

Ferro News

December 1999

Quarterly Newsletter for Ferrocement Boat Owners

Issue 12

Another year has slipped past again. Lilly-Ann our 38' Hartley South Seas is finally back into cruising shape looking for somewhere to go! Where too next? and when? These are questions that are close to us each day. The pendulum has swung to considering the logistics of a 3 year return cruise from Brisbane to Perth commencing in the 2001 cruising season. But until then we'll have to be content with trips closer to home.

Thank-you for all the subscription renewals and special thanks to the donations.

This issue we have so many new members they are too numerous to mention. Many are from the USA. I would like to welcome you all. Please remember that this is your newsletter and it survives on your contributions alone, so please write to me with the details of your yacht, the projects you have undertaken, or even a cruising adventure and don't just stop at one. We have only a few regular contributors that without their input, FN would be doomed. Please send photos, they do make a difference. One good idea for a story if your pushed for ideas is to buy a roll of 12exp film and shoot the lot in your area, say, some of your boat, some close ups of fittings, the local marine service outlets or even other ferrocement yachts in the area. They don't have to be professional shots (when I scan them in and reproduce them for publishing I can hide a multitude of sins). Having a range of shots makes its easy for you to write a story around them.

What about Ferro 2000 - the annual get-together of all things Ferrocement? Hopefully this year I won't be in hospital! For the Brisbane members Ferro 1999 was held in the Brisbane River, over the Easter Weekend where a shoreside BBQ was stoked. This made it accessible for those that did not arrive afloat. Who is in for this year? Our organiser Mahesha Goleby can be contacted on 07 3278 7328 to register your interest.

This issue, we hear from our very valuable regulars, Doug Wallace refitting S/V Mystery, Keith Fleming aboard Zodiac, Mahesha Goleby and our northern ferro cousins, Ray and Cindi on Ray's Hell and Bev and Darrel on the fine S/V Bevarel.

WANTED

Since the start of Ferro News, I frequently receive inquiries from subscribers and other Ferrocement boat owners wanting to know if I can recommend any shipwrights that can perform an effective repair to their damaged vessel. My usual response is that, I know of none to recommend and strongly advise to undertake the work themselves after some research. Undertaking the repairs yourself of course means you can achieve a standard that you are happy with, but it does mean that if the damage is an insurance claim on the part of another vessel, disputes can arise. I am speaking from experience.

So I would like to keep a list of professional tradespeople that I can recommend. So if you know of any please write to me with the details, or better still encourage them to write to me and I'll publish an advertisement on their behalf.



BoatCheck
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Whats On ...

TALKING BATTERIES
FERRO ON THE NET
KEITH'S PRACTICAL TIPS

2
3
9

What is a Lead-Acid Battery

by Lead Industries Association

The following list of questions and answers serves as a primer to lead-acid batteries. We apologise to readers who are being "told how to suck eggs".

What is a Storage Battery?

A reservoir which may be used repeatedly for storing energy. Energy is put into it and removed from it in the form of electricity, but it is stored as chemical energy.

What are Amperes?

Units of quantity of electric current. The current forced through a resistance of one ohm by pressure of one volt is one ampere.

What are Volts?

Units of force or pressure of electric current. In an industrial truck, running speed, lifting speed and controller operations are dependent upon battery voltage. The voltage of a battery depends on the number of cells. Each lead-acid cell has 2 volts; a 6-cell battery has 12 volts and an 18-cell battery has 36 volts.

What are Watts?

The product of volts times amps. (Volumes of electric current times pressure of electric current.) The total power is measured in watts.

What is an Ampere-Hour (A.H) Capacity?

Product of amps multiplied by time. It refers to the volume of electricity that can be drawn from a battery. Other things being equal, higher ampere hour capacity batteries will run an appliance longer than those with lower ampere hour capacities. A.H. capacity of a battery depends on the number and design of plates per cell.

What Is Kilowatt Hour (K.W.H.) Capacity?

A kilowatt is 1,000 watts. The kilowatt hour capacity is the amount of power (volts x amps x hours divided by 1,000) that can be drawn from a battery. It is the watt of kilowatt which does the work - not amps alone.

How Are Batteries Rated?

Lead-acid batteries are rated at the six hour rate. For example: a 16 cell, 19 plate lead-acid battery will deliver a total of 765 ampere hours if it is discharged at a continuous rate of 127.5 amperes per hour for six hours.

What is Electrolyte?

In lead-acid batteries, it is a mixture of sulfuric acid and water. The operation of the batteries is affected by the specific gravity, quantity, purity, etc. of the electrolyte within the cell.

What is Meant by "Specific Gravity" of Battery Electrolyte?

It is the weight of the sulfuric acid-water mixture compared to an equal volume of water. Pure water has a specific gravity of 1,000.

What Effect Does Maximum Specific Gravity Have on a Battery?

Experience has proved that the optimum specific gravity of a new lead-acid industrial truck battery is 1.265-1.285. If the maximum gravity of a new battery is higher than that, slightly more ampere hour capacity will result but battery life will be shortened.

What is Meant by Battery Life?

Battery Life normally refers to the number of times that a battery can be charged and discharged before it is no longer able to do a required day's work. one complete charge and one complete discharge is called a cycle. The number of complete cycles a battery will give depends on: 1) construction of the battery, 2) charging procedure, 3) maintenance, 4) operation.

How Does Specific Gravity Vary With Discharge?

This normal range of a lead-acid battery from full charge to full discharge is from 1.275 to 1.130. By the time the specific gravity gets down to 1.130 the rated capacity is usually out of the battery and a maximum amount of acid has combined with the active material on the plates. If discharge is frequently continued below the 1.130 point, battery life will be shortened.

Does Voltage (Force or Pressure) Vary as the Battery is Discharged?

Yes, voltage drops as specific gravity of the electrolyte drops. A full charged lead-acid battery with a specific gravity of 1.275 has an average cell voltage is 1.75. Since appliance speed is dependent on battery voltage, the appliance will go approximately 14% slower at the end of discharge than it did at beginning of discharge. This difference cannot be detected in the average operation.

How Does the Electrical Size (K.W.H) of the Battery Affect Appliance Operation?

The work that can be done by an appliance is proportional to the total kilowatt hour capacity of the battery. A 16-cell, 19-plate lead-acid battery has a 23.57 kilowatt hour capacity. It will do approximately the same total amount of work as an 18-cell, 17-plate battery which is rated at 23.56 kilowatt hours, if it is used in the same appliance.



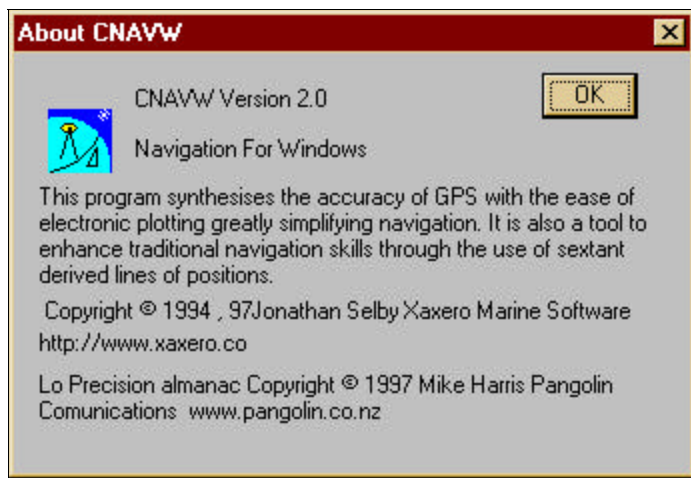
More FERRO SNIPPETS from the 'net.

by Mahesha Goleby, S.V. 'SEA MENTALITY'...



W

ell, this quarter I haven't seen much of my boat. I have, however, started searching the world for ferrocement information, stories, and net sites. Due to the number of sites found, other ferro emails, lack of net time, and study, I haven't been to all of these sites. (excuses, excuses!) Interestingly, a few snuck through that are for house/industrial construction in ferro but you never know what information may be gleaned from them. Here are a few of the results... Let FN readers know of *your* interesting sites or visits to these and if they are good or not.



A nav program for the adventurous (and with waterproof laptops!). I have dabbled with this (on dry land), possibilities...

➔ Ferrocement Boat Advice. Forum: Databoat Forum Re: Samsom Ferrocement Plans (Mike Eppley) Re: Ferrocement boats Re: ferrocement boats (Diane & Marty... URL: www.databoat.com/HyperNews/get/databoat/231/1/1/1.html

➔ Boat Construction Forum. Messages. I would like to construct a boat. Can You Help me? by João, 5/24/99. 2. Start with few books..

URL: www.databoat.com/HyperNews/get/construction.html

➔ Databoat Forum. Messages. Inline: Outline: 575. Texas Dory Boat by Nils Price, 5/27/99. 1. I don't know, but Databoat sells plans for a good Texas..

URL: www.databoat.com/HyperNews/get/databoat.html

➔ Ferrocement Sheathing onto Timber Hull, Re: Samsom Ferrocement Plans (Mike Eppley)

URL: www.databoat.com/HyperNews/get/databoat/231/1.html

➔ Ferrocement boat plane. Date: Mon, 12 Apr 1999 From: Alex mozgovoy@te.net.ua Good day,...

URL: www.databoat.com/HyperNews/get/databoat/561.html

➔ Fiberglass Reinforcement? Re: Steel fibre ferrocement boats!?

URL: www.databoat.com/HyperNews/get/construction/208/1/1.html

➔ A man his boats, and sails... ANYBOAT / For lovers of sailing, boatbuilding, amateurs and pros. Leave someone a message. The beauty of her lines are only matched by the strength of...

URL: www.anyboat.com/carving.htm

➔ Our ferrocement boat: description of our sailingboat, made of the unusual material,...

URL: home.swipnet.se/~w-12980/ferro.htm

➔ From Graham_Roberts@mindlink.bc.ca Tue Jun 27 12:44:40 1995 Return-Path: Date: Tue, 27 Jun 95 12:44:27 -0700 To: martinm@eskimo.com Subject: looking for...

URL: www.eskimo.com/~martinm/ferro2y.txt

➔ Some Notes on Boats (I spend a lot of time thinking about boats.) Some Off-Beat Boat-Related Links. COMMON SENSE DESIGN'S HOME PAGE. WoodWeb Home Page...

URL: www.eskimo.com/~martinm/mmboats.htm

➔ BOOKS. CRUISING GUIDES. CHARTS. INSTRUMENTS. SOFTWARE. VIDEOS. FLAGS. MAIL US. Who We Are. How to Order. Memberships. Search for Books and More. Cruising..

URL: www.seabooks.com/

➔ Sailing Magazine

Sailing On-Line - the electronic version of Sailing...

URL: www.sailnet.com/sailing/97/bobmar97.htm

➔ AMATEUR BOATBUILDER'S PAGE

This page is designed and checked using IE4 (in 640*480 mode) and looks best when viewed with IE4 or higher. Do you have the...

URL: www.kilim.com.tr/ardali/bb-cont.htm

➔ FerroCement News Group

Bookmark our new site: www.ferrocement.net This is a monitored site dedicated to the detailed collection, dissemination, and discussion of ferrocement (FC) technology for...

URL: gecko.gc.maricopa.edu/website/fc/

➔ Ganesh Ferrocement Works - Indian Plumbnet Ganesh Ferrocement...

URL: www.indianplumbnet.com/ganesh/index.html I was curious - they make water tanks ?

➔ Ferrocement, defined: Ferrocement is a highly versatile form of reinforced concrete, constructed of hydraulic cement mortar.

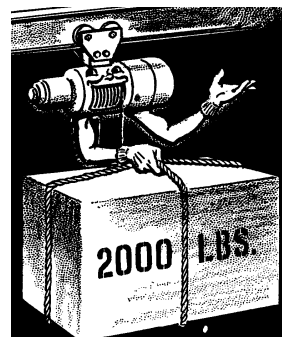
URL: www.msuii.edu.ph/~jyb/tap/screen9.html

Please Note: Some of these URL locations are temporary only and in time may be removed.

This list is potentially endless! Happy sailing the web. MG

Up and Down Winches *by Keith Fleming S/V Zodiac*

Not all new ideas are necessarily successful. Anchor or Boat Manufacturers have gone overboard with the latest idea of being able to mechanically put the anchor down as well as retrieve it. The idea being that you should be able to do everything from the helm station. In theory it sounds good and if you were of the older generation you might also think it a great idea. In the quest for cleaner decks and lines it would mean you could hide the winch in the anchor welt and just press buttons. Quite a number of the latest charter yachts in the Whitsunday's have this system fitted and having seen it in operation I can tell you that it is not a good idea and will eventually lead to a lot of damage to many boats in the hands of unskilled sailors. The problem is that a lot of good cursing anchorages are rather tight and when you get the boat in the correct position to drop the anchor you need it to drop very quickly. The system of mechanically lowering the anchor has the problem that it only lowers the anchor quite slowly. In a tight anchorage in strong winds (quite often) the boat can drift 20m while the anchor is reaching the seabed say in 10m of water. Another problem is that with these new designs it is becoming increasingly difficult to manually release the clutch on the winch to allow the chain to run free. Anyone with one of these systems on a yacht in charter would do well to have the down motion or switch on the winch disconnected. It is all very well sitting at a desk and dreaming up these ideas but when you get out on the water you see the problems that arise. When anchoring it is essential to be able to operate the winch at speed and with ease. I see a number of cruising yachts where it takes two of the crew to raise the anchor as one person has to be on hand to flake the chain otherwise the winch will jam up. This is a design fault by the boat designer in the first place in not sighting the anchor locker in the right position. One day that racing yacht will become a cruising yacht. White on the subject of placement of fittings to do with the anchor why is it that the anchor circuit breaker is positioned in the bowels of the boat often in the back cabin or under a bunk. Why is it not on the main switch board beside the motor controls in the cockpit? Getting an anchor up in high winds is difficult and around reefs even more difficult if you have to leave the helm and rush down into the boat to re set the switch. Once again this is a design problem. On a 12m boat you are going to run the wires the full length of the boat so why not divert it the short distance to the engine control panel which of course should always be in the cockpit. In fact if a waterproof switch can be installed up in the bow of the boat why can't a circuit breaker switch be designed to operate in the same manner? *RF*

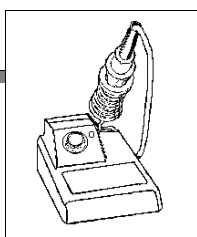


WIRES IN CONDUIT

by Keith Fleming S/V Zodiac

If you are building or having a boat built make sure that all electric wires are run through the hull in conduits. I recently saw a catamaran in which the wire had been run inside a foam sandwich design cabin top where the wire was just fibreglassed to under-side of the fibreglass. One of the cabin lights shorted out

and caused the core around the wires to catch fire and melt. Obviously someone taking short cuts to save money. Somewhere down the line it will all come home to roost. How many times do you open the back of the switchboard to find a mass of wires all the same size and colour with no markings or tags. Don't let this happen to you. *RF*



Planning The Key

by Ian McFarlane S/V Lilly Ann

While I agree with Keith that the electrical conduit is an advantage, I found that after several years having had to pull more and more cable through the conduit (which I swore at the time I would never need to do), that I ran out of room inside the 30mm flexible conduit. I have since had to run a second conduit tied to the first. All rather a messy affair. I would recommend the running of 50mm conduit or better still if you can use the box section type where the front casing slides off. Of course this offers many challenges to fit. Also it is important that you plan all your electrical needs - draw a diagram, and label the wires with the cable ties you can buy with a tag on them. Design a coding system, and write it down. A small book inside the switchboard is a good idea. Always allow for a 30% growth in needs even when you swear it won't happen. *RF*

FINAL COUNTDOWN *by Doug Wallace S/V Mystery*



Only 27 more working days and then I RETIRE! At last, after 4 years of full time casual labouring work (no holidays) I will have time to finish the restoration of Mystery and return her to the sea. I found that after a full days work (pushing barrows of concrete, shifting steel scaffold, digging trenches) I don't have any energy left to work on the yacht. On weekends, after doing my washing, shopping, housework etc and get all the tools into the boat, the weekend is gone! My New Years resolution last year was to retire on 1-1-2000 and devote at least 4 full days per week to my faithful ferro friend. I am also planning to learn to fly (NOT a para-glider!) and obtain a pilots license, but that is just a secondary interest.

Since finishing the new fridge (and conducting several very pleasurable and successful trial runs on its ability to chill home brew), I have glued more unbacked grey polypropylene carpet to the sides of the hull. Templates were made of newspaper and the contact adhesive applied to the hull and carpet with a cheap roller. This should make the cabin warmer in the winter, more comfortable to lean against in summer and also soak up unwanted echo chamber noises when I install a good quality CD player. The main bulkhead is now clad with 10mm western red cedar tongue and groove paneling and the cabin looks very nautical with the estapoled woodgrain, grey carpet, grey laminex and ochre lino tiles. The cedar planks (83mm wide) came in 2mtr lengths (\$10 each) and I have enough to panel the deckhead over the saloon table area. This will keep the cabin cooler in the tropics. I have a square 240mmx240mm opening hatch for a skylight and ventilation over the table. It fits perfectly between the laminated deckhead beams (\$169!) I am keeping a list of all the money I have spent on Mystery in an exercise book under the headings of; Tools, Paint fillers adhesives, Hardware-fastenings (screws, bolts), Timber, Consumables (sandpaper, grinding discs, welding rods, brushes) Major

components (anchor winch, Fleming vane steering gear etc, Miscellaneous (plumbing, wiring etc). Every year or so I add it up. Frightening! About \$25000 to date and I still need new sails, solar panels, wind generator, batteries, radar, G.P.S, Colour T.V. Video camera, Laptop computer, (to write the next book) new dingy, electric outboard motor, some top quality fishing gear (full of ball bearings for serious heavy duty full time use) etc etc. My latest project is making the fiddles around the saloon table so I was very interested in Keith Fleming comments on the subject (Page 3 Ferro News No 11) My first yacht had a removable fiddle with brass pins plugging into holes in the table top. The original centerline fore-aft table on Mystery (with folding flaps) had 40mm fiddles and was so uncomfortable to write letters that I would put a layer of books on the table to build it up to the height of the fids. My new table is atwartships from the mast compression post to the storage lockers and shelf on the side of the hull. When sailing, things



Doug planning the next move!!

left on the table will slide to whichever end of the table is downwind. My fids will be about 50mm high at the ends of the table and curve down to a height of only about 5mm in the middle part of the table where one's forarms would rest when writing. This 5mm mini fid would almost be like a slightly raised capping on the edge of the table, just enough to give the table a finished look and stop a pencil rolling off as the yacht pitches, but not high enough to be uncomfortable to lean on. When the timber is glued on with epoxy, I will leave a slight finger fillet of glue so that there is no sharp crevice for dirt and grime to

accumulate, and crumbs could be mopped up easily. At the ends where the fids are full height I will have nicely smoothed 10mm holes drilled through the table in the corners to allow water and rubbish to fall through. Some boats have the fids stopping short of the corners to leave a gap to assist cleaning, but this makes the fids unsupported and weak. The corners of my fids have a composite mitre-finger joint which takes a lot of time and patience to make, but is incredibly strong. I have a theory that all furniture in a yacht should be strong enough to walk on. When the boat is flat on its side in a knockdown you will run across the cupboard and locker fronts and table edges to get from one end to the other. If you can hang your whole weight on the table fid when it is horizontal, it is probably strong enough. Another reason for a decent fid is because a 60mm table edge is 66% less likely to give you a nasty bruise than a 20mm table edge, and is more comfortable to brace yourself against when leaning over to get to lockers and shelves.

Another area where fiddles can be a literal pain in the butt (back of the thighs actually) are the mattress restraining fiddles on the edges of berths that double as saloon seating. When I get around to doing my upholstery I will try and arrange a system of canvas tabs sewn on the bottom outboard edge of the mattress cover and heavy duty stainless steel press studs screwed to the bunk base. These should stop the mattress sliding off and allow the mattress to be lifted to access storage beneath.

Best wishes and good sailing.

R

A QUICK WORD

From some of our readers



SV Beveral

by Bev and Darrel Westlund

Ian and Trudy thank-you for saying hello when you visited Darwin. We have been busy since your visit and are now residing on Beveral at Tipperary Marina. The canopy turned out fine but as yet have not fitted windows, will send pictures soon. Hope your recovery is progressing and things are getting back to normal. Our project plan for this year is to spend four weeks in the beautiful Kimberley area around July - August with hopefully pictures and stories of our cruise. Merry Christmas and all the best for 2000. Please call gain by sea if possible.

Kowhai Restoration

by Martin Helyer

Hi there Fello Ferros

When I can get time I will give you a piece for the newsletter on the work to date and the dealings with the local Indonesians. The short version though is that to date we have a new teak deck, the hull cleaned, patched, and recoated. The bow, stern and handrails all replaced in stainless. The motor has been rebuilt and should be in place within 2 weeks. This only leaves the interior which needs some thought to the layout, as I don't want to have a wholesale gutting. Any ideas or sources for interior designs and fitouts?

Hopefully Kowhai will be back at her berth in Nongsapura before Xmas, barring any uprisings.



For Sale

Engel 12v/240v 39 Litre Portable Fridge GC \$500
Yamaha 600watt Petrol Generator VGC \$650
Muir Man. Rope & Chain Anchor Winch VGC \$300

Contact Ian McFarlane @ Ferro News

SV Ray's Hell

by Ray and Cindi Jones



Greetings from Darwin once again. Its only 4 days to Christmas, and the monsoon has finally started in earnest, allowing at least some relief from the heat and humidity associated with the annual build-up. Our refit continues, having completed the fitting of our new Autohelm 3000 wheel-pilot and a Navman "Tracker" 12 channel GPS/Plotter. Our old, 1984 Furuno 50 GPS/Navigator ran out of "weeks" last August, so we decided, after shopping around, to give the Kiwi alternative a go. Its an excellent unit by-the-way, and really easy to pick-up on using its different functions. I was able to enter routes and waypoints after only 15 Minutes. There's also been time to complete a solid do-house over the cockpit, doing away with the original canvas and stainless steel structure, and allowing the whole stern to be storm-proofed. We have decided to have a break, both from the boat and the Territory, and were are off to Nepal in February, to do some walking in the Himalayas. We'll be in the mountains for a month altogether, then we plan to take a side-trip to Phuket, in southern Thailand, to see if its worth sailing there later. We wish you all the best in the year 2000, and hope that Ferro News continues to be an inspiration to an ever increasing membership.



PolyTar by BENS OIL PTY

Introducing a new protective industrial coating. PolyTar is a heavy duty industrial coating, highly resistant to - Salt Water, Soil Acids and Alkalis, Chemical Fumes, and Corrosion.

Designed especially for the protection of steel and timber in situations of any or all of the above. PolyTar protects a surface by the exclusion of moisture or other corrosive agents. The main function of the coating is thus to provide a water-proof barrier. Ideally, conditions should be clean and dry, but a minimal amount of moisture is acceptable to enable full protection. Application is by brush, airless spray straight onto steel or timber, no primer is required.

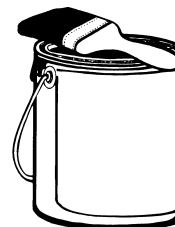
After 7-10 days Acrylic top coats can be applied. Thinner is Toluene.
PolyTar is currently available in 4 litre and 20 litre containers.

PolyTar is a useful undercoat or overcoat for : Marine Applications, Boats and Trailers, Mussel Anchors, Tanks and Pipelines, Chassis Underseal, Bridge Steelwork, and all timberwork.

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Phone: (054) 73 389

Comments by Barry Stott sv "Oliver B Bommell", New Zealand :

I am currently using this product and it is definitely ok for ferrocement. It sinks into the concrete and remains flexible though a relatively hard finish. It hangs onto rust and seems to arrest corrosion.



CONTACT US

Ian McFarlane
Trudy Snowdon
"S/V Lilly-Ann"
69 Manly Road,
Manly Q 4179
PH: 07 3348 6567
Email: mcfarlanei@yahoo.com.au

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Vessel Name: _____ **Port:** _____

Design Name: _____ **Length:** _____

Mail To: Ian McFarlane, 69 Manly Road, Manly Q 4179, Australia



Practical Corner *by Keith Fleming S/V Zodiac*

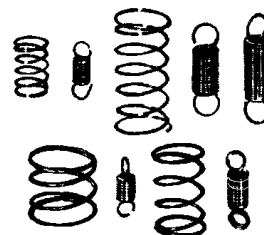
SEARCH FOR THAT LEAK



A friend of mine had the wind change during the night that put him against or on a coral bommy. He has a fair boat and was only rubbing the bricks for a short time. Some time later in the day he noticed that there was water in the centre bilge area. On pumping it out it slowly filled up again. A test of the water proved it to be salt so there was a problem. The poor owner was imagining the costs of haul out and expensive repairs. I was invited in on inspection found that there appeared to be a hair line crack in the concrete on the bottom of the bilge. I suggested he dry out the centre bilge and see where the water was entering. It certainly was not coming in through what appeared to be that hair-line crack. Investigations showed that the water was coming into the bilge from further forward in the boat. I thought about it overnight and came to the conclusion that as ferro yachts are built so solidly the mere rubbing on a bommy could never put a hole below the water line or even crack the skin. I went back to him and suggested he check all skin fittings and his sounder transducer and log transducer. What a great relief: the water was dribbling in through the sounder transducer. As with any make of boat if you rub the hull along the coral or rocks and connect with the transducer then you can expect the transducer to be crushed and the seal broken around the thread. The transducer can be replaced by a diver or by leaning the boat against a careening post and do the job between tides. I have replaced one in my hull very easily using a diver and using sikaflex that cures underwater. *R*

Solomon's The Guide

About 3 months ago I had the good fortune to be able to hitch a ride to the Solomon's on a Hi tech 49 ft Catamaran called Margaretaville. Having been to the Louisiades 4 times I was rather keen to have a look at the Solomon's even for a short time. On arrival at Gizo one of the first publications I saw was the Cruising Guide to The Solomon's. I was very impressed and hence this paragraph to inform prospective cruisers of its existence. Everyone going to the Solomon's should have one. It is just about to come out in its third printing and possibly in colour. It can be obtained from Boat Books in Australia and New Zealand. It has lots of aerial photographs and many charts that are no longer available in the market place. At \$60 it is money well spent. It tells you the places to visit and those not to visit. There is a heap of information from other yachties who have cruised through the areas. It is too large a cruising area for one person to visit all the areas himself so much information has been sought from regular visitors to the Solomon's. The original concept came from the Brisbane to Gizo yacht race and Dayle Smith of Brisbane is the man behind the helm. The table of contents runs to 3 pages so that will give you an idea of the scope of the book and it covers 18 Provinces. *R*



THAT BIKE



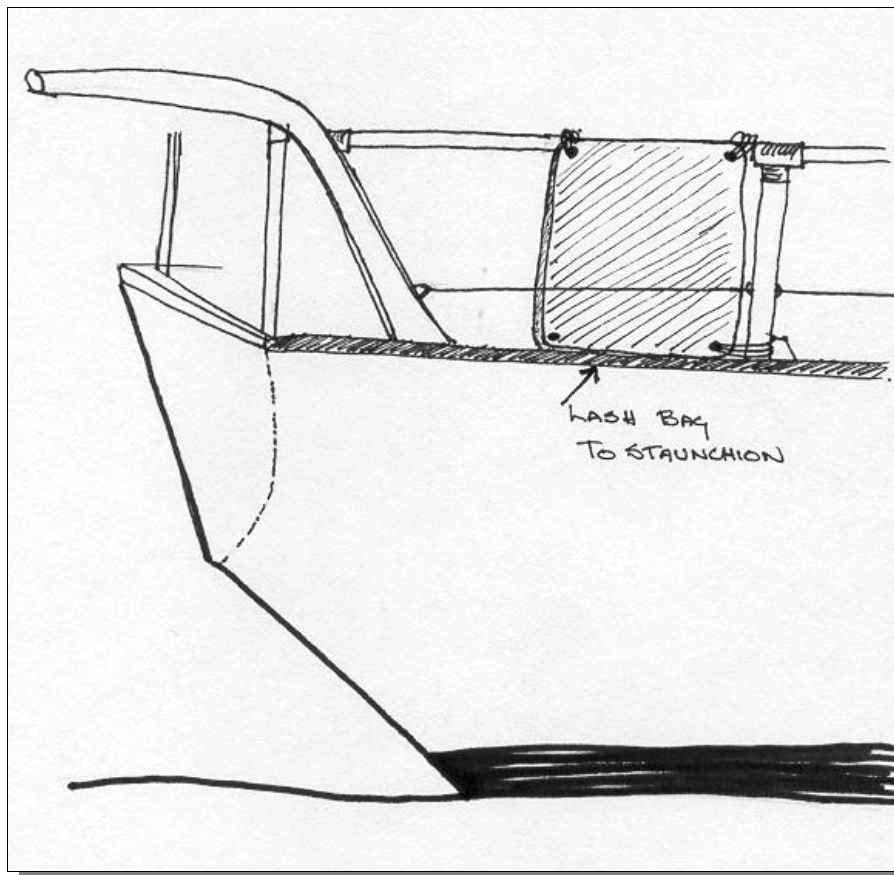
When we go cruising we have lots of difficulty cutting ourselves off from the motor car. Some new cruisers find this so difficult that they hop the car up the coast so they always have it. What will I do without a car? Well let me tell you life goes on without the car and you will find it is not much of a problem. Other cruisers go to the expense of buying bicycles. Having been there and done that I can assure you that this is not really a viable option. It is great in theory but for the time use

you will get from them and the cost and inconvenience of carrying them, give them a miss. Look around at each Yacht Club you visit and note the number of rusty bikes left lingering in the rack. There is nothing worse than seeing rusty bikes hanging from the rigging and never used. You will find that local buses are a great method of travelling around the town and there is always someone who has a car to lend for big jobs. *R*

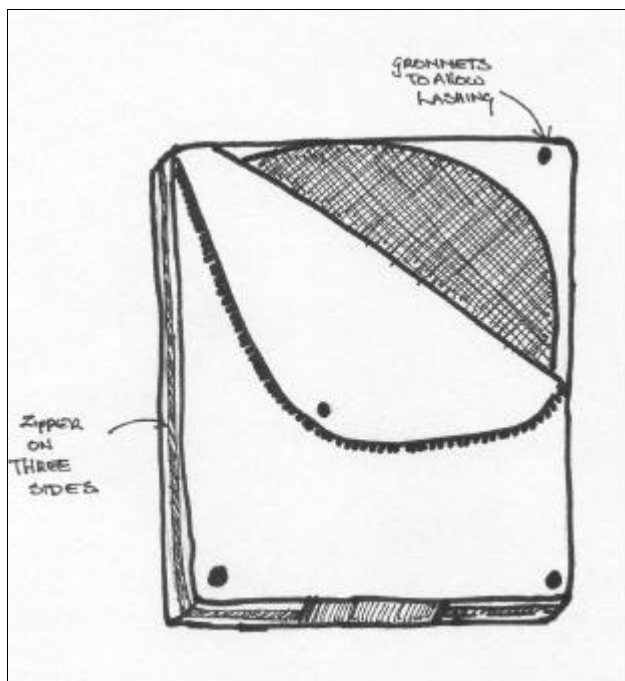
Better Crabbing

by Trudy Snowdon S/V "Lilly Ann"

Fresh seafood is something that I dearly love to eat, but somehow as yet, I haven't quite got the knack of catching fish any larger than a hardy-head. Despite my lack of success, I continue to go fishing spurred on by articles in *Cruising Helmsman* by ocean-going sailors who live predominately by the bounty of the sea. But what does one do with all that pesky fishing gear! You have smelly bait in the fridge, long fishing rods sticking out of lockers and lengths of fishing-line, which seem to end up in every nook and cranny in the yacht. To date the item of fishing equipment, for which an appropriate place of storage has alluded me for a long time, are crab dilly nets. They are horrible round things and whilst they store flat they do not fit neatly into a hidey-hole and catch on everything possible when you try to extract them. Consequently we did not carry crab nets on *Lilly-Ann* for a long time and fresh crab was a luxury item served only at a friends dinner party. The solution. The first thing we did was to throw out those old dilly nets and buy some crab pots. The ones we bought are collapsible mesh, drum-style pots which cost around



Canvas Bag lashed to the stern railings.



Detail of the Crab-Pot Bag. Square flat floats are the best.

\$20 each. We bought these pots as they store neatly and flat and do not tangle as badly as the dilly nets. The second decision we made was to store the pots deck-side to make them readily available for use, rather than in a cabin locker put to better use by storing clothes. We decided to make a flat canvas bag, which is zippered on three sides so that the bag opens out flat. We simply place the collapsed pots on one side of the bag, throw over the cover and zip up the bag. Finally we installed a grommet on each corner of the bag through which a lashing

line is passed, thus enabling the bag to be tied to the stanchions. At last the crab pots are stored neatly and out of the way. So now that we have our crab pots organised we decided to put the new system to the test and catch ourselves a crab or two for Christmas dinner. The result was one crab and two decent sized Bream! All tasted pretty good...

Now I have to work on a solution for storing those pesky fishing rods. But then, given that I am getting better fish in the crab pots may I don't need those rods any more!

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