

Aboard Sengo

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April 2021

Annual maintenance

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One of life's necessities



Looking for Lumps!

Stiff necks for no gain – strolling though koala territory

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Binna Burra fix

Enjoying the last rainforest walk for a while

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Cleanup and Annual Maintenance

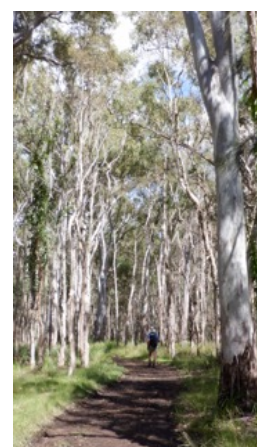
Back to the boring aspects of boat life



Up sh*t creek without a.... Kayak

Well, not quite – but the Coomera River at the lower end is a very dirty, thick, brown! Half of April was spent in Tasmania. The other half was spent back in Queensland, around and on board (Aboard) Sengo. But... we weren't going anywhere – we were either in the yard or in the river adjacent the yard waiting for parts. So Aboard Sengo April 2021 can be summarised on this page.

Having arrived back in the 'Sunshine State' on the 13th April we thought we had at least five days to spare before Sengo was sent in to the yard for 'annual' maintenance. It turned out the slip yard moved us into the working yard earlier than expected, which meant we might even get the chance to get back in the water earlier than expected (indeed the shipwright was ready to finish earlier than we expected). That wasn't to be; firstly we had to wait for new (replaced) anchor chain to turn up, then we had to wait to book the travel lift (the yard was busy and working around a public holiday) and then we had to wait for parts from interstate – some of which were all important parts for our toilet as by the end of the month we had one dismantled toilet (head), and the other toilet (head) we had in commission was leaking and needed to be cleaned up each time we used it! Finding out our gas set-up hadn't been converted to Australian Standards as it should have been on handover was an added complication, and one that would delay our departure further, because we were waiting for parts from interstate for that as well!

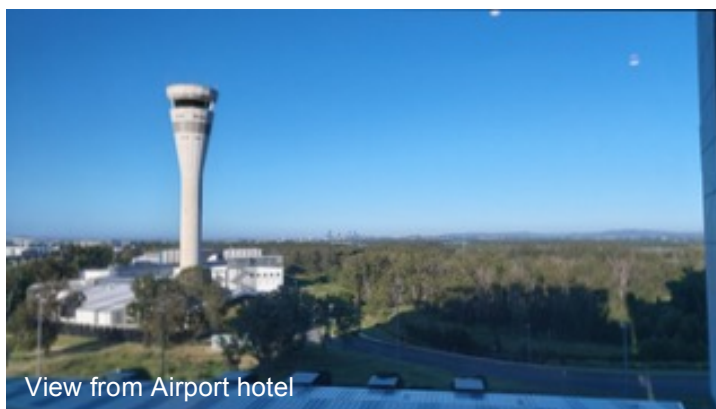


Time on the slip is always a good opportunity to lighten the load of the boat. We managed to dump a fair load of rubbish, gave away the bikes (we hardly use them and because of the salt they need to be serviced every time we do), and we gave away the kayak (the idea had been that if it stayed it would only be in two parts, not three, as a single not a double, and we would get a second single kayak). We didn't give away our paddles however – they are good paddles and we wanted to keep them.



The process of cleaning the boat took a long time, and indeed was not finished by the end of the month. The boat was such a brothel and so overwhelmingly messy that I found doing a little bit every day meant the job was going to be done properly (rather than just shoving stuff in cupboards) but it meant the mess lingered.

At the end of the month we were still in Coomera, chafing at the bit to leave the Gold Coast and head north with the rest of the cruising fraternity.



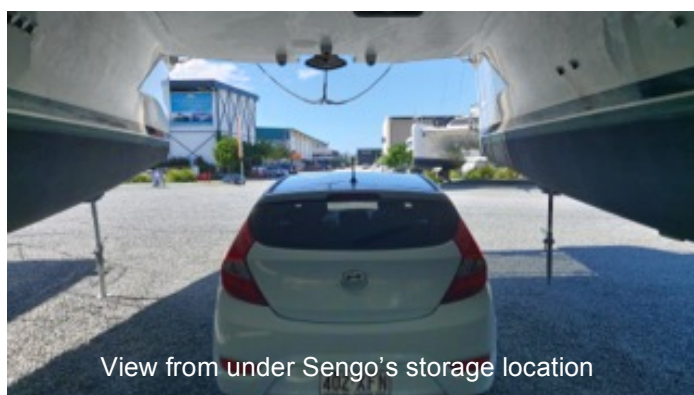
Back in Queensland but not on back on Sengo

Brisbane Airport Ibis Hotel to Runaway Bay

14th April 2021. Having flown back to Brisbane from Hobart yesterday we awoke this morning to magnificent blue skies. The view from our hotel room window showed a beautiful sunny day outside. And whilst the sunny views in Tassie were gorgeous in the morning, they were also cold. We were looking forward to being back in the warm.

Downstairs in the café, I ordered an omelet for breakfast, hoping this morning's experience in the eatery was going to be better than the one I'd had last night. All went well until I spotted someone's eyelash on the plate; it wasn't the reason I stopped eating breakfast however, I had eaten enough anyway.

At 1000 we were picked up and delivered to Premier Car rentals on Hope Island. From here our first task was to check the boat. Sengo's new covers look great, and the top hatches seemed initially to have held with the 'biblical amount of rain' this area has had over the past



two months (not my quote). We had placed some external covers on them to ensure this but we were to find out this was a mistake. There was however a very wet and mouldy sheet on the floor of the C2 head. Clearly we have a leak! The red throw rug under the cockpit cushions in the C2 shower was also wet (damp), and after moving the cushions outside to the back cockpit table so they could dry, I removed the damp red throw and the soaking mouldy sheet from the floor. My hope is that these two large pieces of material have soaked up most of the water and we don't have water in the bilge...that would lead to bigger problems.

Finally after all initial checks we opened some of the windows to let in the fresh air - and switched off the dehumidifier.

Because we had booked a massage for Andrew at 1700 the original plans for the afternoon got a bit mixed up. So instead of logging into our accommodation, going for a walk and catch up with **Anapa** and then bringing a simple dinner back to base, we ended up going back to boat, masseuse, catch up and dinner with **Anapa** and then a later than expected return to base (an airbnb in Runaway Bay) in the dark, where we are sorry to say we weren't that social, holing ourselves up in our room and watching Contagion on the TV (how appropriate) before going to sleep.

15th April 2021. The dawn chorus seemed to be the harsh call of crows this morning; it wasn't the melodious start to the morning that was expected. The house was fairly quiet when I got up, one other guest was making a cuppa when I entered the kitchen and the hosts had been up early to put out basic breakfast provisions - or they'd put them out before going to bed. Of course we had supplied our own to cater for my wheat-free status. I indulged and took a hot chocolate and my breakfast outside and started to read the book I had picked up at the Hobart airport two days ago. As the day got warmer Andrew emerged with his breakfast and we admired the rainbow lorikeets flying along the canal area.

I spent most of the morning at this patio area until close to departure time.

When we left our accommodation it was back to boat and a series of jobs, trying to fit as much in as we could within a couple of hours. I set about washing and drying the throw rug that had got wet under the cockpit cushions, and threw out the really wet and mouldy sheet. I also managed to do a basic run of polishing our metal tap fittings. Then for the clean up! We had left the boat in a fairly messy state so the long process of decanting stuff in the back cockpit and internal living areas began, and the 'putting away' started. Andrew during this time was scouring our credit card statements, now that we had access to them, and got onto Woolies to point out a few more of the rogue fraudulent transactions that they didn't pick up – the ones that lead to the cancelation of his card in February whilst we were in Tasmania. After this he got into 'maintenance mode' and started organising contractors for the gas and the water maker, and notified the shipwright that we were back in the State and could be now scheduled in to his timetable.

The original idea when we got back to Queensland had been to book a night at an airbnb just to give us some leeway to work out what we wanted to do. The airbnb we chose was lovely (actually it was very swish) but by the time that we had decided that we wouldn't go away for the four (to six) intervening days between our arrival and when the slipway had us booked to go into the yard, someone else had booked this airbnb for the next few days. We found another one close by (technically closer to the boat yard) and by early afternoon we were organising ourselves for the next four nights off boat. – this time in Upper Coomera. You can't stay on the boat when it is in storage.

Just before we left however we grabbed the esky out of the bilge so we could use it for lunch for day trips - we weren't necessarily going to be spending the next few days at the slip yard working on the boat – we would wait until she got moved to the yard next week. Well, that was the plan anyway.

Just as we were driving across to our new accommodation the slip yard rang us. They were moving us up. Instead of moving us into the yard next Wednesday (6 days away) they were going to do it tomorrow! Yikes! Because I wanted the new covers protected whilst they were in the yard (to avoid getting covered in muck – e.g. epoxy as they did several years ago), we then had to get onto the shipwright and interrupt his plans. There was also the issue of dropping the rudders that needed be taken into account – staff had to be available at moving time – six days before expected.

I was hoping for an afternoon walk but with all the organising, that didn't happen. Instead we sat in the patio of our accommodation reading – or rather Andrew read, I had an afternoon snooze on the outside couch. There was a pool at this location but despite it being 29 degrees we didn't go for a swim. Dinner was at a local Indian restaurant (there seemed to be a few in the area) before we retired to watch the AFL.



Oxenford Lake



Oxenford Lake

The unexpected move

16th April 2021. The alarm was on for 0600 and we were out the door around an hour later. Once on site at The Boat Works the morning went like this:

- Take dehumidifier off kitchen bench
- Put two loads of washing on
- Put bottles back in the bilge in front of the bed.
- Strip bed and move mattress
- Mop up overflow of coolant under bed
- Start folding washed clothes
- Start putting stuff away in kitchen; the boat was a brothel!

In the mean time the shipwrights had turned up and covered the new covers with plastic and loosened the rudders. The travel lift turned up sometime later than 1130 and the boys from the shipwright were on hand to catch the rudders as Sengo was lifted off the ground

Sengo was placed in 11. Row 1. Spot 1. And facing the sheds lining the river. Not that we could see the river with our new covers down and the plastic over them.

After lunch was time to reflect on the next steps.

Sometime in the afternoon we caught up again with **Anapa** and then went for a walk around Oxenford Lake. I spent the evening on the Aboard Sengo February newsletter – mainly putting in arrs, ells, cays and the number four in,

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17th April 2021. We could have had a bit of a sleep in this morning. Technically we had until 0830 to get back to the Boat Works to 'meet a guy about a hatch'. I woke up as normal and was out of bed at 0620.

Of course when talking about contractors no one ever relies on perfect timing. The shipwright met us on site and informed us now that the hatch guy wouldn't get there until 1130. At 1330 he finally turned up! There goes the day. Any possibility of a bushwalk was gone, the predicted rain hadn't yet come, but the afternoon was, essentially, 'shot'. Instead we caught up with **Anapa** for a final cuppa before they move from the Paradise Point anchorage. Their plans have changed to keep

them in the Gold Coast area longer than they expected but depending on our timing in the slip yard we might still be a week or so behind them before we head north for this sailing season!

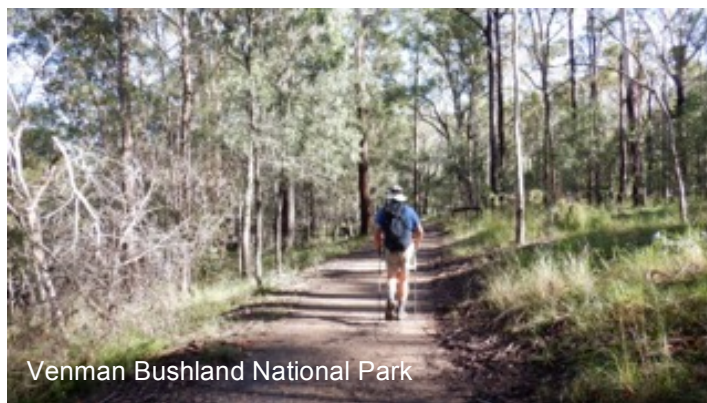
Hanging around all morning waiting for others hadn't seen us sit idle. I had managed two loads of washing, and folded them for later sorting, folded up all the clothes that were out of the cupboards on the starboard side, made some inroads into putting stuff away from our Tassie trip, washed down the starboard side of the back cockpit so we could move the cockpit cushions over and have access to the table, washed down the seats of the port side of the back cockpit so we could get the paddleboard paddles out of the living area, washed yesterday's dishes, and made lunch,

Andrew had got the fridge seal details to a local who can make us some new ones, searched for and found the fibreglass deck pattern mould for some upcoming repairs, researched and ordered some vents to put in our clothes cupboard doors, and conversed with the shipwright and the hatch guy. We had also cut a section of isolation to act as a door to keep the yard dust out of the back cockpit.

We were back at our accommodation before 1700 where we watched AFL for the entire evening.



Venman Bushland National Park



Venman Bushland National Park

Looking for Lumps! !

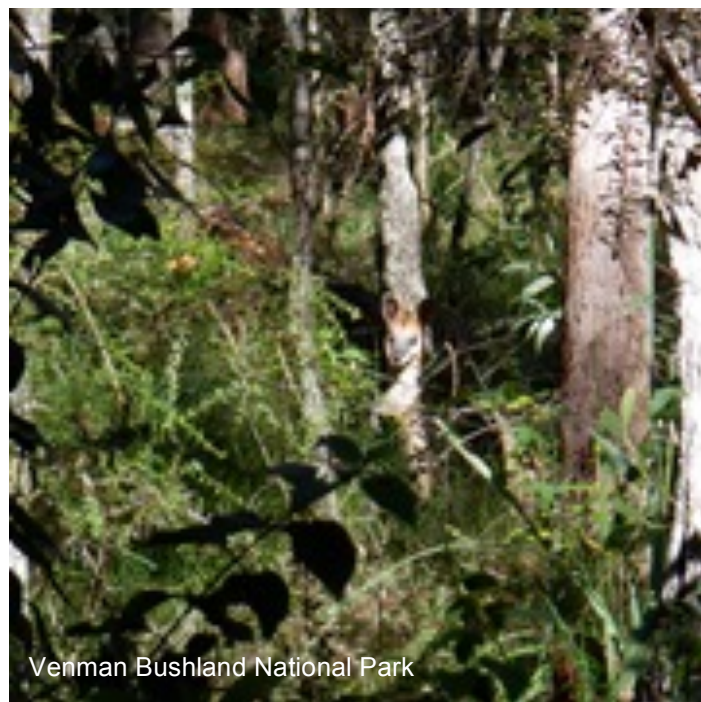
18th April 2021. We finally got a reasonable recreational walk in today – although it was over two tranches. Our first destination was Venman Bushland National Park, a reserve only around 30 minutes drive away from our accommodation. We started walking around 0830 and had seen three macropods within 20 minutes! The circuit is 7.6 kilometres long and we knew it was popular as the car park was reasonably full, but we didn't see other people for quite some time – it seemed they were all walking the other way around - as once we 'd seen one lot of walkers pass us from the other direction, we then saw many. The picnic area at the start of the park has quite a few nice heavyset wooden tables and we enjoyed lunch here (with a few curious and demanding magpies) after the walk.

Our second walk today was at Victoria Point, or rather two short ones, around Point Halloran and the Bill Scudmore –Smith Park; the first a small loop amongst a forest of paperbarks (and lots of mozzies) and the second, a there and back between houses and coastal forest. Because of the human habitation this second section wasn't so exciting, although the forest was a nice outlook – and again full of mozzies.

Both the Venman Bushland National Park and the Paperbark loop are known for their koalas (the Venman Bushland the subject of a massive community fight to save it just for this reason). We spent the entire time keeping an eye on what was above us - looking for grey furry lumps – we didn't see any. The unexpected delight of today was



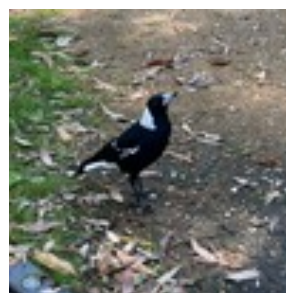
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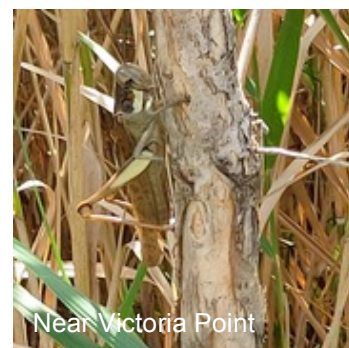
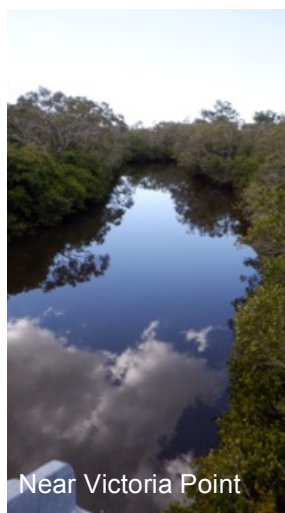
Venman Bushland National Park



Venman Bushland National Park



meeting a boat we'd not met before, but like a few others, have been over time, keeping in electronic contact with. They were on the slip at the Redlands City Council Marina - the facility was just past the end of the there-and-back route so we thought we would have a look. It is a working yard but there are no facilities suitable to lift Sengo.





Our trip home was a bit slow – we'd seen the smoke in the distance on the freeway for quite some time. We didn't expect to see a car on fire. I feel sorry for the owner – we suspect was the young lady standing adjacent up wind from the flames.



19th April 2021. I was up early to have a chat and say goodbye to our hostess. After breakfast we packed the car and headed to boat. I didn't have the boat keys ready (as I normally do) and couldn't find them. Fortunately we'd given a spare set to the shipwright and his engineer was on site, so we managed to get onto boat, but after stripping everything out of my bags and searching the car several times I still couldn't find the keys. The place we had stayed at has a number key lock so I went back there to search inside again, and couldn't find them either. Back at boat I had an idea; the only spot I hadn't checked was the zipped section of my computer cover – and thankfully they were there. Talk about a stressful morning!

After this it was straight to work; folding the clothes we'd been off boat with over the past two days, moving stuff off C2 bed so the engineer could look under it, starting to clean the living area bit by bit, to the point at the end of the night I could sit on half the couch and use the table! That was an achievement!

Andrew had ordered some vents to go into the bottom of our clothes cupboards- not the sexiest option but practical, as hopefully they will help give a bit more airflow through and mitigate the

need for a semi regular airing of the cupboards - and washing of the jackets. We had found some that were available from an Australian company based in Victoria and ordered online – the information being that mail would take 2-3 business days. We rang the company to see they had everything in stock and discovered that the items would be sent from the Brisbane location. We don't have to wait for the mail - we can pick them up! The office closed in 65 minutes. Whereis.com suggested it would take us 51 minutes to get there, traffic pending. We made it. After the pick up it was off to Logan Homemaker Centre to check out Howards Storage – for the replacement to the system that we store our underwear in. I would have liked a look in Ikea but we had no time – and Andrew was 'over shopping' –although somehow he managed to be enthusiastic enough to check out kayaks in Anaconda and BCF!

We arrived back to boat with a salad and a warm chook for dinner. After finishing February's newsletter I managed a bit of recreational reading before bed.

20th April 2021. We woke up at 0610 and were up not long after. The only obvious new noises at that time were that of a few cars driving almost silently into the yard, and the background noise of a compressor engine, or the like, towards the river. I got up and made my way to the live-aboard facilities. On the way back the glorious morning sun was shining down Sengo's flank and the crows gave an occasional call. The yard would be busy soon – the workers start at 0700.

Breakfast and our morning cuppa were routine for the first time in a couple of months – we were essentially back to normal in familiar surrounds –

except that the surroundings, both inside and outside, were a little cluttered.

At just after 0700 I heard the first travel lift of the day storm into action – I couldn't see it as I was working in the front cockpit with the covers closed

We didn't do a lot today but Andrew did organise to re-gal the anchor, and started sourcing chain for a new anchor chain – (the old one is appalling (to the point of clearly damaging my anchor locker and we have only had it since November 2019! It is in much worse condition than the one we gave up which was six years old!) Unfortunately we couldn't find the receipt so had to send the provider a copy of our credit card statement. They then asked for the batch number – really – if we had paperwork with the batch number on it we would have paperwork with the receipt on it – shouldn't they have that in their system?

The fellow that services the outboard engine turned up today as well. He used to have a little shed on the corner of Beattie Road but The Boat Works has commandeered that site for future works so the mechanic now runs his business from home. To get him the outboard however we had to lower the tinnie. Last time we lowered the tinnie the Boat Works were more than happy to lend us some trestles (or rather the yard boys upgraded the crappy ones we had borrowed elsewhere to something more practical). This time however for some reason borrowing trestles wasn't possible; we got a phone call around 90 minutes after our request stating 'there were companies that hired trestles out'. We always thought the Boat Works a 'can do', 'yes we can' location. Perhaps it was the inexperience of the caller (she was new), or the fact they didn't have any free, but Andrew didn't have time to enquire or argue – the mechanic was due in 10 minutes! In the end we lowered the davits to way beyond where we normally do, and the mechanic and his assistant removed the engine. We then raised the davits again back into place. It worked but it wasn't a stable work area.

By the end of the day the cupboard doors had been taken away so the vents could be put in

the base of them. The vents are aluminium, we couldn't find appropriate wooden ones, and we are therefore working with the theory of 'if you can't hide it, highlight it'. They should vaguely match the door handles.

The main engines got a real clean out today; the contactor spending most of the day in the engine bays. Whilst our engine bays aren't as cramped as some, I am sure he got sore and stiff muscles

As it was our wedding anniversary we went out for dinner and it took Andrew a while to find a restaurant he was happy with. Unfortunately we were one day too early in the week to get the fine dining option, a fact we didn't realise until we got there, so ended up in the associated bistro for dinner. The food was still nice, just some of the fancy options weren't available.

Andrew also got a strange phone call from the office –asking about our potential move tomorrow – but, but, but - we have already moved and you should be able to see us! Admittedly Andrew said the lass didn't have a lot of conviction in her voice, suspecting something had been done without being noted. I think there are a few admin procedures being missed at the moment; that is the second odd situation we've come across, the first regarding the use of a cancelled credit card. I have the impression that the office is very busy, but there are days when the yard seems quite empty; I suspect we are in some sort of transition period.

21st April 2021. It was around 0650 when we woke up. It was light outside and we knew the work yard was going to spring into action at any moment – we were just lucky it wasn't summer when work starts at 0500! It was time to get up. Sure enough a few minutes later noises stated emanating from around us and I heard the travel lift start up at 0710. Unfortunately it was too late to broom down the condensation on the deck. The first priority was to empty the front port hatch for the generator service later today, and we will have to do it again tomorrow when the contactor comes to replace the water maker filter.

The chandlery has agreed to replace the anchor chain and it is 'maybe' due Friday... or Monday; timing is a bit confusing as the shipwright wanted to finish with us on Friday but we can't get back in the water until next Wednesday anyway!

A gasfitter tuned up today. Our Gas line has been deemed to be non-compliant to Australian Standards. It was supposed to have been made compliant to Australian Standards when we got the boat, but clearly wasn't. We've had two contractors check the system, the second recommended by Leopard as they didn't believe the first. (The fellow that handed the boat over believed it had been done). So now we have to wait for this job to be done before we can go cruising this year – the only catch - we are waiting for parts from Hobart. So even if we get in the water Wednesday we don't know how long the post will take for this gas part to come though... so we might be stuck here a bit longer. The cupboard doors with their new vents in them went back on today- they look quite good. Now I could start putting more stuff away to give us more room in boat. Whilst I was out food shopping, I picked up the new seals for the fridge –all I have to do now is clean the fridge compartments and get Andrew to fit them!

We did another circuit walk at Oxenford Lake this afternoon but instead of crossing the M1 to get there, we parked in the car park at Amart on Dreamworld Parkway and accessed the walking trail by walking under the M1. This added about 1 kilometre to the walk but was much easier to get back to boat. Winter is coming – the sun is going down earlier these days and it was dark when we got back to the car.

22nd April 2021. It was another late start and we got up at 0700. Sure enough the travel lift started 10 minutes later. Andrew had organised for the topside smooth bits to be polished and the contractors turned up around 0730, and worked most of the day.

For us it was a day of odd jobs. Andrew fixed a door, glued the fin back on his paddleboard, and had a go at the stains we have created on the deck due to tape (we all make mistakes). He also spoke to Leopard about our non compliant gas – they are arguing the case that it was signed off in

Sydney when the boat arrived, but I would argue that when you get a second opinion from a gas fitter who they recommended who says the boat isn't compliant - then fancy that – it is isn't compliant. (we know of another boat where the compliance of the gas got missed – they just picked it up a lot earlier).

I had a go at the anchor locker, did some washing, tidied a bit more – a long process and the boat is getting slowly back to looking less like a brothel and more like a boat. I also sorted books out that we are happy to get off boat – those I have read but Andrew doesn't want to. I also read a bit, did the dishes and went shopping twice. The first time was for food and materials for Project Yellow, the second time for dinner.

23rd April 2021. It was a cool and overcast morning and I was up early, at 0550. I started with some computer work but there was boat work to be done. After I had defrosted and cleaned the fridge (never done enthusiastically) Andrew put the new seals on. And we put more clothes away. We discovered we had a leak in the starboard head – but the chandlery can't get a spare kit for parts in for about a week, so Andrew went internet searching. A supplier in Sydney is out of stock but one in WA had two kits available. They should be able to get us one in a few days via express post, which, as it was due to arrive on Tuesday, should be here before we get back in the water. The re-galled anchor tuned up, but, as yet, there is still no chain. I got in touch with Wild Earth about replacing my tent bag kit. For sanity's sake, I managed a bit of recreational reading and we decided on a walk for tomorrow.





minors, willy wagtails, and a galah who we almost stepped on at the end of the track. We think that this animal is an escaped pet. We also heard a superb fruit dove –which we were surprised at, we weren't expecting this species this far south.

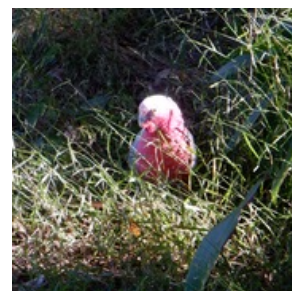
Getting back in the car we decided on a slightly convoluted trip home, driving through the Tweed hinterland and across the scenic rim with magnificent Tweed Valley views, before merging into busy populated Gold Coast

Running around

24th April 2021. Today was a day based out of the hire car. After breakfast we headed to Paradise Point for some decent bread, and then down to Southport to look at Whitworths (didn't buy anything) and Clarke Rubber (where we bought some white marine grade vinyl to go over Project Yellow). We then continued further south and headed down to Wild Earth in Burleigh Heads where we were picking up a replacement for our tent peg bag (that blew away on the 3rd April at Esperance River camp site in Tassie).

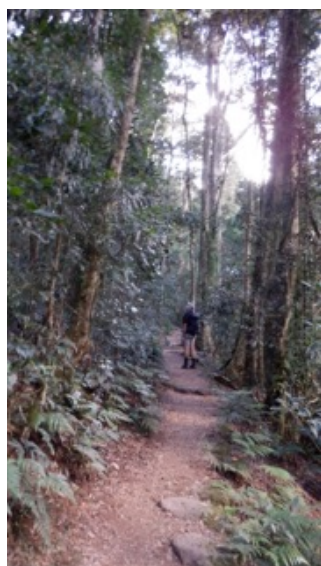
Then I was looking for a walk. Originally, yesterday, we had chosen one near the David Fleay Conservation Centre at Burleigh (which we actually think is part of a mountain bike circuit) and we had lunch sitting on a pile of rocks in the car park before we were to start this. However as I needed the toilet before the start of the walk, and the closest facilities looked as if it were going to be inside the Conservation Center, we got back in the car and drove toward the Burleigh shops instead. From here I suggested we cross the border to a small walk along an inlet near Tweed Heads West – the trail listed as the 'Scenic to Peninsula Drive Cycleway'.

The walk is fairly flat. Cyclists would get off just before the end and head up a roadway but we took the path to the end – where a sign blocked the way stating 'private property.' The view along the path is pleasant although not riveting. Birdlife was minimal although sightings included a drongo, sea eagles, a great egret, noisy





25th April 2021. Andrew's folly! After my lonely vigil last year on the water, I didn't bother getting up for the dawn service this morning. Instead we arose at normal-ish time. Andrew had seen on the web that Woolies opened at 0900 so we headed over to Westfield Coomera at 0830. We thought if we got a big shop in now we wouldn't have to worry about it just before we got put back into the water. He was partially right. Yes Woolies at Coomera did open at 0900 – but not today! Although Queensland is taking a public holiday tomorrow for Anzac Day the big retailers seem to be taking the holiday on the day itself (possibly to make this consistent across the county). That makes sense but it is confusing for the shoppers. So we had a nice cuppa at a café that was open (about the only thing that was) and headed back to boat for more maintenance and clean up. Andrew had stuck my round spot on the paddleboard last night and we moved the board out of the way off the cockpit table, so the table was clear for the next project.



Paradise Point fruit shop over the supermarkets any day). It was then back to boat for a quick lunch. I had been hoping for a good walk today but when you start thinking about it early afternoon with an early sunset your options are limited. Maybe, just maybe, we might be able to do the 5 kilometre walk from the Trail Head at Binna Burra – the loop walk with Tullawallal Circuit

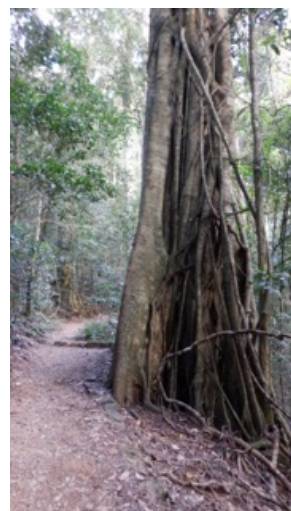


26th April 2021. We headed back to Westfield Coomera today and managed our big shop at Woolies, as well as ticking off a few other boxes; Andrew got some new shirts at Lowes (he has lost weight), we picked up a new toaster from Kmart (the old one was close to 20 years old and had died); got coffee beans from Coles; and I went in to Lincraft for bits and pieces for covering the life ring (Project Yellow) and the all-important zip. Of course they didn't have a zip nearly long enough for the life ring as an individual item – so I got a continuous one. I have never used a continuous one before – apparently you just measure off what you want and cut it!

We also headed to Paradise point for more decent healthy bread, as well as a big meat shop at one of the two butchers there, and a big vegie shop at the fruit shop (give me the

According to interps on this walk there is a 'pocket of Antarctic beech *Nothofagus moorei* on the summit', and this is the northernmost patch of this species in Australia.

But when we got there we didn't stick around to admire them. On a normal day it would have been a lovely spot to sit and contemplate the world – however, it was now getting late and we wanted to exit the rainforest before dark. We did however hook up with a chatty European couple on the way back –it was nice to be social but it was not quite the peaceful walk we'd were hoping for. Still, I got my Binna Burra rainforest fix. Depending on what happens next week it might be the last for a while. Back at boat we spent the evening tidying up and putting away all of our food



Tues 27th April. My job of the day was to cut out the pieces in the bright synthetic material for Project Yellow and sew most of it up. It turned out not to be the prettiest job but it will do. The new chain tuned up at 1530 (thankfully as putting it on the boat whilst we were on dock would have been a fiddly job) and we spent the next hour and a half threading coloured vb-cord through to mark the length so I know how much we are putting out when we anchor. We have not tried this method before – and it is initiated at the suggestion of another – we shall see how it works. Dinner was turkey sausages at the bbq area – which was a bit lonely as we were the only ones there.



Project Yellow. The vinyl on the life-ring was disintegrating. We could buy a new one for 60 dollars or I could refurbish it. Unfortunately any marine vinyl I could easily get to (Clarke Rubber) was not bright yellow. So I decided to cover the ring in synthetic dress fabric and put a marine grade cover over the top to protect it. On the 25th April I started on a mock up and got it to look like it would just about work. All I needed after that was a zip, some thread and some more pins: in the process of starting the project however I'd found that some material in my sewing box was wet and mouldy initiating a clean up – and the necessary replacement of some rusting pins.





Getting off dock.

28th April 2021. Sengo went back in the water today. I avoided the experience and stayed on dock, particularly as we were going onto a berth when we went back in. The process took longer than I expected mainly because the mechanic wanted to check everything on the engine. And when we did get on the berth he then wanted to take Sengo for a test run, so we got back off again, temporarily – you think that decision could have been made before we tied up! It was just after 1200 when we got back to dock, and we had the water maker contractor now doing his in-water tests. All seemed well. Now it was just a matter of waiting for some toilet parts that were due yesterday. According to Aus Post tracking they'd been delayed – not sure how, last reading was they were on their way to Arundel – which, in the scheme of things, is not that far from Coomera.

My job of the day was finishing off Project Yellow. I had cut out the pieces yesterday so all I had to technically do was sew them together. There was one anomaly; I was sure that the original side seams were in a different place to where they seemed to line up on my pattern. I suppose it didn't matter as long as they reached each other. I used photos to get the lugs in the right place. As it turns out I should have clicked that with the side seams a bit awry that something wasn't quite right. I had put the top and bottom pieces on the opposite sides. The zip was originally on the outside, not the inside as I made it. It all worked out in the

Waiting....

29th April 2021. We got up early. I did a couple of loads of washing, and some vacuuming, and the windows were measured for new seals. Our exercise for the day was a walk to GCCM to visit **Anapa**. The toilet parts hadn't shown up so we made decision to stay so mail could turn up (a cost we were going to later regret).

30th April 2021. The mail still hadn't arrived this morning. So to save money we got off dock and anchored out the front of the slipway. It has been almost three months since we've anchored anywhere and I was a bit out of practice. The threads to mark the distance on the chain worked well for my estimation of how much chain we had out – which couldn't be much there is not a lot of space in the river, and we found our first attempt a bit too close to shore and other boats. We were happy on our second go. It had rained yesterday and slightly overnight but the early morning was mostly dry. It was however drizzling lightly when the anchor went down mid morning. And it got wetter as the day went on. Thunder was heard during the afternoon and by the dark evening lightening could be seen in the distance. At around 1900 a storm cell was going over us. Our new covers are doing their job – only a couple of very small gaps where we will have to find sponges to fit in during harsh rainstorms. The new test seal over one of our hatches seems to be working well. A tap on the hatch above the port bow however, produced drips and the adjacent window was leaking in C3.

There was no point us moving too far away as we needed the part for the toilet, and we certainly weren't coming back in a tinnie in the rain to get it. And anyway, our preferred hidey-hole for storms on the Gold Coast (Tiger Mullet Channel) was getting worse weather.

I spent most of the day on the Tassie Trail write up.

