

Ferro News

September 1998

Quarterly Newsletter for Ferrocement Boat Owners

Issue 8

Hello all! Issue 8 is here, a little late, but here all the same! Thanks to all those that returned their subscriptions, and special thanks to Doug Wallace who saw fit to spare enough money from the precious refit budget to donate a generous \$40 to Ferro News. In honour of this effort, I would like to propose to the FERRO '99 committee (more on this later), that we name one of the organised events, "The Wallace Cup".

On a lower note, many it would seem have chosen not to renew their subscriptions. I guess this is to be expected. This however leaves us with a leaner, but keener group. Keep spreading the word! Hopefully new subscriptions throughout the year will offset the drop-off.

Since the last issue, our FERRO '99 committee have been hard at work. Mahesha Goleby (s.v "Sea Mentality") and Philip

Hirst (s.v Gratitude) have prepared some promotional material, and set the date - EASTER WEEKEND 1999. Seven (7) boats have already expressed interest in participating, with more sure to join as the time gets closer, and the full effect of the promotional machine is felt! The FERRO '99 committee will publish more details next issue!

We are packed full of articles and letters this month. Doug Wallace with details of what the past months have seen aboard "Mystery". Some more great general articles from Keith Fleming (s.v "Zodiac"). The results of the epoxy trials on "Lilly Ann" along with pictures of her slipping in July. We welcome the new members Ron Chester (s.v "Opal Shell"), and Keith & Ann Morris (s.v "Ketchup II").

Lets get cracking...

Ray's Hell Diary

By Ray, Cindi. & Bodhi S/V "Ray's Hell"

Greeting from Broome! Gateway to the vast Kimberley region and our last port-of-call before we venture into the trip of a life-time... We bid farewell to our friends in Dampier 18 days ago, and with light airs we "motor-sailed" to point Samson, and thus began another adventure! Once again we saw only one other vessel; the 40' ferro "Nerage", and the anchorages were pristine - the weather ideal. The wind turned easterly and moderate as we reached Port Headland, and we were forced to wait it out for 6 days, as a daily parade of massive ships cruised in and out of the channel, passing 250 metres from our snug position. Then we left as the wind turned more profitable, and we spent the next week travelling along "80 mile beach", anchoring every night in some different bay, eating fish and truly living like kings of the sea. Cape after rugged cape slid by, and after spending two

fantastic days in La Grange Bay, we made port in Broome, and began re-storing for the 6-8 weeks trip to the lovely Darwin. The vessel has once again proved herself to be a real sea-boat, and it amazes me really, as to the of people who think Ray's Hell is constructed of fibreglass. "Concrete!!!" they echo in disbelief, as I set them straight. Once again we share this anchorage with "Nerage". Mike is also going through to Darwin, so ferro boats make up a fair percentage of cruisers this year. Great Stuff!



Entering Port of Dampier April 21 1998

Anyway it is 0400 now, and today we complete our stores. Friday is deemed sailors day-off, so we'll probably sail north, on our way to Cape Leverage on Saturday, all being well. Leon and Kerry-Lee should be proud parents by now, and many thanks for their kind hospitality; we almost expected to see them in Broome!! Hopefully, next time we do meet - "Beggars Choice" will be restored to her previous grandeur.

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Features...

THE GREAT EPOXY TRIAL RESULTS
THE ADVENTURES OF KETCHUP II
THE NEW MARINA AT BUNDABERG

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EPOXY TRIAL RESULTS *By Ian McFarlane S/V "Lilly Ann"*

All boats whether they be constructed from ferrocement, steel, GRP, or timber require good protection from the harsh environment in which they float - salt water. A coating system is the selection of products and the order of which they are applied to the hull to offer this protection. Typically, this consists of a sealing coat to seal and prime the natural hull surface, followed by several barrier coats to keep the water out, and topped off with a coating of antifouling - a toxic product designed to keep the hull free of weed and barnacles. In the tropics the boat owner can expect to renew this top coating every 12 months.

Most hull types can have problems with their coating systems of one sort or another. Ferrocement hulls are no exception. I have seen many examples of where boatowners have renewed the entire coating system, only to have it "blow off" within the first year. Even more common is a phenomenon where small paint blisters form on the hull, mainly in the solid sections of the keel. These blisters lift the coating reducing the protection afforded and promotes premature fouling of the hull, not to mention the addition labour and cost each year of repairing the paint system. Over the past few years I have taken a special interest in hull coatings and attempted to resolve the problem in my own sailing boat, "Lilly Ann", a Hartley 38 South Seas.

I contacted most of the leading coating manufacturers in Australia, to seek an understanding of the problem and the possible solutions. Few showed any interest in the problem, beyond swearing that their products would do the job. Testing a wide range of coatings and preparation techniques over a number of years failed to deliver an adequate solution.

The search then lead me to the internet, and there I found Progressive Products, a US based company that claimed to offer an innovative range of epoxy coatings. Enquiries received keen interest in the problem, and the closest

answer I've had to the likely causes. It was recommend that I should use their Kevlar micro-fibre reinforced epoxy (TFT #560). Together with the micro-fibre, the solventless base, and its moister tolerance, it seemed to offer the best hope yet! But being cautious I ordered a sample kit, in-time for the yearly haulout and applied a test patch to a small area badly affected by blistering. The following year I watched with anticipation as Lilly Ann came up the slipway and receive a waterblast. Well! The results speak for themselves. The test area was completely intact. Nothing short of remarkable as far as I'm concerned. I extended the test areas to include approximately 30% of the affected area. Results of this will be available next year. However, I feel confident at this point to recommend all ferrocement boat owners consider this product. It truely is an innovative product..

This product is quite stiff to apply by brush, and leaves when cured a "porridge" like texture, which some owners may consider to detract from a fair hull. TFT do now manufacture a product with less kevlar micro-fibre content (TFT #??), making it more fluid to apply. I would recommend this as a general hull coating if one was to

replace the entire system. The high micro-fibre (TFT #560) product could then be used to patch as required (if at all necessary).

Another important advantage of the TFT #561 product is that multiple coats are not required in this application, and the antifouling can be applied within a couple of hours when the TFT coating is just off tacky. This positively binds the antifouling system into the TFT coating.

The two-pack product (1:1 mix ratio) are available in 2 US Gallon drums (7 Litres). The cost is around \$AUS 750.00. The current AUS/US exchange rate is not helping things in this way. However compared to the cost of fixing the blisters each year, and the additional slip time, makes the epoxy a worthwhile consideration. 7 Litres has an estimated coverage of 15 square metres.

Australian distribution is via Advanced Maintenance Products:

PO Box 808, Runaway Bay, 4216,
Queensland Australia.

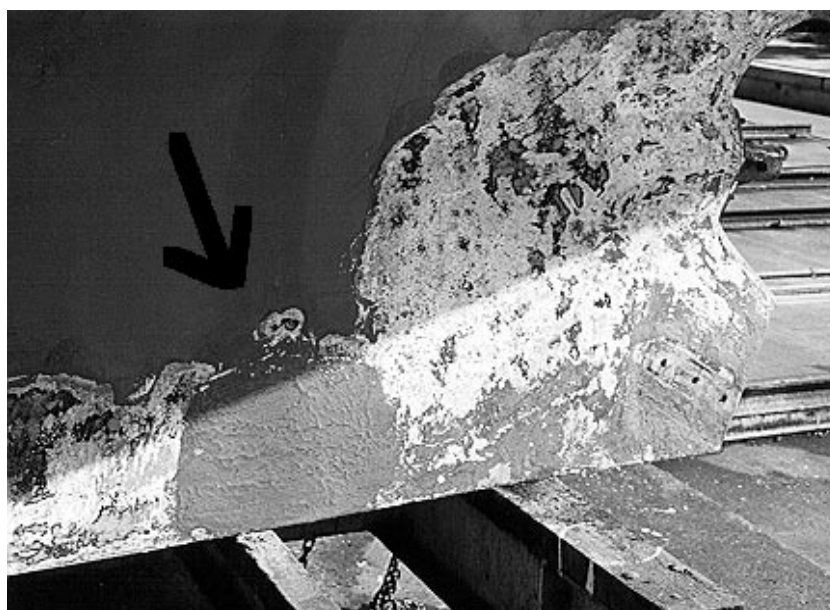
Kieth Lakeman
or

Po Box 401, Mitchell, ACT 2911.
Australia.

Ph: (06) 241 1348

Mob: 015 296069

(Gordon Bradford) 



Test area clearly visible beside the badly blistered keel

REFRIGERATION AND STOCKING UP

By Keith Fleming S/V "Zodiac"

On Zodiac we have a Trailblazer for refrigeration. We operate it on the number 2 setting (out of 7 settings) and this keeps the fridge between -3 and +7 degrees. If we are cruising for more than a couple of days we get the butcher to cryvac the meat and so it will keep for at least 4 months. We have the meat parcelled up in meal size pieces and have no bones.

When we go overseas we get the butcher to bone out a couple of Legs of lamb and that cryvac's very well. Chicken is not successful by this method. You can buy tinned butter from some supermarkets (McGees at Bowen used to carry it) and another good source is a Providores. One that supplies the shipping lines. We had friends who took Camambert Cheese to Japan just in the bilge lockers. When they wanted to use it they would put it in the fridge for a day to harden it up.

We don't make a lot of bread but do always have par baked rolls on board. These are also vacuum packed and sold by Buttercup and can be bought in most super markets. These only take 6 minutes to cook in the oven so are a great saving on gas. One yachting told me he put the rolls on deck in the sunshine and cooked them that way. You need to check the use by date on these rolls. When we go OS we go to the distributor to buy (about 10 boxes for 2 months) so we get the best date possible and cheaper. For coastal cruising we find that we can obtain fresh food at least once a week as most cruisers super market hop up the coast.

It is important to have a fridge that does not have to be manually switched on and off. We do not have a freezer or really have any use for one.

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The Opal Shell

Ferro News welcomes a new member, Ron Chester, owner and master of the 60' ferrocement motor sailer "Opal Shell". Ron operates wilderness charters off the Western Australian Kimberley coast. Some of the regular trips include spectacular the Berkeley River and King George River.

Ron has been exploring the intricacies of the Kimberley coast and rivers since the early eighties, gaining extensive knowledge of these largely uncharted waterways. Opal Shell is fully equipped for extended wilderness cruising with modern amenities, navigation and communication equipment. Comfortable passenger accommodation includes a twin and double cabin and three additional berths below deck.

OPAL SHELL YACHT CHARTERS
14 Graelou Road Lesmurdie
WA 6076

Telephone/Fax: (08) 9291 6923

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ONLINE AT LAST

By Barry J. Stott

S/V "OLIVER B BOMMELL"

I am on the Internet at last! Progress on " S/V Oliver B. Bommell " is slow but sure, and I am hoping to put to sea for a short motoring sea trial in about 4-5 weeks time. I will keep you informed of the results. The Gardner diesel engine was installed by Online Engineering of Port Motueka, the expert being Richard Saunders, and I would thoroughly recommend him if you are ever down in this part of

the world to sort any engine/propeller shaft alignment problems. There is absolutely no vibration.

My query is. What substance would you use to secure iron/steel ballast inside the hull? I have been given several suggestions ranging from concrete to pitch. The yacht will require about ten tons of ballast. At the moment I have acquired 4-5 tons of manganese steel stone crusher hammer heads, each head weighs about 25 Kgs. So, it is very important they are kept firmly in place! Looking forward to receiving any information on this problem. Perhaps Doug Wallace knows the answer. Please keep Ferro News rolling, I find the information contained therein extremely helpful.

Barry,

Great to hear from you! But, I was unable to send an email reply as your return address seemed to be causing a problem, maybe try sending me your email address.

Even better to hear that Oliver B. Bommell is nearing launch date.

I shall publish your question in the next FN. It has been my experience that most people concrete the balast in and tie it together with reinforcing rod dynabolted to the solid keel. We had purchased several ton of punchings for ballast, but then decided to go for lead, being heavier and non-corrosive - the later being quite important. I have inspected several boats where the steel punchings inside the keel had corroded and expanded blowing the keel apart - repair of this is very difficult and few do a proper job. So hence this might be why some would use pitch (but I would be wary of this), but since you've got each head in a block of around 25 kg, it may be practical to coat each in tar epoxy, as well as the bilge section prior to stacking them in and concreting and bolting them in. That should provide adequate protection.

regards

Ketchup II - Day 1

By Keith & Ann Morris s/v Ketchup II

Day 1

It's now been a week since Ketchup II (13.84 Metre Wilf O'Kell) arrived back from her inaugural Abrolhos (??) trip. Not that she isn't used to long distance voyages, having completed a circumnavigation in '94 and a trip from Mooloolaba, Queensland, round the top end of Australia, via Gove and Darwin, and down the west coast to Fremantle, in late '95. Looking back in my diary, Monday 6th April, in big bold letters are the words! "The adventure begins. Yippie". Those are Kate my daughters words, not mine. Little did we know what lay in store for us, and some would say, just as well, or most of us would be permanently pen bound!

The day started really well: Rob Williams from the Geraldton Port Authority telephoned me to say that pen C16 was ready and waiting for Ketchup II's arrival on Wednesday morning.

We departed FSC at 1130am, after taking on board an extra 300 litres of fuel. The crew consisted of Kate my daughter, a veteran of Pelicans at East Fremantle Y.C., Mirror dinghies at FSC, and the semi-circumnavigation of Australia in '95; James my son, veteran Pelican sailor and sometime speed freak wind-surfer; Jonathan (Kate's long time boy friend), who often reminds me of Conan The Barbarian, for his sheer size: I think he was born wearing a mask and snorkel, spear gun in hand - a natural water baby. Then there were the "Wrinklies"- Joe Taylor a chief engineer I had worked with for many years on the Kwinana Tugs, and me. A pleasant blend of youth, eagerness, maturity and ignorance.

What's that strange clicking noise I hear coming from the vicinity of the prop' shaft bearing? No, not the prop' shaft bearing but the shaft coupling between the gearbox and shaft. Surely there should be FOUR bolts holding them together? Why have TWO disappeared into that black hole called the bilge, and the other two just about to join their mates? Don't panic Joe says, just luff her up to stop the prop' shaft spinning and

we'll bolt these two beggars back up. No sooner said than done, K2 as we shall call her, headed up beautifully into the 25 knot sou'westerly and three metre swell. I should point out at this stage that we had left Fremantle with a double reef in the main and small high cut yankee (foresail). With the two remaining bolts firmly in place, we resumed course with the assistance of Mr. Ford our trustworthy 72 HP diesel, which had given us hundreds of hours of trouble free motoring on our trips from Queensland, Quindalup (??) and scores of Rotto trips. Then why, you might ask (like I did), why are steam and exhaust fumes coming into the engine bay? A quick inspection answered that question, a split in the bend of the exhaust pipe. This was quickly taped up, which stopped most of the ocean and diesel exhaust being pumped into the bilge.

Do you get your best ideas when you are trying to sleep at night? Well, I normally don't get good ideas full stop! At least that what Ann (SPOUSE) tells me. However, this time I had a GREAT idea on how to fix the exhaust leak. So at 3.30am, yes 3.30 in the morning, I was upside down with jubilee clips and rubber packing in hand. Before you could say "throw up in the Black Hole" the job was done. Incidentally, I'm never sea sick except when we celebrated the change of ownership of K2 off Mooloolaba (I still think it was a bad bottle of champagne Ken the previous owner bought cheap in Egypt).

Yes, believe it or not, this great seafaring person who has been at sea for 35 years actually threw up. Yuk! Surely nothing else can go wrong.. I've been a good boy, honestly!

I didn't have to wait long before our next challenge came along. We planned to keep a radio sched' with all our other friends who were heading north. I knew John Allen and Wally Douglas were some way ahead of us on Meridian I[bound for Turtle Bay in the Wallabi group. Lets give them a call on

2524 after the VIP weather at 1930 NOI~G. (???) I'd just spent \$200 on repairs to the radio set before we left, yet

everytime I try to transmit, the fuses blow. (It was later found in Geraldton that some solder had found its way onto part of the transmit circuitry). By this time only Jonathan and James were not suffering Mal de Mare and were heartily tucking into cold tinned spaghetti sandwiches. The rest of us weren't!

Time to give the engine a run to check the exhaust repair. Bingo it works. No water, no fumes.

Wait a minute: we have no water at all coming out of the exhaust. Must be a blockage somewhere. After about an hour of removing every single salt water pipe to check for blockages and finding none, our attention was drawn to the system of pipes that I shall call the diverter, (although my description of it was some-what more colourful when we found that the blessed thing was causing an air lock in the system). Problem solved. Surely that's enough character building for one day. Oh yes all this happened in the first 24 hours!

Day 2

Day two do your worst. Well, the weather was at least consistent: 25 Knots first from the SE and then 25 knots SW. This of course, for all you none yachting type persons, means that we have to jibe the mainsail to get the best angle to the wind. i.e. alter course and bring the main boom gently across the boat, so that the new course can be steered. Sounds easy, and normally it would be. Only the end stops on the traveller had failed to stop the carriage coming off. But why is the boom track dangling below the boom like that? The whole track had been pulled out of the deck. Well, crew there's nothing for it but to head up into the wind and drop the main sail. We still had the double reef in, so this was done with little fuss, even though it was pitch black and quite a sea was running. At least we don't have to worry about jibing the main anymore! K2 was happily running under small jib even if the crew were frustrated. The remainder of the trip into Geraldton was, would you believe,

(Continued on page 5)

(Continued from page 4)

uneventful. We arrived at the Port Authority Marina at 0700 Wednesday. Unfortunately, pen C16 was occupied but we were shown a vacant berth by Dave Foreman a friend of Joe's who lives aboard his boat Phoenix II. Wednesday and Thursday were spent licking our wounds, getting a new traveller cum mainsheet system organised. Our very many thanks to John of Max Marine and Frank Vinton, Marine Radios. For anyone who hasn't been to Geraldton let me say everyone we met couldn't be more helpful and friendly especially the members of the Geraldton Yacht Club. There was one amusing exception, though, I must be careful of any slander but! Beware if you decide to go to a certain second hand book store near the Yacht Club, especially if you only go to browse, as Joe and I did one fateful day. We were roundly castigated for daring only to look at the books without actually buying any. I thought for a moment that Joe and the proprietor were going to come to blows, as they harangued one another up the street. It reminded me somewhat of Fawlty Towers. The best part about it was that Joe had actually bought a number of books the day before! However, we were not the only ones to incur the wrath of Mr Fawlty, as we shall call him. Kate (not our Kate) from England who was on a working holiday around Australia and was hitching a lift to the Abrolhos aboard Katrina Michelle, was actually banned by Mr. F from entering his establishment ever again. Ann and Steve arrived about Midnight on Thursday, having motored up from Perth. The weather report was good so, Turtle Bay here we come! The trip over was uneventful having to motor sail most of the way. We made a slight diversion, to go up through Goss Passage to the East of Long Island. It was really hard to imagine the foul deeds that were perpetrated around these small islands. Our arrival at Turtle Bay coincided with lunchtime. John Allen and Wally on Meridian beckoned for us to anchor near to them. As we passed their stem, John held up a Baldchin Groper he was filleting and

said; "Welcome to Paradise!" Once

safely anchored, they came over to welcome us bringing a few nibbles of crayfish, just to whet our appetites and get us into the mood of the place. This wouldn't be the last time these wily characters tempted our taste buds with delicacies from the sea. Thanks guys, especially for the Baldchin and the tips where the 'Herring' hang out. (Secret code for crayfish!) The remainder of Good Friday was spent lazing around and catching up on some shut eye. James decided to go ashore for a run (fitness freak). Mum went with him for a stroll along the beach (not a fitness freak). Why is James coming back with mum, with a tea shirt stuffed in his mouth? Surely mum hadn't biffed the poor lad. No! Poor James in his eagerness to emulate Herb Elliot, had actually broken off a tooth and the pain can only be imagined. Of course his sister was full of compassion(!), especially when all know of James' absolute hawed of anything dental and that he had refused point blank, to have the dodgy tooth looked at months ago.

Its amazing what panadol forte and oil of cloves can do and yes thank you, Dr. Jim Goldacre, we did buy the Ships Captains Medical Guide. The poor bloke was in a sorry state that night, so I called Joe Butorac who was on his power yacht Ultimate, at Rat Island to see if he could get through to Shine Aviation to get James flown out with Ann and Steve on Monday. Joe did a sterling job in organising a flight out for Monday morning. Would you believe, Saturday morning saw the patient as lively as ever, gearing up his windsurfer as if nothing had happened. He then spent the rest of the afternoon screaming up and down the anchorage in 25 plus kts of breeze, leaving mum and I shaking our heads. Good news: the HF radio doesn't blow fuses any more. Bad news: it doesn't seem to want to transmit or receive on 2 Megs! Nothing in the cray pots either. Tacos, shepherd's pie, banana muffins and a rough red for tea -tough life eh?

Ketchup II's adventures don't stop here - so stay tuned for the next issue where the light hearted diary continues ...

SOLID HUMOR

by Mahesha Goleby

What do you call a down and out sailor with a concrete boat? a ferro dero

What do you call a newly wired hull? fresh mesh

What is a skipper of a f/c boat called? a plaster master

What are barnacles called in the Eastern Mediterranean? Cretian accretians.

What you have if you love N.Z. designed F/C yachts. A Ferro the Hartley (Affair of the heart)

There's a F/C yacht in the U.S owned by a famous blond actress - the yacht's name: Ferro Fawcett!

Mahesha's Ferrocement Dictionary: (a short extract)

AFFAIR HO!, exclamation on finding spouse being unfaithful

CEMENTAL AS ANYTHING, `rock' band formed of sailors, they have since modified their name

CEMENTERY, resting place for old hulls

CONIFERROUS, 1) to steer the vessel. 2) to `pine' for a F/C yacht

CUPRIFERROUS, hull with new antifoul

FAIR O'NUFF, Irish/Australian F/C boatbuilder, considered prolific as his name is now accepted as common slang for `adequate construction'

FAIR ROW, a concrete Trireme once found in the Mediterranean

FAIR US, 1) slang - pertaining to crew tan at beginning of cruising season 2) confusingly, also used colloquially to describe crew with sun bleached hair at the END of cruising season

From the Decks of Mystery

by Doug Wallace S/V Mystery

Thanks for another informative/entertaining issue of Ferro News, hope you had a red flag on the ends of the belting laminates! Shed withdrawal; I built the first engine box for Mystery on board with a hacksaw blade, one screwdriver and a hand drill. (A plank lashed across the cockpit and a big "G" clamp makes a beaut work bench).

Wooden Water Tanks. People have been making wooden boats for thousands of years, to keep the water out, why not wooden containers to keep the water in? I was given a pair of catamaran hulls, (someone's abandoned unfinished dream), and despite the flakey paint, they were perfectly good 5mm marine ply with epoxy glue, fibreglass taped chines. I chopped them up with my jigsaw, (went through a packet of blades hitting monel nails), used the salvaged ply to build Mystery's new galley. The centre section of each hull was a storage/buoyancy compartment, and those oddly shaped trapezoidal, tapered prismatic boxes have become a pair of 37 litre water tanks that fit perfectly, back to back in the "unusable" space under Mystery's cockpit. Each tank has a barbed 3/4" plastic skin fitting for the inlet hoses, 1/2" plastic irrigation barbs for the breather and outlet hoses and a pair of 90 degree 1/2" barbs for the clear plastic sight tubes. All the 1/2" fittings had 3/4" threads on them so I epoxied wood blocks to the ply, bored 20mm holes with a spade bit and glued the plastic nipples in with sikaflex. To make the water level more visible I have put a small polystyrene ball (bean bag refill) in the tubes with a scrap of plastic strip cut from an ice cream container lid stuffed in each elbow to stop the ball escaping. The wadded up ball retainers should also restrict the velocity of flow to the sight tube and give steadier level readings. Each tank has a 4" diam plastic inspection port sikaflexed in with 6 stainless bolts. The inside of the tanks were painted with one coat of pink primer, one coat of white undercoat (oil based) and two coats of sticky black treacly fibre reinforced bitumen/tar water-proofer. All the painting was done by taping up the various inlet/ outlets, tipping a litre of paint in, screwing temporary ply discs over the inspection port openings, and rolling the tanks around to give a good thick coating all over. The excess paint was drained off through a breather. (I sat the tar paint in a bucket of hot water for half an hour to thin it a bit). The fine print on the label of the tar paint assures me there will be no bituminous taste or smell in the water when the paint is properly dry. I have a pair of 1.5" flush fitting deck fillers which will be mounted in the cockpit seats. Most people put a water filter between the tank and the galley pump, nice clean water, but the tank is full of sediment, sludge, rust flakes, hairs, slime, paint flakes, algae, dead flies, moths, wrigglers (mosquito larvae) shreds of plastic off siphon hoses and drowned ants. My in-line filters are between the filler and the tank. Its easier to rinse a filter element than sponge muck out of a tank.

Engine Things: The engine in Mystery is a Yanmar 1GM (9

HP). In flat water with no wind I could do about 6Kts, but with a steep chop and head winds, about 4Kts, and with a couple of knots adverse current, the speed over the ground was painfully slow. I have built a solid dodger and will be adding a big roller furling headsail and mizzen which will dramatically increase the windage. The obvious answer was a bigger engine, but I was reluctant to sell my almost new engine (900 hrs) for a fraction of its real value and fork out \$7000 for a 2GM. I traded in my 2.2:1 gearbox and bought a new 3:1 (\$1000-Minards) Now I should be able to swing a large diam, large blade area, fine pitch 3 blade prop to give lots of reliable low speed thrust for safer maneuvering in marinas in strong winds. A large slow revving "tugboat" propeller is much more efficient than a small toy prop whizzing around cavitating most of the time. With the extra drag of the larger blade area, my sailing speed will be reduced, but I am not out there to win races. You can't get more power out of an engine by fiddling with the gearbox ratio and my maximum speed will be slightly less, but for punching out of a rocky cove into a 50kt gale or hauling full astern off a sand bar, my big slow flip-flop prop will out-perform the fizzy little egg beater every time. My 22mm shaft has been replaced with a new stainless 1" to cope with the increased torque.

The small physical size of the 1GM means the engine box is not so intrusive in the cabin and there is plenty of room for lots of sound-proofing. Another advantage of the small engine is the economical running costs; it can be left running day and night on a calm offshore passage without making a big hole in the cruising kitty. When I am quietly puttering along at 4-5kts and some smart aleck goes past at 8kts, his fuel guzzling 4 cylinder perkins roaring deafeningly, I will remind myself there are some yachts cruising around with no engine at all.

Have enclosed my Ferro News subscription, (also a bit extra to help with your publishing costs).

Best wishes Doug

A QUICK WORDY

by Mahesha Goleby

A word game for FN readers. Doublets (complements of Lewis Carroll) are word games changing one letter at a time to form new (real) words to make the target word in the minimum number of 'links' (ie. words in between first & last). eg: TEA to HOT in 3 links... TEA, SEA, SET, SOT, HOT.

Here is one for FERRO '99. FERRO to BRISY in 6 links. Fewer links are probable. Have fun! Another. MESH to HULL in 4.

- the answer next issue!

A QUICK WORD

From some of our readers

Good-day Ian and Trudy

Don't give up on me for some photos and info on "Beggars Choice" - I'll get around to it eventually. Ray, Cindi, and Bodhi (Ray's Hell) finally managed to disconnect themselves from the good hold they had on the yacht Club bar and have sailed on for Broome and beyond. Keep up the good work on F.N and good luck with your alignment job.

Beeseinyaz

Leon & Kerrie
S.V Beggars Choice



Dear Ian & Trudy

Please find enclosed my membership renewal. I wish to express my thanks for your News-letter. I eagerly look forward to each issue. I find the contacts for the various products most valuable as I have very little exposure to any other ferrocement knowledge, especially concerning maintenance and repair. I have some notes that I will contribute at a later date, but unfortunately I will not be able to send them for a few more months. Best

wishes for your future adventures.

P.S The series of photos on "Mystery's " extensions was most inspiring. Perhaps Doug may be able to supply more technical advice e.g Joining of old and new metal work and surfaces?

Ian Yates

From: Keith Morris
Cruising Captain
Fremantle Sailing Club. 13 8.98

Dear Ian & Trudy,

Please find enclosed a cheque for \$10 for annual subscription to Ferro News. I was given a copy by Chris Henderson and Sandy Hildred of BYDAND, who have recently arrived here in Fremantle.

Ann and I are keen cruising people having salted K2 (Ketchup II) from Mooloolaba to Fremantle north about in 1995. It was a bit of a rush, taking about 8 weeks. We were fortunate in having friends who were also keen sailors helping us. Since then we have done numerous short coastal trips along

the W.A. coast, from Hamlin Bay just north of C. Lenwin to a recent Abrolhos Is. trip. An account of this trip is enclosed, you might find it a bit of a yarn. It was printed in the Blue Water Bulletin the Fremantle Sailing Club magazine. Please feel free to use it if you wish. K2 was built in Melbourne in 1981, the first owner was Robert Farall from Dingley, Victoria. We bought her from Dr. Ken Treichel in Mooloolaba, he sailed it through the Red Sea and Mediterranean. A delivery crew brought her back to Australia.

We look forward to reading your splendid magazine because of its special relevance to us and our K2. We now feel that we are part of an extended family and not a lonely 'child'. Yours (set in concrete) Sincerely,

Keith Morris.

Dear Ian & Trudy

Thank-you for the past year! We have enjoyed reading Ferro News, but were somewhat disappointed finding our names were the only Darwin members. We will have to recruit some more locals as there are a good number of ferro yachts here. We will also keep an eye out for Ray & Cindi if they get as far as Darwin.

Cheers Darrel & Bev Westlund
S/V Bevarel

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FERRO NEWS SUBSCRIPTION

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NEW BURNETT HEADS MARINA *By Keith Fleming S/V "Zodiac"*

East coast cruisers will be glad to hear that a new marina has been built and is now open at Burnett Heads. It is situated just past the old Burnett Heads duck pond where the coast guard is situated, on the south side of the river. It is just downstream from the sugar wharf and has been built on reclaimed land. It is named the Bundaberg Port Marina' and during office hours keeps a constant watch on channel 81 VHF. Channel 81 is a repeater channel and they can be contacted as far afield as Lady Musgrave, Pancake Creek and Woody Island to the south. It is a customs and quarantine clearance area and full fuel facilities are available. A courtesy bus

will be provided to Bundaberg and at time of writing fuel was 70 cents a litre. The marina has been built entirely with local money and by local ownership. Future plans are for ships, r ~ s, and a travel lift with about 10 acres of hard standing for those cruisers coming up from Melbourne and Sydney who fancy leaving their boats up north for the summer. There is a minimum of 3m of water at low tide at the shore line berths. Because the marina is only 1 nautical mile upstream from the lighthouse the scouring effect of the river will keep the silt out of the marina. As a guide to costs, a 12m berth is \$80 a week or \$17 a day with a live aboard

cost of \$23 per week per berth. It is a brand new marina built by Pacific Marinas and channels for power cords have been incorporated across the arms. Power supply is as normal but they are on both sides of the arms to cords do not need to go across the main arm. Daily weather fax copies are available and catamarans are welcome. Each finger is colour coded for easy identification and the Lady Musgrave ferry will operate from the marina. Entry by road is through the Port past the sugar conveyer. I had a good look around and was very impressed. With over 100 berths it will be an easy stopping off place for cruisers travelling up and down the east coast. 

THE BUNDY' ROCK OF AGES

By Bob Cooke S/V "Rock of Ages"

Dear Ian and Trudy,

Please find enclosed my subscription for 1999. Also I thought maybe the "Year 2000" problem might be of interest (also enclosed). I wonder how many folks recently bought a G.P.S that won't roll-over next year. (so, that's why it was so cheap!). One test, I'm told, is if the GPS reads "1998" it will be ok, but just "98" means another expensive trip the the chandler!

(A full article next issue, check with your manufacture for an official statement - ed).

Pity we didn't meet on your recent (?) trip up north (maybe next time). Bundy now has a new marina river complex (stage 1 of 3 completed) just downstream from the sugar wharf on the port side (VHF Ch81 "Port Bundaberg Marina"). Showers, laundry, shop, bread, and milk. There is talk of a bus to the "big smoke" - Bundy - eventually. "Lady Musgrave" cruises now depart there (for un-adventuress yachties). Also a chandlery, and a electronics trouble shooter can be found close by. Sadly, Burnett Heads harbour/marina is

still badly silted up at low tide. Apparently "complications" to dredge, so say the Port Authority is still after years, a problem. They don't mention, maybe, any conflict of interest with the new river marina!

Just briefly, regarding issue 7 - "Water". I've found 450 litres adequate for 3-4 people for coastal sailing. Salt water for dishes is a real saver, as mentioned. For offshore i have a deck drain each side of the lowest point of the sheer to collect water below. At the onset of rain, first a deck scrub - how I love those "Jonathan" deposits -then collect the first 45 litre in containers, being good enough for showers and washing hair. After that all seems to be okay (nothing wrong with me, nothing wrong with me, nothing). Other yachtie friends go ashore with 2, or 4 ten litre containers, and find a handy tap, not to far away, usually. Franklins, cheap, used "Holy Water" containers a good carrying size.

The quote "I can never see the reason for 2 bowl sinks in a yacht" did bring a smile to my face. Personally I wouldn't be without them. Memory of a 3 day storm at sea (I wasn't smiling then) where washing up wasn't top priority,

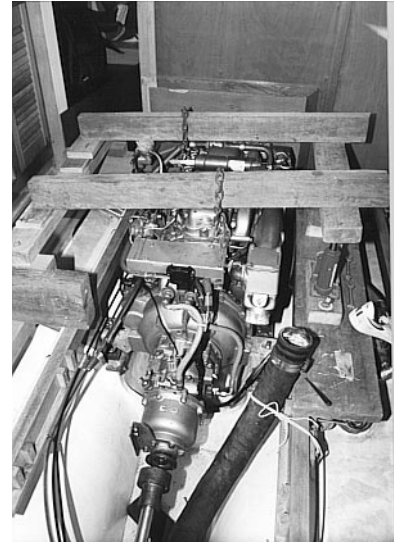
as it seemed a long way from the cabin sole up to the galley sinks. I was just grateful that "dumped" dishes salt water washed, drained, dried in the spare sink and weren't UFOs. Likewise, at the time, a gimbaled stove burner, with an offcut of aluminium plate placed over it made an excellent stand for drink, soup containers while preparing, as all hell broke loose around! Dribbling on a bit more, I found a stern anchor (as apposed to a smiling anchor!) excellent at a rolly anchorage. I made a cheap plywood drum on the stern rail with rope, chain, and small anchor at the ready. A fine example of where such a system is useful is at Agnes Island, East Hinchinbrook Island, tucked right in the corner - golden beach, fresh water streams (even in winter), usually, all to oneself. Nearby on Ramsay beach, the rare sight of an endangered species can be seen, the "upright walking turtles" (backpackers). Okay, enough of this rubbish. Well I still haven't sold Rock of Ages, now asking \$40,000! from \$55,000. Can't give it away. Might have to spit the dummy and go sailing. Lord Howe Island is a thought - so adventurous female crew wanted? ha! ha!



Lilly Ann on the Hard By Ian McFarlane S/V "LillyAnn"



Trudy working on the topsides



The Perkins ready for lifting after straightening the shaft - look at the misalignment.



Ian putting it all back together



Trudy struggling to lift a Mackerel caught off Bundaberg '96



Finished for another year! Back down the slip!



*This bearing had to come out and be shimmed!
Note: 1.5" Shaft*