructions on killing fish, filleting knife, and a bottle of vodka (A splash in the gills knocks out the fish. Then clean it immediately)
- Bay leaves Put a few in all your dry goods - rice, pasta, flour, grains - to keep out weevils and moths
- Bronze wire brush with slim-taper file For repairing buggered threads on bolts
- Cable ties Cinches up coils of hose, electrical cords. Use instead of seizing wire to temporarily secure shackle pin.
- Calipers, metric and English
- Clear Contact Paper Great for waterproofing book jackets and charts. Good for making temporary or emergency plaques in engine room, first-aid locker, cockpit...
- Clorox Removes heavy fouling (grass and barnacles) from dinghy bottoms. Also purify water with 1 1/3 teaspoons to every 10 gallons. Don't add to water already chlorinated.
- Cockroach and rat trap (a six-inch-long rat trap!) and a jar of peanut butter they can't resist



- Extension mirror For accessing things you can't see
- Freezer bags of all sizes
- Heavy Weather Survival Kit (earplugs!) When the wind is shrieking and you can't relax enough to sleep off watch, pour yourself a vodka cocktail from the fish kit and plug in a pair of these. ZZZZZZ...
- Joy the best soap for dishes. Even suds in salt water. Disperses oil/gasoline slick in the bilge, dinghy or on the surface of the sea.
- Liquid Wrench
- Loc-Tite - A must for certain engine bolts and rigging nuts aloft where there's vibration
  
- Mace
- Marvel Mystery Oil
- Medical Kit
  - Bandages
  - Elastoplasts
  - Malaria Cerebral Test Kit if visiting Solomon Islands
  - Malaria Treatment
  - Needles with attached thread
  - Syringes (needles great for removing splinters, rest used with hot water for ears)
  - Zinc sun protection
- Mini Rayvac flashlight with clip
- Nicholson round bastard file
- Oxalic Acid Dilute as directed. It takes away yellow waterline, and removes stubborn rust from gel coat and paint
- Plastic one-way shut-off for hose
- Scotchbright never-rust steel wool pads
- Screw extractor and drill set
- Stanley mini hacksaw For cutting those hard-to-get-at things
- Ronseal Lighter Fluid Removes gummy stuff, sticker glue, masking tape glue. Also a good spot cleaner for fabrics, but not safe for plastics.
- Pastry cloth, rolling pin, and recipe for flour tortillas
- Whink Gets rust stains out of fabric
- X-14 mildew stain remover

## **Money**

Is best obtained overseas using a CIRRUS or equivalent ATM card, you get a better exchange rate than cash (travellers cheques are the worst).

## **No problem is too big that it can't be run away from**

Tom Scott , Midnight Watch Yacht Club.

## **Non-skid finish on deck**

This can be achieved by one person painting 2 part paint, the other follows spreading a 5 mm layer of white sand (eg. swimming pool filter sand). Masking tape can help make straight and curved lines. Leave one day and brush loose sand off, paint over to contain the sand and again to soften the grip.

## **Original charts**

They are expensive, borrow and photocopy if possible or order chart packs from Bellingham or Mahina Cruising Services, PO Box 10567, Bainbridge Is., Washington 98110, USA. Colour land areas with a green highlighter, coral and shallows with a yellow highlighter. This not only makes them easier to read but if done just before using them, it familiarises you.

## ***Paint***

Stored aboard for a long time can be mixed by turning the tin over every day for several days before using.

## ***Photocopy your passport and ships registration***

Never give up the original.

## ***Quick decisions are better than no decisions.***

If you see something you want while shopping, buy it then and there, it's amazing how many times I have regretted not taking my own advice.

## ***Rust***

Marks can be removed with phosphoric acid but it's better to store tins with plastic lids like air freshener upside down.

## ***Sail thread***

Often unavailable while cruising so carry a roll and if you don't have a heavy duty sewing machine, get an upholsterer or canvas manufacturer to sew your sails.

## ***Sailing Rules***

1. No falling overboard.
2. Avoid sailing north or south of 30°.
3. Cruising yachts don't go to windward.

## ***South-East Asia***

Has very little wind in the cruising seasons. I used 60 litres of diesel for over 4000 miles crossing the Atlantic; I used 1500 litres for 2000 miles crossing the South China Sea. Luckily diesel in South-East Asia is cheap, around AU\$0.30c litre but Venezuela is cheaper.

## ***Sun Protection***

Stinger Suits that are SPF allow snorkelling all day and are essential. Also a good cap and hand covers if your steering position is not shaded - see advert inside front cover [www.SunProtectionClothes.com](http://www.SunProtectionClothes.com)

## ***Typhoons, Cyclones, Hurricanes***

I don't like being in that part of the world in the summer season. Unfortunately Typhoons occur any time of the year in the Philippines so I take weather fax pictures, buy newspapers, listen to the radio and hide in or know the best typhoon shelter close by (where ships cannot enter).

## ***Umbrellas***

Make great windbreaks for BBQ's. A beach umbrella above the helmsman is better and cheaper shade than some dodgers I have seen.

## ***Very little sailing experience is gained from theory books***

Leave them at home and head off practising, experience is gained from hard won trial and error.

## ***Watches***

Must be kept 24 hours with someone always in the cockpit, don't all go down for supper at the same time, look at the accident statistics. For 2 crew, daylight 6 hours each 6 am - 12 noon - 6 pm, nights 3 hours each 6 pm - 9 pm-12 midnight - 3 am - 6 am. For 3 crew, 3 hours on, 6 hours off, this gives the

advantage of rotating shifts. For 4 crew, allocate in pairs 1½ hour each, partner sleeps 1½ hour in cockpit and is the only one woken for any work required on 3-hour shift. At night all watch keepers are harnessed on. Nobody goes outside the cockpit on deck without another crew in the cockpit.

### ***Weather forecasts***

Must be written down while you are listening to them on the radio, it's amazing how two people hear the opposite.

### ***X-Rated movies make great trading items***

Now I'm scraping the barrel to find something beginning with X!

### ***Yachts 30 feet and under are too small to live on forever***

45 feet and over are expensive to run and maintain (and handle as you get older). I think the perfect cruising size is 38 to 43 feet but 39 foot yachts just scrape under the "40 foot and above" marina and haul-out charges.

### ***You live the life of a millionaire on the budget of a purpure, cruising***

Anchor in Monte Carlo or Micronesia in your own apartment with sea views.

### ***Zilch***

A Dice Game, see instructions above.

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