

# Aboard Sengo



## Mastless and Motionless in Morton Bay



**Mastless**



**All in 20  
Minutes**



**Somewhere  
different**

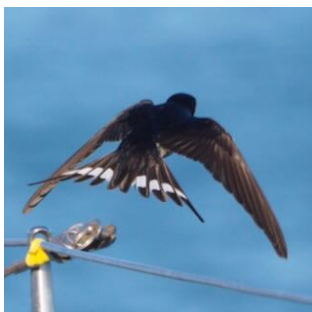
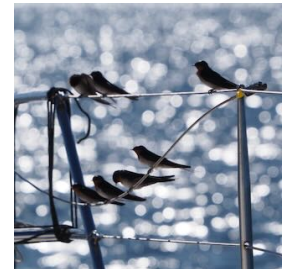
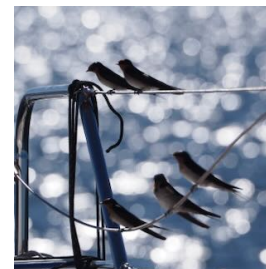
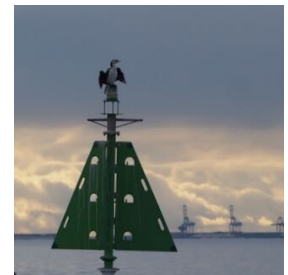
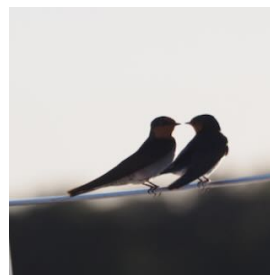
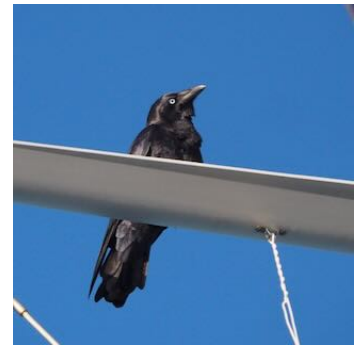
## ‘Mastless and Motionless’

### And... ‘Not Much!’

Having being diagnosed with rigging issues in May our priority has been to get them fixed. However this involves contractors and schedules. Whilst the vague timing was purported to be ‘about a month,’ actual timing was somewhat longer. So we waited until we had a date to drop the mast. Then, after a slight delay to that, we just waited.

Weather during June was reasonable but cold; and occasionally, very cold and rainy. We even reverted to long fleecy pants and slippers for the majority of our afternoons and evenings. (A stark contrast to friends who were in Cairns suffering the heat - but we were jealous of their location as by this time in the year we had aimed to be much further up the Queensland coast). Access to shore was minimal but we did manage a couple of walks we hadn’t done before.

We started the month in our usual spot on The Gold Coast. We ended our month slightly further north amongst the southern Morton Bay Islands.

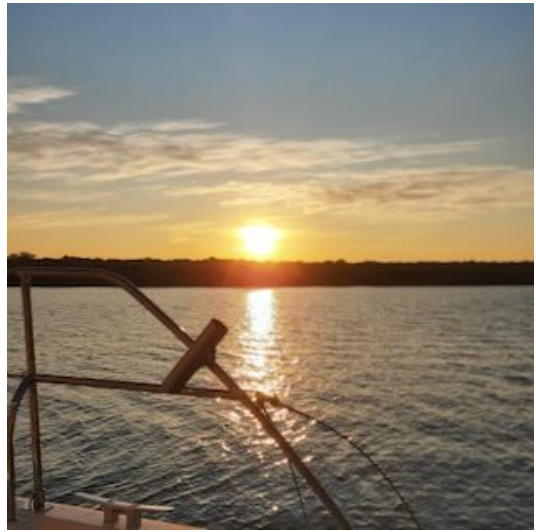




### Paradise Point - our usual spot

1st June 2023. We were up at 0645... just as the sun peaked its head over South Stradbroke Island. There was little cloud. The boat traffic had been busy for a while; I suspect fishing tinnies were the main cause of the earliest bow waves. It is Andrew's birthday and we originally had the idea of visiting a fancy restaurant at Sanctuary Cove. But as time crept up to us, and we didn't book, we ended up at Paradise Point instead. There are several restaurant options along the promenade at Paradise Point...we chose the Thai. We hadn't been there before and the food was quite good. We were back on boat around 1500.

For the rest of the afternoon and evening we read. Lunch had been extensive and we were not really hungry. Andrew had cheese and crackers to satisfy his 'nibbly' stomach for dinner. I didn't have anything; I was well and truly full from lunch.



2nd June 2023. The sun was up when we got out of bed around 0730. Fishing boats had been pushing past for some time, gently rocking the boat from side to side. Jet skis rushed past at 0816. The morning routine didn't change...breakfast and Brexit! (Our usual YouTube look at British politics).

There were clouds to the east but the rain radar didn't show much...just a speck of white on the screen.

We didn't have a walk today but we did manage a yoga session in the evening. We filled in most of the day with reading, although I did have a snooze for a couple of hours. Andrew worked on the deflated tinnie pontoon.



3rd June 2023. The first bird heard this morning was a whistling kite. Today I managed some washing... the first rinse of the yard work-clothes. I didn't bother with my shorts..they were going to be chucked out. My other job today had been a rust run of the swim ladder..only a small job but at least I felt like I had done something.

It was cold for most of the day. We didn't work on the tinnie pontoon. We didn't take a walk We didn't do much. I did read a bit, tidied the linen closet, made bread for lunch and we both managed a short yoga session at 1700.

We had stuck around this anchorage until today because a local suggested there might be fireworks off the Surfers Paradise beach tonight. We did head outside at the expected time, but even though we could see them they were too far away to be impressive. So we headed inside and spent the evening watching AFL instead (sort of.. I was reading a Jeffrey Archer novel at the same time).

Yoghurt for breakfast - Chicken with carrot salad for dinner





4th June 2023. We were up at 0745. The clouds were grey. The wind was up but not excessive. Boat traffic had been up for a while.....jet skies zoomed past at 0800. It was another day of not much.



My only 'boat' job today was redoing the ties under the couch covers so they don't keep slipping off. It was a fiddly job as it involved leading a rope through a folded over edge with a safety pin. I tried to save time by using a pin from new shirt packaging instead of the usual safety pin, which I would have had to dig into the bilge to find. The gamble didn't pay off and I got stuck half way through one cover - in the time it took to retrieve the pointy sharp end without ripping the material, I could have completed three covers!.

It rained during the day.

5th June 2023. At 0720 when we got up it was grey but it wasn't raining... but rain was definitely on its way. I rinsed out Andrew's work shorts from the yard for the second time....the water was still dirty!

Overnight had been windy but I didn't bother to get up and check the gauges. If I had I would have realised we had left the gauges on, and, combined with yesterday's lack of sunshine, we found this morning that our power was down to 45 percent!

It rained on and off all day. We had another go at the tinnie bolt rope track and I finished the Larapinta write-up.



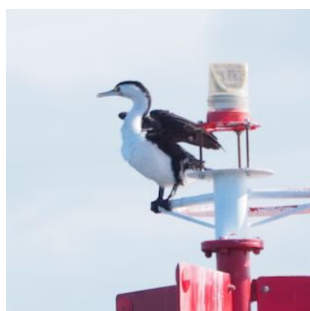
## Moving North...temporarily

### Paradise Point to Morton Bay (Canaipa Point)

6th June 2023. Fortunately, no rain! The anchor was up at 1055. We motored north, timing the high tide for the shallow bit to the east of Jacobs Well, and not worrying too much with the pass underneath the powerlines at Rocky Point in Main Channel. As usual we stuck to the western side of the channel within a couple of meters of the pylon, and as always we breathed a sigh of relief once we were safely under.

We discussed a couple of ideas with regard to where we were going to anchor tonight but we finally agreed on our familiar Canaipa Point anchorage. The anchor was down at 1400. The wind had been light for most of the trip but as usual had picked up along the channel between Macleay and Karragarra Islands. I seem to recall we were sailing last time we traversed this section of waterway - but given that the forestay was hanging on by 'the proverbial thread', sailing wasn't an option today. Winds dropped down after we anchored.

The late afternoon was spent chatting to friends (R & M) and I published the Larapinta write-up.





7th June 2023. We got up at 0700. It was quiet...until a plane flew over at 0710. Bush Birds were calling from North Stradbroke Island.

Andrew confirmed with the rigger the timing for tomorrow's trip up Eprapah Creek. I wiped down the top hatches, put their covers on, and cleaned out the front port bow locker.



In the late afternoon we dropped the main sail. The wind was low but not non-existent so the base did flap a bit during the operation. We were not entirely in tune with the process, and nearly forgot to mouse the reef lines. The sun was going behind the horizon as we finished the job. We were back inside at 1730.

A pelican flew by in the twilight..





## To Redlands...or not

### Canaipa to Macleay Island

8th June 2023. I had begun the day with a headache. Was it dehydration or nerves? The first thing we did this morning was put fenders down the starboard side in preparation for a hard dock. The second thing we did was put the battens we had taken from the mainsail yesterday into the sail bag.

The anchor took a little while to get up this morning...there was lots of mud... but we were motoring out of Canaipa at 1000. We were due to be on a floating dock inside Redland City Marina at 1200. For most of the passage across the bottom of Morton Bay we were travelling a little faster than 5 knots, so we hung around outside the sand bank at the delta of Eprapah Creek for the tide to increase. Finally we started our traverse...

There were several bouts of 0.00 on the gauges as we headed in. But we were still moving. Until we weren't! It was the second time we got stuck on the sand bank (the first time we had wiggled off) when we sent the contractor a snapshot of where we were. He noted we weren't hugging the red marks. That is all well and good in theory, but when we did hug the red marks we still had 0.00 underneath our port hull and the starboard' was deeper..showing 1.5meters in some cases.

By the time we had hit the sandbank for the second time there were only thirty two minutes until high tide - the tide was essentially not going to get any higher. So the choice was, once we had hopefully wiggled ourselves off this spot, either to keep trying to get into the creek, or to get ourselves out of here and find somewhere to lick our wounds for the night, and contemplate alternative options. We chose the latter.

Whilst it was rather stressful for me, Andrew came through with a much more even attitude. We were certainly entertainment for the birds...two types of black and white cormorant, and several terns, enjoyed the show of our embarrassment from the top of the lateral marks.

We chose an anchorage location we had used before - between Macleay and Garden Islands.



Once anchored and settled at Macleay I realised, again, that I had a headache. Dehydration? Stress? It was horrendous. The headache from this morning had dissipated somewhere during the middle of the day, or perhaps my thoughts were somewhere else. This time I think the pain was related to a strain in the neck. I got Andrew to give it a bit of a massage and then I went to bed. I got up just as sun was setting, feeling slightly better after some anti inflammatory tablets. By the time we had dinner of fish, beans and carrots I was feeling much better, although I still took more ibuprophen before going to bed.

Evening entertainment had been watching the end of Season Two of Wayward Pines on SBS.

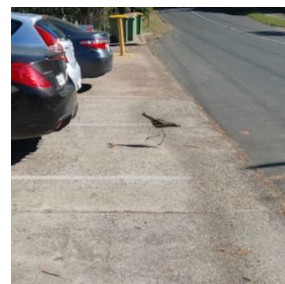
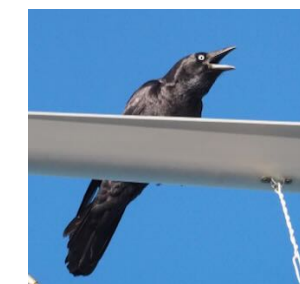
## Macleay Island

9th June 2023. I woke up at 0300 with an extremely sore shoulder. That's what yesterday's issue was..all the yanking of the sail bags and reefing lines had stiffened up shoulder and neck muscles - the headache had probably been referred pain. Instead of taking a tablet I went for the anti-inflam cream. I woke up at 0730 feeling much better.

I checked our collection of fenders for an adequate number of long thin fenders and found I needed to blow up the two 'good' ones if we wanted to have enough for Plan B on Monday morning. I didn't check the barge boards (they hadn't been used since Western Australia but they are thick planks of wood so I was quite certain they would be fit for purpose), but I did put away the ropes and fenders we had put out yesterday.

Weather wise, it was nice day, at last, and we planned a walk. The skies were sunny, although the wind a little nippy. It wasn't exactly strong but was enough to create waves in a direction so Andrew got wet in the tinnie heading for the docking area at Macleay Island.

Last time we were here we tied up behind the walkway of the ferry terminal. Impractical, probably unsafe (you had to be an acrobat or gymnast to manoeuvre your tender around to the steps) and possibly illegal.



This time there were works in the area so the option wasn't available anyway. We saw one individual with his small tender get to a stone dominated shore just before we did. He was gone by the time we had put the anchor out. He climbed the fence near the seat...we followed the shoreline toward the steps but ended up climbing up the break-wall rocks. The situation wasn't ideal but it would have to do.

Our first task was to visit the tiny hardware store to see if we could find a new drill. Their range of drills however was limited, so Andrew would have to wait until we got to Bunnings in order to put the starboard pontoon back on the tinnie. The cafe next door didn't offer much inspiring for lunch so we moved on. In fact there wasn't much inspiring for lunch offered at the other cafe or the pub either, and we settled for parmigiana and smoked salmon salad.

After lunch the plan was to check out the golf course (predominantly to see what their menu was for next time) before walking to Corroboree Park and back to town. We were going to walk to Perulpa Point but the tide was up and we didn't want to be away too long. Besides we didn't want to overdo it...it has been almost two weeks since we got back on the water, and around 10 days since we had a decent walk. According to my phone we managed 6.77km today.

During lunch we gained a friend for a few minutes



After a shop of apples, eggs and cheese at the SPAR we headed home.

B i r d s .  
Pelicans,  
white faced  
herons, ?  
ducks, wood  
ducks, craven,  
willy wagtail,  
magpie, grey  
butcherbird,





rainbow lorikeets, stone curlew, galah, kookaburras (some being harassed by noisy miners), pied stilt, pied cormorants, sea eagle, swallows mudlark, bronze wing pigeon, egret great?, silver gulls



## To Raby Bay

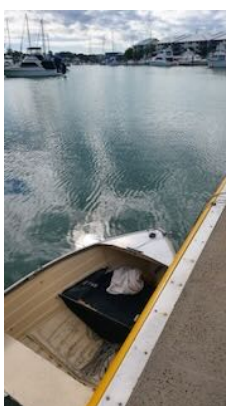
### A new anchorage

10th June 2024. We woke up at 0630. The anchor was up at 0650 just when the sun was coming over top of Macleay Island. Breakfast was scrambled eggs at 0730... whilst we were under motor. The anchor was down at 0820.



Raby Bay is a new anchorage for us. There were quite a few boats already anchored (or on moorings) and I suspect some of them are permanent. Because of the depth we were anchored a fair way out from shore, which meant we copped the movement of both normal swell and waves from the wind, as well as bow waves from two directions; there are two channels to shore here; one to town - one to a boat ramp and channel estate.

After lunch of pumpkin muffins we headed to town. The public jetty is the highest I have seen and it was a climbing exercise to get on to it. We wandered around to get our bearings; within a couple of blocks there is both a Coles, a Woolworths and a green grocers, as well as other useful (and non useful) shops.







We read when we got back to boat and binged on SBS ON Demand after 1700.

11th June 2023. We were woken violently at around 0420...the boat was rocking so much that the lid came off the frypan! When I heard the clamour as it hit the floor, I thought it was a rubbish bucket and expected an almighty mess to clean up. Fortunately there was no mess to clean up. Also, fortunately, no dint in the floor!

After breakfast at 0845 ish we pulled out the barge boards to check if they were ok.

We were actually social today - catching up with D & W for lunch at Cleveland. It is almost two years since we last saw them, and that was just for an hour or so, at an anchorage in Central Queensland.



## Mastless!

12th June 2023. I certainly didn't expect to end up in the same anchorage this evening as the one we left this morning... it is just that we ran out of daylight!



The alarm was on for 0600. The anchor was lifted at 0645, and we were tied to a floating dock (Manly) just before 0830.

The sky was grey, it was raining but there was minimal wind.

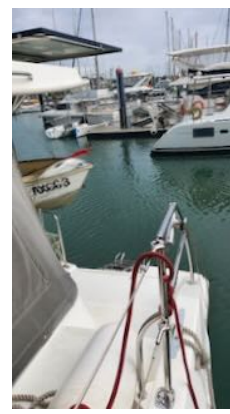
The contractors were kitted up in rain jackets when we came into dock and I didn't miss the quip about the weather. Yesterday's conditions would have been lovely, and indeed the offer was made, but had we rescheduled the work in for yesterday we would have been travelling back over the sand bank that had halted us a few days ago. Yes, the tide was technically 20cm higher than Thursday's failed attempt, but I didn't trust it!

So, Plan C was scheduled for today at Manly marina, and for whatever weather conditions that may entail.

Of course Plan C had changed to Plan D just before we got there: instead of tying up to the hard dock straight away we got to tie up to a floating one for prep work..port side tie up. We got this request just after we had prepped the fenders and the barge boards on the starboard side. Aaaarrggghh.

As it was it all worked out without too much extra fuss. The barge boards had long thin fenders behind them. We could use our normal teardrop fenders for a floating dock. With both fellas from the contractor on dock to help us, in the rain, it was a very smooth landing.

We got to the hard dock a little later than expected, a boat having to be asked to move. I was busy pulling up the port



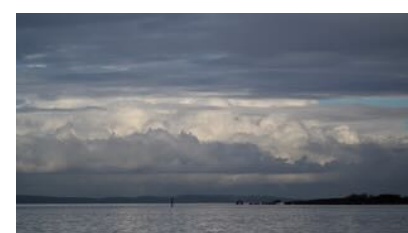
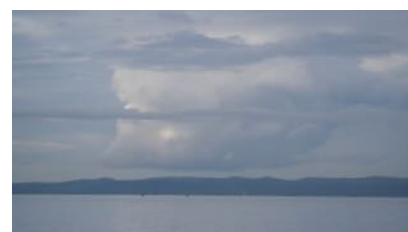
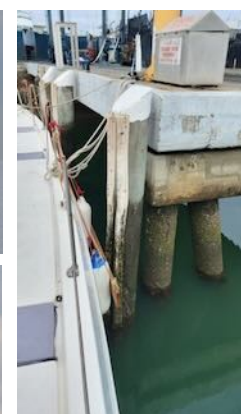
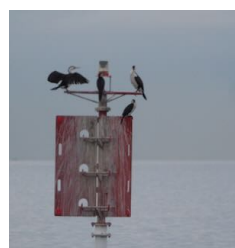
side fenders when we approached the hard jetty, Andrew asking me to look up and watch where we were heading. I nearly had a heart attack. The schematics of this area on the internet look much bigger. In the end, after a small amount of mild panicking, we were tied up, a foot or so from the hard jetty, hanging off with the wind, and a foot from the end of the jetty opposite! I have no idea how close we got to the Lagoon behind us on the way in but clearly he noticed, offering to move a couple of meters forward to help us get out again. The fenders on the port side went back down again.

Once we had said goodbye (temporarily) to our mast (thanks to the precise and practiced operation of a crane) we were free to go. With my fluttering heart we managed to extract ourselves from the hard dock without incident and to make our way to the fuel dock. Drive in, of course, which meant we were going to have to reverse out....just another stressful situation of the day. Tying up wasn't an issue and Andrew did manage to work out the automatic payment machine. The challenge was the length of the fuel line. It didn't quite reach across the back of the boat to the port tank until I noted a clip holding the system up, and after a bit of scrutiny (and the help of another boatie) we worked out how to release it. This increased the length of the line but it wasn't the most subtle release; it was so quick that Andrew managed to get a skin burn on his wrist.

At this point it was mid afternoon. We left the fuel dock at 1414. Given the time we didn't have time to get to Macleay Island - we headed back to this morning's anchorage.

The afternoon weather had cleared a bit, or at least it had stopped raining. There were varied cloud patterns and admiring the congestus to the south-east entailed watching a baby elephant.

A pelican had welcomed us in as we headed in toward Manly Marina. A gannet farewelled us as we were leaving



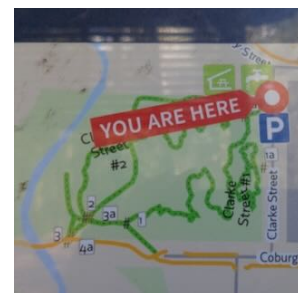


13th June 2023. The idea had been to go for a walk to the lighthouse this morning and then head across to anchor off Macleay Island this afternoon. As usual, it didn't quite work out that way.

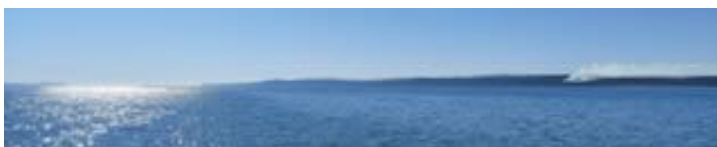
The first thing we did was put the pontoon back on the tinnie, even though we knew the inner tube still had a slowish leak. But it was good enough when we lowered the tinnie to the water.

We headed past the closest marks up toward the boat ramp, the access jetty between two concrete road ways into the water. Like the jetty near town, this pontoon was high off the water. We had intended to use the jetty to get off and then walk the tinnie across the roadway and anchor it off to the side in the mud. This proved impractical as the slimy mud on the concrete ramp was exceptionally slippery and I could see that we were likely to sink some inches into the mud. It was not going to work.

Instead - we headed into town to tie back up to the public jetty, and getting to the road we turned right. The aim had been the Scribbly Gum Conservation Area but it took us thirty minutes to get to a small adjacent park, and given the time of the day it was prudent to turn around and head back rather than get ourselves lost in a reserve and not get back before dark. We made one stop before heading back to boat - a very late lunch at a Japanese restaurant



A boardwalk near the main road



## Back to Macleay Island

14th June 2023 . At 0700 there was bright sunshine outside. And no wind . Boats in the anchorage were facing in all directions. There was a very slight ocean roll as a light bow wave went past us.

We started lifting the anchor up around 0800. Due to some quirk of tidal movement we ended up doing several pirouettes before we got the anchor up. Fortunately I had to clear the anchor locker only once. As there is no cross bar on the boat at the moment I am avoiding stepping on the tramp, so lifting and manoeuvring around if I have to lift the front hatches is a challenge in balance...but not impossible.

I didn't notice any birdlife on the nearby marks, I had my head down cleaning the mud off the anchor until well after we had left Raby Bay.

The anchor was down on the east side of Macleay Island (Jencoomercha) at 0950. Finally it was time for breakfast: scramble eggs, turkey and fetta.

There was still a little wind and we noted a fire on North Stradbroke Island, the smoke of which waxed and waned as the wind increased and dropped during the day, the direction also changing. The area looked large enough to be a planned burn-off, but that is a guess. A fire on the west side of Jencoomercha was also showing smoke but we didn't see it clearly enough to guess its reason, the area up this northern end of the island is mostly residential.

We had anchored between two sets of crab pots and shortly after we anchored the commercial fisherman came to check his catch. Four pelicans followed him from one group to the other and a fifth pelican was heading in. I ran for the good camera to

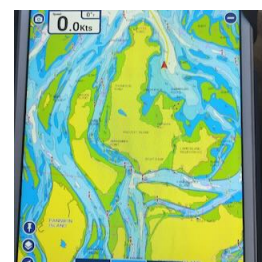
capture this parade - unfortunately the battery was dead!



Two boats came past later in the day, one motorboat, and one small mono sailed in, both anchoring to the south of us... and further in towards shore.

I was actually expecting to get more recreational reading done today but instead I polished the top of the port gunwale. During our last sojourn off-boat, Sengo was placed in the yard initially for storage. At some point Sengo was moved but I wonder if that was before or after we got acid-like splodges on the gunwale tops. One coat of Fast Cut 3 has not removed all of the marks. I will Fast Cut 3 the starboard gunwale tomorrow and then look at try number two.

Other jobs of the day....make bread for lunch, tighten screws on hard top, deflate tube, check out blogs, listen to YouTube. But mostly it was polishing.



15th June 2024. No wind. Or, rather, practically no wind. No clouds. Warm sun. Normally a great day to get off boat. Fellow cruisers had suggested whilst a significant proportion of this coastline has waterfront properties, there is some parkland that you can take the tender across to, to access shore. Google maps isn't all that useful but the municipal map from Redland City Council shows some high-tide kayak launching spots; therefore road access. We didn't however get to shore today. That is not to say we didn't get any exercise - as I polished the starboard gunwale top and the port gunwale sides. Andrew got the power polisher out for the sections that looked like they had been struck and discoloured with acid after their stint at the slip yard. He had some success but the marks are still there. Other jobs included cleaning the marks of a diesel spill off the back step, and some rust stains from fibreglass. Other activities included recreational reading, UK politics youtube, reading a friends blog re their past European holidays, and listening to the bush birds on shore. As the sun went down a turtle said 'hello.'

16th June 2023. Bush birds called as I emerged from inside as usual in the morning. Bright sunshine. No clouds. Up around 0700

Today we had two different sorts of visitors; a cormorant..who didn't move until I got to about 3m away, and pod of 3 dolphins playing and feeding

Today's boat jobs: polished undercoat outside starboard gunwale. Not much else. 'Pushed through Bryce Courtney's 'Tommo and Hawk'...I didn't like the end

17th June 2023. Andrew got up before me this morning. I had had a disturbed sleep, waking up every couple of hours overnight so I was in the mood for a lie in.



Today we got the top coat of polish on the top of the gunwales and the sides above the rub rails. A couple of oyster catchers flew past and bird song was heard from Jencoomercha, including kookaburras, rainbow lorikeets and cockatoos.

As far as animal life goes, there was one breath near me this morning as I started the polish but the owner was under the water's surface before I could see who it was. A turtle gave me one breath and look toward sundown but I did not see it reemerge .

The only other job of note was getting most of the discolouration off the stay bases....a final effort at a later date should see them shiny.

The rest of the day was filled in with baking, dishes, a couple of board games with Andrew, internet searches, YouTube and educational reading.



18th June 2023. The sun was rising behind clouds as we got up this morning.

A few fishing boats went past today, and a couple of jet skis in the morning. We saw no water wildlife. A couple of oyster catchers flew past. And stone curlews called from Macleay Island in the evening.

I moved my paddle-board to the outside and washed some of the boat deck.

Breakfast was scrambled egg, turkey 'spam', feta and avocado. Lunch was yoghurt and fruit. Dinner was steak and salad.

We have water in the bilge again. It is clearly something to do with the water maker. Andrew has got longer arms than me - I got him to clean it up.

The powerboat anchored to the west of us left.. and a small sailboat came in.

Recreationally I read a friends blog, read Aboriginal Australians for Dummies, and managed a short yoga session.

---

19th June 2023. Bright sun. No clouds. No wind. All was still when we go up just after 0700 this morning, which was a contrast to last night when we went to bed; when either a severe wind-over-tide situation or a large build up of waves from the north (the wind predictions had indicated north to slightly north east for a while, for which we are not protected) had us 'jiggling' to 'rocking' from side to side for some time. At one stage I heard the wind which meant it was up a little bit, but I couldn't check it. A couple of times over the past week I have automatically looked for the wind gauge on top of the mast....neither of which is there!

There was a mixed chorus this morning; butcherbirds, cockatoos and other more subtle

songs came from Jencoomercha. And the occasional yapping of a dog.

Andrew finally had himself psyched up to service at least one winch today. But that didn't happen. Neither did our scheduled yoga.

Instead, upon investigating the tinnie engine for an ongoing problem Andrew experienced first hand the result of old disintegrating plastic. One piece broke. One is on its way out. On a 35 year old engine! He managed to find a supplier of second hand reconditioned parts and hopefully what gets to the Macleay Island Post Office is suitable. Of course, we have to get there....access to shore at this end of the island is limited, and tidal, and we don't know where the landing spots are...we will be required to row or paddle to land, and then, get to the post office which is at the other end of the island!

I gave some of the deck a bit of a clean, checked yesterday's paddle board repair, baked scones for lunch and made a tofu broccoli mixture for dinner. I also cleaned up some emails and enjoyed some educational reading. Late evening was spent watching The Ashes.

20th June 2023. It was well after 0800 when we got up. It was sunny. there wasn't a cloud in the sky but it was cold. It was also windy, so after having the back door up for a time I dropped it again to save the flapping sides. The wind and tide had us turning in circles, sometimes to a lee shore. Getting enthusiasm to go outside to do any boat jobs was tough.

This morning it was Kookaburras. Around lunchtime it was sea eagles, and just before sunset there was a cacophony of mixed bush bird calls to end the day. The other obvious sound from the island had been the yapping of dogs.

We managed today to find, hopefully, the last leak in Andrew's paddle-board, and polish the edges of the front hatches. Not a big list but given the temperature, about all we could stomach (although the sun was warm out of the wind).



21st June 2023. Despite going to bed after midnight this morning we still got up just after 0700. The sun was up. No wind. And because of this the sun was warm.

We had stayed up some time to watch the Ashes, the game start delayed 3.25 hours due to rain. We suffered through a slow hour or so before going to bed. Runs were not coming thick and fast..they were slow and tortuous. The headline that we won the Test this morning was surprising. Perhaps we should have persisted longer.

We didn't do much of anything today. We even missed our yoga session. Andrew followed up a couple of suppliers, trying to get a tracking number for tinnie parts, and finding the chandlery hasn't got back re the dud chain, and I attacked the mast step with some fibreglass polish and metal polish. It was actually a nice day

The sun was warm and the wind light. Breakfast was quinoa porridge, lunch was chick pea patties, and dinner broccoli and halloumi curry.



22nd June 2023. We got a drop of rain at 2055. It wasn't predicted. The day was filled, as usual, with little activity. We managed a yoga session, glued the hopefully last leak of the paddle board, read a lot, did some research and watched the AFL (reception is not brilliant when the tide changes and the aerial keeps losing connection).

Other half starboard kitchen shelf

## A circumnavigation - at least it felt that way

All in 20 minutes!

23rd June 2023. Compared with the last few avian visitors on our boat we had a slightly smaller visitor today...briefly, before I shooed it off. It was after 0730 when we got up. The sun was out. No wind. 'Absolutely stunning conditions for a paddle if only the water was warmer.

I started the day by doing yesterday's dishes. And then.....

### A day of 20 minutes!

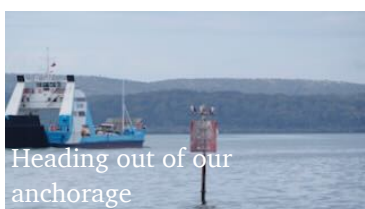
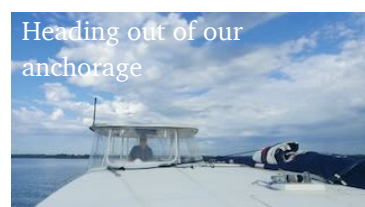
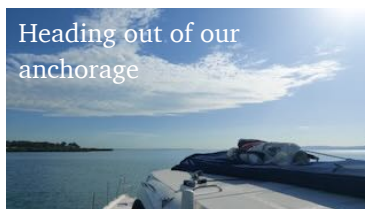
It took 20 minutes to lift the anchor this morning. We started lifting it at 0930 but with all the mud on it, it was 0950 by the time we were motoring out of our anchorage.

The anchor was down off the south east west area of Macleay Island just before 1130...on the channel side of the moorings. We moved back to keep one cat happy but this put us closer to another one. Both were on moorings and technically we were far too close, a strong westerly wind would have pushed us together. But there was practically no wind and the tide was still rising which meant the likelihood of us dancing on the waves towards each other was minimal, at least until high tide - which was due just before 1300.

So we found ourselves anchored with a timeline, and at about twice the distance to a landing area that we had had before we started this morning. To be comfortable we had to be back before the change of tide.

After dropping the tinnie and using a hammer to get the oar holders into their stocks, Andrew managed to row us to the new dock at the boat ramp... in 20 minutes! The fisherman on the end of the dock made the cheeky comment 'Nice day to give the engine a break!' We wish, we thought. I rushed off to the Spar Supermarket whilst

Andrew headed to the Post Office to pick up an engine part for the tinnie. We spent a total of 20 minutes on shore. It took Andrew 20 minutes to row back again!



The tide was technically high enough to get over the shallow bits between the current anchorage and our Garden Island spot but we have already been scarred with sub 1.80m tides this month. Instead of taking the chance we went through half the 'Ws' and took the voyage past the entrance to Redland Bay Marina. The anchor was up at 1300.....just on high tide. It was down at 1430 with a northerly wind against a dropping tide

As we had only had an apple to keep us going between the time we picked up anchor this morning until putting the anchor down in the channel between Garden and Macleay Island, the first priority was lunch! A fry up of sausages, eggs and halloumi was very satisfying.





As the sandbank emerged with the dropping tide, an egret foraged. White bellied sea eagles were heard calling as the sun went down. Other birds spotted...pied cormorants on marks, and an osprey on nest. A Brahminy kite sat on top of a mast east of Lamb Island.

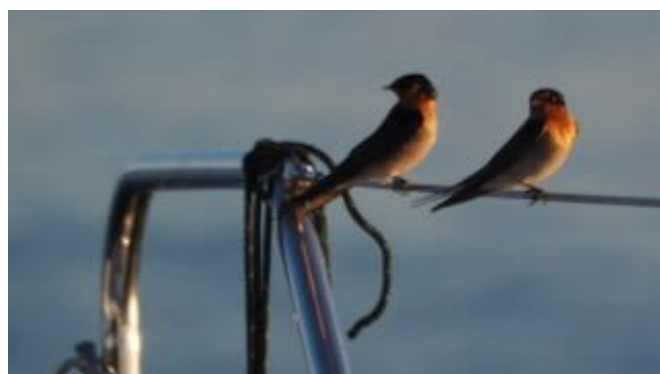
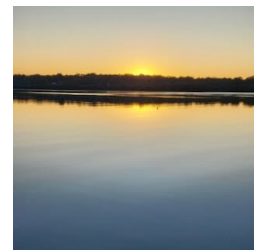
Toward evening Andrew unpacked his parcel. The carby was close ... but not quite the right one.....all this kerfuffle this morning had been to no avail! We were no closer to getting the tinnie engine going again - we would be rowing for some time.

24th June 2023. We got no exercise today. Not even a short yoga session. We did manage a bit of holiday planning for next year, and watched several episodes of a series on 9NOW.

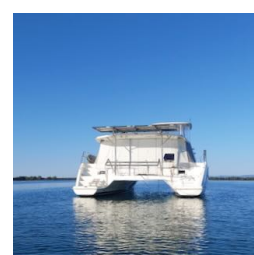


Our choices were to row north for about two kilometres, to the kayak landing site and camping ground, or row south to the main ferry terminal area. - although this time

I was planning we would just land on the sand/stones. Andrew wanted the north option - the change of tide was at 0900...ish. I thought the south would be better - we knew the spot, but I conceded north because if we had to wait for a change of tide to assist us to get back to Sengo if we went south it would be mid afternoon before we could head back. What neither of us checked was access!



What we found was that like the 'kayak launching beaches,' listed in the council maps on the east coast, the kayak launching area on this side is also clearly a high tide concern. We arrived in the area just before low tide and the sand bank (sloshy mud bank) was extensive - there was no way we were going to easily get to shore. We did investigate a couple of other potential landing sites toward the point,



### Aborted walk - but some exercise

25th June 2023. I was desperate for a walk - twenty minutes on shore with a rush to the independent supermarket a couple of days ago does not 'a walk make'. As the engine on the tinnie is not fixed the plan was to row to shore and go for a walk from where we landed. The only issue of course, is that there are not that many places to easily land. And now that we were anchored in the sheltered spot between Garden and Macleay Island we were even further away from potential landing spots than we had been when we were on the east side of Macleay.

and found they weren't (potential landing sites). Andrew rowed up the 2km in 30 minutes. I rowed back in 50 - but I was slightly against the tide for the first part and I have a lot to learn in terms of technique. We got back to Sengo (the water was glass - perfect for a paddle board but not after this morning's row) and decided that that was enough exercise for a day - Andrew had a sore wrist. I had a sore neck.

Birds seen - shell duck? pied stilts, pied cormorant(?),

We spent the rest of the day mainly internet browsing. The water-maker went on and we found the bilge filling up with water again: Andrew surmises this might be a worn three way valve that needs replacing. I spent some time tidying up our email account. Other than that it was the usual: make lunch, do dishes etc. The good news was that by the time I went to bed my neck was feeling better

26th June 2023. We were up early, at least comparatively speaking; out of bed and the bed made at 0645. The sun was over the Macleay Island horizon when I opened the back covers. There was little wind but it wasn't the glass of yesterday morning. White Faced herons, a stilt, and a couple of plovers were on the western sand bank.

It has been a month since we were put back in the water. We certainly did not expect to be still this far south!

Again no exercise today. We were expecting slightly stronger winds today and from the west. Boats to the north were facing west but for most of the day we faced with the tide - except toward the evening when the wind got high enough to overcome the tide.



Windy.com had predicted evening gusts would get to 21 knots. Of course without the wind gauge on the top of the mast we have no idea of knowing just how windy it got

The crab pot to the north of us was only a few meters off our back step as we turned around late morning, and a crab pot was placed within a slightly uncomfortable distance to our south. Fortunately the owners turned up and whilst they had moved the northern crab pot I let them know that the southern one was probably ok - but given where our anchor was and the fact we weren't at full stretch that perhaps they could put their future pots a bit further out.

The afternoon was filled with swallows..... who moved, of course, when I tried to get photos of them. I only managed a couple of shots.

Jobs of the day included cleaning the floor and one wall of our head, Andrew's paddle-board, epoxying a piece of tinnie engine, research for a 2024 trip, cooking lunch and dinner, and two movies to round off the evening





## Stretching the legs!

27th June 2023. We got a phone call today. From the chandlery at The Boat Works. They had heard back from the PWB big boss. Apparently we aren't eligible for a warranty claim because the original chain was sold to us four years ago. The warranty is only for two years - so the replacement (of the replacement) of chain that is only two months old that is rusted beyond the condition of the six year old chain that we originally replaced, is not under warranty, and they won't come to the party. They sold us a chain that was not fit for purpose - three times. The suppliers of the chain shouldn't be in business! (I note the Chandlery has offered us a tiny bit of compensation)

We discovered this morning that Andrew's 'MacGyver' moment with epoxy glue and cork board had worked for the old carburettor, although getting the contraption back onto the tinnie was an exercise in patience. Andrew's fingers were too big to fiddle the nut onto the screw, and so were mine to some extent. In the end it was the use of a wooden takeaway spoon and some blue tack that got the nut in place (after a bit of extra patience as the first attempt didn't work and we had to get the nut out of the bowels of the engine cowel with a metal pick).

Finally all was back together and the engine started! Why didn't we try the epoxy trick to start with; before we tried to access some second hand parts. We had to get the non-conforming carby back to the place in Nerang that had sent it, and that meant a trip to Macleay Island - but as the engine started it was fortunately not a row..

We tied up onto the dock again and we soon had the carby back in an express envelope. We are still going to get them to send us the correct reconditioned carby as a back up.





After a cuppa and nibble we walked 45 minutes up the main road to come to a small shopping strip. Here we found a health food shop and I bought some broth (I was nearly out of this particular product and didn't know when I would be able to get some more. Finding the health food shop was a pleasant surprise). We also had a burger at the cafe for lunch before continuing up the main road to Pats Park; a lovely little spot with picnic tables, play equipment, bbqs, and a nice sand beach to play on. It also had a swimming enclosure. Unfortunately we couldn't enjoy this spot for too long - 5 minutes was all we allowed. It was going to be 90 minutes before we got back to the main shopping centre again, where we had to do a quick shop before getting back to boat. We managed a 13.5 kilometre walk. We got back to boat at around 1620.

The evening was mainly spent sorting out travel insurance.

At around 2015 we heard someone hail from outside. Andrew's initial suspicion of a 'fisherman out of fuel' was miles from the truth. The last time someone did this we were in Ceduna in 2018, and that was an individual who had swum out to us - in the freezing cold - because his 'god' had told him to! Fortunately this evening's visitors weren't as scary or crazy - although they were serious.

The vessel was a Fisheries vessel and they asked if we had a nav light. Yep. I said, On the other side - as we were talking off the port aft step. As it turned out the batteries for the temporary nav light had gone out and the nav light wasn't on. We were as shocked as they were. We did have the blue light on in the helm station as a back up. Fisheries were generous - we only got a warning - it could have been a fine!

28th June 2023. We got up around 0700. The water was glass. There was some cloud. I noticed a catamaran anchored to the north of us but it left around 0730. The morning was quiet - a fishing tinnie completed the scene to the south, no doubt putting out crab pots. I had to chase the swallows off the boat again.



After yesterday, Andrew wanted a non-exercise day - probably as a matter of habit after a longish walk, but I felt fine. We hadn't been carrying any weight yesterday and the terrain, whilst undulating with the ups and downs of the road, was all on concrete footpath.



The wind wasn't particularly strong - at least we didn't notice it whilst we were facing north. We had woken to a cloudy sky but the clouds were high; a lot of them persisted during the day.

Andrew's paddle-board seemed to be holding air - finally - now we just have to get to a warm enough area to use it, and not be afraid of falling in to cold water.

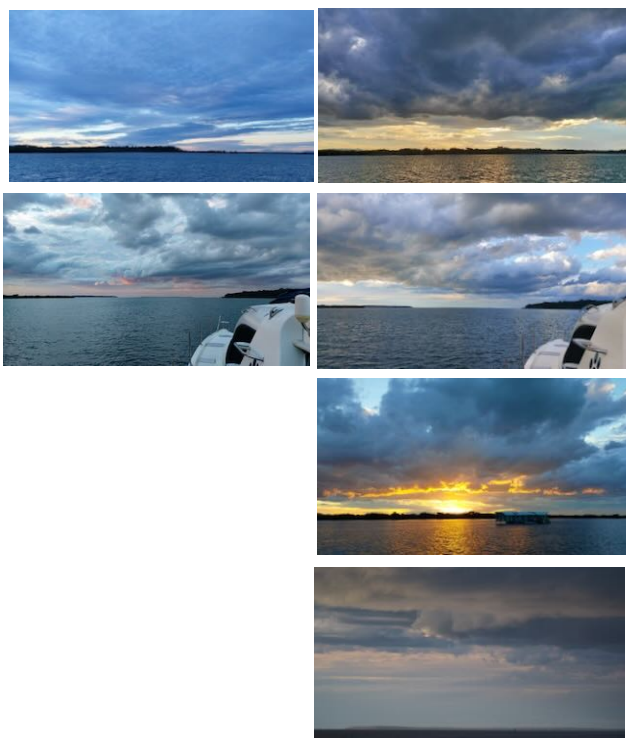


We spent quite a bit of time today organising and discussing next year's holiday. In the evening we watched the Second Test from Lords.

29th June 2023. I got up at 0855 (Andrew had got up a bit earlier). I felt a bit tired and I didn't know if it was lack of exercise yesterday, because I had sat in front of a computer screen most of yesterday, or the fact we went to bed after 0100!

I had got up briefly to turn the nav light off...it looked like it was going strong, perhaps the light being off the other night was the sign of a dicky battery.

Again we didn't get much done today. I booked some hotel accommodation, and confirmed dates for planned hike. We finalised travel insurance for this year's upcoming trip, and managed a yoga session in the afternoon. But there was no communication from anyone re boat works! We are chafing at the bit to start cruising. We don't live on a boat to sit in the one place forever! This lifestyle is certainly an exercise in patience! We watched the Ashes until midnight



## Somewhere different!

30th June 2023. Another latish night - it was after midnight this morning when we tumbled into bed. So we didn't get up all that early. Andrew around 0800. Me a few minutes later - the air temperature inside the boat was nippy but there was glorious sunshine outside, and hardly a cloud in the sky.

I noticed a couple of fisherman dropping crab pots in the other side of the waterway but didn't think too much about them until I went to disturb a couple of swallows from off the lifelines on our port side. The fisherman were now on our side of the waterway. They had already dropped two crab pots and were slowly looking for more spots. Fortunately I got their attention. Whilst the second closest pot would possibly cause a problem in a strong north westerly (which we were not expecting), the closest pot was potentially going to be a very big issue. Once I had encouraged them to get a bit closer I yelled out my concerns - that I had no idea where our anchor was - it could be in front of us, behind us, or to the side of us, and that the pot to our east was going to potentially be a big issue. There was no big discussion but after dropping two pots further away they returned to remove the offending item. Fishermen don't talk much but most are reasonably responsible and considerate when all the issues are highlighted.



Bird list on sandbank/grass bank at low tide. White Ibis, Great egret, pied cormorant (not sure which one), white faced heron, lapwing.

### Too good to be true!

one of this morning's tasks had been to book accommodation in a major European city for next year. I found a very cheap, very fancy property through [booking.com](https://www.booking.com) - listed as 'new' to booking.com. It did seem ridiculously cheap for what it was. The booking went through - 'pay at property' and all seemed good until we got, what we assumed was an automated response, asking us to log into WhatsApp to provide details. I sent an email back letting the hotel know that we don't have What's App and could they email us. The next thing I know is the booking has been cancelled. I thought it was too good to be true. Clearly it was.

### Karragarra

We. have never landed on Karragara, and at first I thought perhaps we were pushing it as we started out from boat just after low tide. The top section of Macleay Island is not land-able at low tide - you have mud and sea



grass fields to make your way to shore. We were however pleasantly surprised to find there were a couple of beaches on Karragarra with solid sand where we could land at low tide, and we came to shore between the boat ramp (and barge landing area) and the fenced swimming area.

I had eyed off my good camera just before walking out the door. And I had also noted to myself that every-time I note the camera I usually end up leaving it behind and missing some great shots. It was the same today. There were some great potential bird shots (I will take the camera next time) that I missed on the island but the best shots may have been on the way back... a pod of dolphins were feeding and frolicking in the waterway between Macleay and Garden Island; a tern dove down in their play area and came up with a fish, and a cormorant sat on the starboard marker just taking it all in.

Of course, as usual, the day wasn't all roses

We left Sengo at just past 1400. By the time we had got to shore and inspected the community shed it was around 1435. We had a lovely walk along roads and tracks on Karragarra and we were surrounded by birds most of this time; a lot which we saw, many more were hidden in foliage. I picked up a couple of books at the book exchange in the community shed (which I wouldn't have been able to do if the camera bag was in my pack) and we checked out the

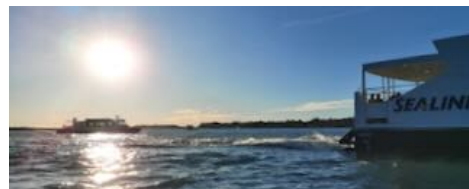




old (and still used) jetty. We didn't get to explore every road on the island and we will be back... but walking and birdwatching are really the only activities here; this is a domicile island only - there are no shops (or none that we saw) -- although we did pick up a tub of local honey from a roadside stall..

We got back to the tinnie to find it seemed closer to the boat ramp than when we had left it. This may be an optical illusion, but it is possible that someone may have moved the anchor.... Which was now underwater with the help of the incoming tide. Getting wet to retrieve it however was the least of our problems. Upon leaving Sengo the tinnie engine had started immediately - and with enthusiasm. Now however it decided to be recalcitrant. We were drifting on the tide, exposed to oncoming waves and a barge was headed for the boat ramp. We saw it coming, which is fine when it is a distance away. When however the drop down section of the barge approaches and dominates the scene when you are struggling to get out of the way - well....lets just say the adrenalin was going. Andrew was understandably a bit snippy. At first I grabbed the oars to try and row out of the way. - but found as my technique for this exercise is not yet refined, that grabbing a paddle had more effect. As the barge turned and dropped his ramp, two normal ferries came into view and the subsequent jet-produced waves did affect the way we drifted. All worked out in the end - the engine eventually started. We eventually got back to boat.

The evening was spent watching AFL (Geelong vs Sydney) and then The Ashes. I was kept amused during the breaks by cleaning up some old emails and editing some newsletter.



- magpie
- pied cormorant
- pied stilt
- white faced heron
- (brahminy kite and pelican on the way over)
- pale headed rosella
- rainbow lorikeet
- rainbow bee eater (first bird we saw)
- many birds in the bush - hidden
- noisy friarbird
- bar shouldered dove
- honeyeater - unspecified
- pacific black duck
- stone curlews
- lapwing
- whistling kite
- And a low flying egret which almost collided into the tinnie on the way back





## And All the Odd Bits!

My good camera has a few quirks. One of them is resetting its date after a time. I am not sure what triggers this but as I was collating my photos for this month's newsletter, I realised that I was missing some. How did I know? Because I remembered taking several of them; even thinking at the time that they 'weren't bad.'

I also now remembered that the camera had prompted me with a reference to date on each of these occasions when I switched it on, but on each occasion I was more interested in getting the shot (usually because of a moving target), than noting the exact 'time stamp' details. So, I know that the photos on this page were photographed somewhere between the 12th June 2023 and the 23rd June 2023 - in fact I may have even referred to some of them in my text. However I am lumping them all together because they now all have the timestamp of the 7th July (at least in this document - saved on our photo disc, they will have a date in 2015)!

