

# Aboard Sengo



## A Mast.... At Last!



## A Mast At Last!

### But also a timeline!

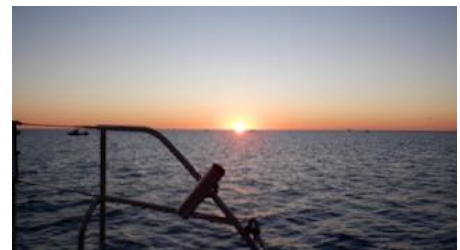
On 1st August 2023 we finally got our mast back; with all its associated and necessary shiny new rigging. Now in theory, we could 'sail off into the sunset' and enjoy our cruising season... Except that we couldn't! We had a timeline - something generally to be avoided on boats. Because we had a land-based 'holiday' booked from mid August, we didn't have time to do much at all. And because we had expected to be much further north by the start of this month, the pen we had booked to hold Sengo for our land sojourn was at Gladstone, along the Capricorn Coast, Central Queensland. By the time we left Manly we didn't have much time to spare at all; but we did have a fair distance to travel.

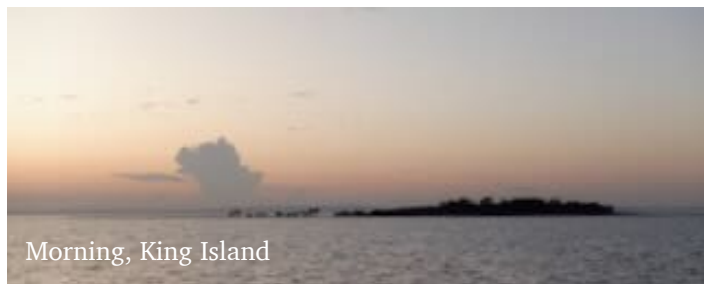
The trip up the coast could be described as somewhere between rushed and efficient. We were lucky, that in the main, the weather direction was useful, even if it was a little grumpy and rough at times. Of course slightly grumpy weather meant we gave our new rigging a good wearing in - although I would have preferred a longer, less stressful settling-in period.

In the end, after our two less-than-satisfying days on the reef, we made Gladstone Marina, and tied Sengo up securely so we could leave boat life for a short while.

On the plus side we did get two days in Lady Musgrave Lagoon. On the minus side we didn't step foot on Lady Musgrave Island.

On the social side we caught up with *Pipon*, *Aquatherapy* and *Kaitoro*, (the latter sadly perhaps for the last time).





Morning, King Island

## Changing plans - again!

### But our mast is back!

1st August 2023. I am not good with change at short notice ....as witnessed by yesterday's minor breakdown whilst coming into the Manly marina precinct. After that shock, disappointment and readjustment, it all happened again today!

I was up before 0600. Yesterday's anxiety had crept into my dreams, and I thought it better to get up and take a strategy to alleviate some tension. Working on yesterday's diary notes didn't help!

Outside was relatively quiet but oyster-catchers peeped as they flew past at 0632.

Apart from the usual morning activities - including breakfast (and our dose of UK politics on YouTube as we ate), we started to sort out latent issues from yesterday's activity. I got into the port bow; clove oiling the walls and getting the dust from the construction work out. Andrew went into the starboard bow to check the electric connections to the front navigation lights... they had supposedly been reattached.... But the lights didn't go on!

In the middle of the investigation of the electrics the rigger called. 'Where did you get to last night?' he asked. 'Not far away, just off King Island', Andrew replied. The rigger had walked past the hard jetty at RQYS this morning. It was empty. After enquiries he found, if he could line the ducks up, we could have it, so the offer was made. If the rigger could get the crane on site at 1400, were we interested in coming into dock this afternoon rather than on Thursday? Absolutely!

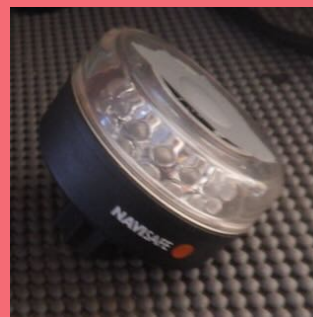
So the thin fenders and the barge boards were put out on the starboard side; the tear drop fenders left on the port side, and we motored onto the hard and, now because of the lowering tide, high dock. There was only one hiccup - when a squeeze rolled the barge board off the fender, it briefly flicked onto the side of the hull, which was probably harsh enough to

cause a scratch. By the time I went to bed I hadn't yet checked.

The crane was around an hour late but in the end we had our mast back. We are starting to look like a sail boat again. The boom and the sails have yet to be installed - and with tomorrow's frisky winds I am not sure how much of that job will be completed. The evening berth was a work berth opposite the lift out spot - at least it was a floating jetty!

Investigation into the wiring of the nav' light determined that it wasn't the wiring that had the problem - it was the actual light - the sealant of which had separated making the so-called 'waterproof unit' no longer waterproof. The Australian distributor of the product is in Brisbane, not all that far from where we were situated. However, the only unit they found in the country was in Melbourne! It wouldn't make today's post. Therefore it would arrive on Thursday. So much for gaining two days - we were required to be here until this Thursday at the least.

An evening stroll before dinner didn't get far - we ended up talking to another boatie. This was fortuitous, as we gained instructions on how to get gate access . The marina office was closed. We ended up at reception at the clubhouse to get a pass code so we could get back in the gates if we went for a walk after hours. Which I fully intended to do before getting distracted by the television. Our system wasn't picking up 9Now which means we couldn't continue with Elementary. We got hold of 7Plus instead and watched the first three episodes of Boston Legal...In a previous life, when television was normal, we watched this show weekly. It was good to see it again.



Our temporary anchor light: No longer needed!



## Strange feelings: I didn't have to go outside and turn the anchor light off!

2nd August 2023. It was the ghostly sound of wind through rigging that first woke me up around 0630 - and although our mast is up it was actually someone else's rigging to the east that was playing the tune. And then came the bird song.. On most mornings, in most places, we are haunted by swallows in the morning. We have had other, bigger, and 'sexier' birds on our rigging but in this marina the morning song is provided by quite a different bird; it is sung by honeyeaters!

There were clouds on the horizon to the east

One of the riggers turned up at 0830. Despite the wind they were preparing to reinstall the sails. I had an epiphany around this time and made a phone call.

When we had left the anchorage yesterday afternoon there was quite a bit of mud to clean off the anchor, and so I hadn't had a close look at the little power boat anchored behind us. I hadn't had a good look at it when it came into the anchorage either as at that time we were focussed on getting the boat tidied up. But this morning something in my brain clicked and I searched marine traffic.com .

**Pipon** has been in semi regular text contact with us for a few months. We haven't spent time with them since Great Keppel Island in 2022, and before that Fitzroy Island near Cairns in 2016 (in a different boat). In the past few weeks we both had been floating around either Morton Bay or the Gold Coast areas. Given our timing I thought we were going to miss each other. And then something clicked in the back of my brain this morning. Yes, according to marinetraffic.com at 0700 - they were indeed the boat that had been anchored behind us at King Island.

'So'. As they answered the phone their first question was 'do you have a mast yet?' I went on to apologise that I hadn't clicked yesterday and they went on to explain that they hadn't clicked either (they are not used to seeing us without a mast and they weren't close enough or at an appropriate angle to see our name). Then when they mentioned they were about to go out for coffee I did a double take. I had spied them at 0700. It was now 0830. It was a mighty long way in the tender for coffee. But they had moved. They had come into dock.

So getting the rigger's assistant's okay to pinch Andrew for a short while, Andrew and I headed up to East Coast Marina for a delightful catch up with **Pipon**. After coffee Andrew headed back to boat. I was headed to Manly to see if I could get an impromptu haircut. **Pipon** was heading out as well and thanks to their friend, H, I got a lift to town.

When I got back to boat the sails were back — Sengo actually looked like a sailing boat again! After lunch I started putting the stuff back in the port bow. Andrew was playing with the electronics. At around 1450 I heard the radio squark. Ah huh, I thought. He's got the instruments back up. A minute or two later when I ventured up to the helm station to have a look, I saw the wind was blowing 26 knots!.

Electronics reattached and starboard bow re packed (the cabins actually look like sleeping cabins again and not junk repositories), we settled in for a relaxing afternoon; we both read.

We caught up with **Pipon** again for drinks and dinner at the yacht club, and met their friends **Aquatherapy**. It was a great night.



## A walk north.

3rd August 2023. The front navigation light was due to arrive today - but at an address the rigger had access to so we didn't know a) what time it was going to be delivered (by courier), and b) whether the rigger would get around to dropping it down to us today.

So, knowing it would be at least afternoon before all that culminated. we went for a morning walk - although it did extend slightly into the afternoon. We had been told the earliest courier delivery was likely to be 1400 so if the rigger was going to detour down to us it would be after that.

Like our stroll a couple of days ago (then from East Coast Marina), we headed north, along the coastal path where available, and continued past the northern marina break-wall - our turn around point last time.

We ended up turning around at the Wynnum Jetty. It was still morning - at around 1130. Andrew had suggested if I fed him then he was up to continue walking. Where I would have liked to have gone to was the boardwalk I had just found on Google Maps. However that was around another 4km away - the same distance that we had already walked and that would make the entire walk around 16km... far too far for our late start given we may have the contractor arrive this afternoon. So we had a light lunch at the Pelican Cafe opposite the Wynnum Jetty, and a coffee and cuppa a little further to the south, ducking into a cafe when it started to rain. The rain had been on and off all morning but apart from this shower the only other precipitation we got was a light shower just as we approached the Yacht Squadron at the end of our walk.

I didn't take the good camera, predominately because of the threat of rain, but I should have. There were several species of bird within close proximity to the path; pelicans and a flock of pied oyster catchers were of particular note.

As it was, by the time the parcel turned up, the rigger had informed us that he wouldn't be visiting us today. I ended up having an afternoon snooze when we got back to boat, getting back up out of bed around 1630.

With around an hour of sunlight left I got Andrew organised. Once we left dock I wanted to get going - I didn't want the extra stress of getting fuel, so we got our trolley out and made two trips to the fuel dock, decanting the fuel into our tanks when we got back to boat. Filling up five jerries each time (that is the amount of jerry cans that fit in our trolley) we found we had three full containers left over. They were tied down under the cockpit table for later use. We finished this job just on dark

Pelicans, pied oystercatchers, silver gulls, ? terns, noisy miner



## A walk south.

4th August 2023. There was a slight drizzle early morning at around 0700. I had been up since 0545. I got some pumpkin soup started before breakfast - using up the whole pumpkin we had, and using the Thermocooker so that once bubbling I could put two pots in the unit and let them cook themselves.

We are finally looking to leave tomorrow - we had contemplated leaving this afternoon after the rigger had delivered the light around 1200, but where would we go? Given that the wind is usually lighter in the morning we decided a fresh start was best. And if the conditions good, we could head straight for Double Island Point rather than taking a Morton Bay anchorage.

There had been a bit of activity on the docks this morning; today was the start of the Brisbane to Hamilton Island Yacht race. Whilst there are, according to the official tracker, only 21 boats in the race, there were a lot of spectator boats that left around 0900 to see the start of the race, including the club start boats tied up behind us.

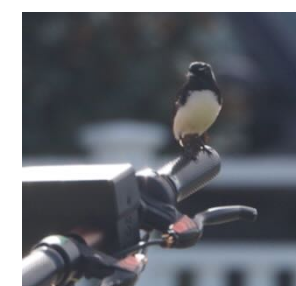
Given there are washing machines here (although not free) I thought I would take advantage of doing a couple of loads with detergent. But I needed change. I had thought that the marina office was open at 0730 but discovered a note on the door suggesting the opening hours were from 0900. I arrived back at 0905 to discover that only a few minutes beforehand any bank notes in the office had all been converted to coins for the washing machines. I had a \$50 note. I came out with 50 one dollar coins - I only needed four!

The other morning job was to put the excess ropes away - the ones that had been in the back cockpit for the last several weeks so the rigger had access to the inside starboard bow. We had to wait for the area to dry out a bit because when I initially got into the area I found a bit of condensation on the surfaces. There was sufficient gap in the weather for this and our timing ended up being perfect. After checking that the area was dry an hour or so after the discovery of the wet surfaces, we first put the fuel cans back and then the ropes, finishing the job just as the first drops of the next shower fell.

Given we were now leaving tomorrow, and given we had no idea when our next land-based walk would be, we opted for an afternoon walk. This time, as we headed out the gates, we headed south, again walking along the shore. The tide was a long way out but there was plenty of birdlife on the sand. The first bird encounter however wasn't shore birds - it was lorikeets!

It is not unusual to hear rainbow lorikeets squawking away, but the raucousness we heard here was somewhat different. Looking up we saw four birds who seemed to be attacking each other near the base of a fork of a gum. On closer inspection we could see why. We think this was a dispute between two pairs of birds over a nesting hole - one pair of rainbow lorikeets, and one pair of scaley-breasted lorikeets. The mid-air tussle was frightening, and was way too quick to comprehend properly. Even when all four birds landed in a smaller tree next to the footpath they were not there long enough for me to get the camera in focus (I had my good camera this time). Wow!

Moving along, the mangroves opened up to gaps overlooking the sand-flats and the bay, and there was one interps board near a set of steps to the muddy shore informing the public about shore birds. There were several sets of steps down to the 'water's edge' along this stretch of coast, although I guess the public would only be venturing down these near high tide.



Moving further down the coast and around along a creek, old decrepit jetties had attached to them old decrepit boats - some of which were occupied.

Part of our return trip was slightly inland, along part of the reserve adjacent the railway line. Again in this area there is a much larger reserve that would have required several more hours to get to and explore. Maybe next time.

Eastern curlews, whimbrels, white faced heron, tern (little?), silver gull, striated heron, great egret, white ibis, willy wagtail, mudlark, noisy miner, magpie, craven, rock pigeon, crested pigeon, lapwing, collard kingfishers, pied stilt, pied oystercatcher, flock of black swans, pelicans.



## Sailing! Finally

5th August 2023. Andrew had warned me last night that he might be a bit grumpy if I got him up before 0700. His idea was to get up at that time and leave somewhere between 0800 and 0830. In the end he got himself up earlier and we left dock at 0735

I had been up earlier - and it was probably my nerves that got me out of bed so early. I put the dishes away, and tidied up the boat and cockpit as much as I could in preparation for the upcoming trip. Also in preparation for the upcoming trip I took tablets for sea sickness. I was hoping they still had some potency - they have been in an outside pocket of the carry-all in our helm station for several years!

The intended route out of Manly had been to exit the marina and then head north east heading between Green and St Helena Islands, before going around Mud Island whichever way seemed suitable at the time. However that didn't happen. Andrew had put the spinnaker blocks on the boat yesterday but I wasn't expecting to use them this morning. So I got a bit of a shock when when he suggested we use the spinnaker. After a deep breath I agreed, but to get a better angle, and fewer boat direction changes for today's sail, we headed east after leaving the Manly marina and between Green and King Island instead.

The spinnaker was up at 0835. We took it down at 1630. We had been passed by another catamaran coming out the East Channel near the top of Morton Island. We were doing 9 knots. The usurper was doing 12.1! I will note the boat had a full main up with an asymmetrical spinnaker, and its name indicated it was a race boat. The cheeky sods raced past and then cut in front of us to head to Mooloolaba!

There was another boat in this vicinity. A power boat. We overtook it, although when we dropped the spinnaker, it overtook us.

Our standard sails were up at 1650 and it got a bit wild a few hours after that. We had 22 knots apparent on a beam reach for a while and I got Andrew up to assist. There wasn't much we could do and it was raining. I found it a bit uncomfortable but despite the pressure and speed the ride was relatively smooth. The anchor was down at the very rolly Double Island Point anchorage at 2315.

Wildlife seen: one whale and a couple of dolphins  
And some hard to identify seabirds.





## Crossing the Wide Bay Bar

6th August 2023. My back had been slightly grumpy yesterday morning and a day of sailing never helps - the helm seat isn't that comfortable on the back. We have put a cushion where we sit but I never quite get around to shoving a cushion behind my back. Rocking from side to side in bed doesn't help either and this morning I woke up with very familiar aches - but ones I haven't experienced for a long time. The wind sounded like it was picking up last night when we went to bed, and this morning it sounded steady but formidable at 0630 - but it was only blowing around 10 knots. All boats in this anchorage were facing the wind...the swell on the other hand - was high - and was side on. We had noticed the effect of the swell on the cat to our east when we had come in last night - I hate to think what the occupants of the pretty trawler that we followed up the coast were feeling - they are further out.

We had initially expected to leave the anchorage around 1000 as that would give us two hours to get to the start of the Wide Bay Bar. I had however noticed boats leave the anchorage earlier (with the rocking I am not surprised) and had seen boats travelling up the coast pass us by and head for the first waypoint. Checking the weather forecast I realised the wind wasn't going to get any better - but the swell was predicted to get worse. The change in tide height from 1100 to 1200 was not going to be noticeable compared to the swell so I convinced Andrew to start the journey earlier. We travelled the distance from the anchorage to the Wide Bay Bar under genoa - the wind switching between 10 knots True to 16 knots True had us travelling from 2.2 knots to around 7. Some boats headed through the bar with one or two sails up - we didn't. We furled our genoa in before we started.

Andrew was in charge of steering - I was in charge of staring at the monitor to make sure he was heading toward the plotted markers. On a calm day crossing the Wide Bay Bar is a breeze. Today however this was a difficult task. Swell was essentially behind us but some waves were angled awkwardly. There is a lot of power in high swell - estimates were it was two to three meters high - and some bar crossings are notorious for wild water and boat wrecks. The fastest surf we had was 20.8 knots - and of course we were close to not being under control of the direction of the boat. I certainly don't want to go through that again!

I had rung Coast Guard Tin Can Bay to log on and let them know we were coming through the bar. It is the only Coast Guard that we will log on to in QLD. Even after nine years they still don't seem to have

got themselves sorted out with automatic and smooth transference of log-in details across regions!

A rain squall hit as we turned south down Tin Can Bay Inlet and I thought I would be dropping the anchor in the rain. Fortunately it had stopped as we chose our spot.

The anchor was down just before 1300 between a catamaran to the north and a mono to the south, north east of the entrance of Snapper Creek. Our normal stops at Tin Can Bay were originally for groceries. Now they are usually to catch up with other boats. This time was to catch up with **Kaitoro** - we haven't seen half of Kaitorio since Tasmania in 2021 - and we haven't before met the other half. Getting to shore was an interesting proposition. Bands of rain had been passing through the area from early morning in a south east to north west direction. Fortunately when we decided to head to dinner (early - got off boat at 1600) the rain had passed. The wind however was still blowing 15 to 20 knots and I am very surprised we did not get wet from spray on the way across to the dock.

Since we were last here a walkway has been installed between the road and the beach from Norman Point toward town - so we took this. The birdlife was raucous, although it was late afternoon and being high in the trees we didn't see many individuals.

Dinner company was delightful.

Getting back to boat was easier than we had expected. It was pitch black but the flashing channel lights guided us out. Having left the blue light on the back of Sengo it was easy to spot our destination. And there was no wind. No rain. And given the state of the tide I suspect it was 'slack'.

We were back on boat around 1930; a very easy end to a very pleasant social event.

Birdlife. A sea-eagle welcomed us to the anchorage. A Brahminy kite flew high above when we landed the tinnie to dock, and the only other bird easily spotted was a black faced cuckoo shrike on powerlines near the boat ramp. Rainbow lorikeets and sulphur crested cockatoos drowned out the sound of any others.

## Tin Can Bay to Kingfisher Bay

7th August 2023. I was up at 0430 - but then again I did go to bed around 2115 last night. I had the most wonderful sleep. The winds were calm (we couldn't hear them) and the boat not rocking - such a contrast to the previous twenty four hours. The wind did start to pick up around 0530.

My priority this morning was to finish off July's newsletter but as I didn't get Andrew to download photos off the good camera last night, as I had planned to, there was only so much I could do. However, it was 0740 by the time I took a break from typing.

The anchor was up and sails raised at 1000, exactly as we had planned. In theory, at 5 knots we should get to Boonlye, the tide conjunction point, at about the top of the tide. And I was expecting a quicker trip. In theory.

The wind wasn't blowing as high as predicted and we started the trip against the tide. I wasn't initially worried about doing under 5 knots, thinking we would, at some stage, speed up. However it was not to be before our critical point, and I put the engines on just south of Garry's Anchorage. With the engines, the boat speed just matched the SOG so I initially thought we had hit slack for the coming traverse, but then the gap seemed to get greater.; It just didn't make sense. The tide arrow was pointing south when it still should have been pointing north. In fact when we got to Boonlye on time (approx) it was still pointing south.

Just to the north of Boonlye is the shallow bit. Friends had told us the lateral marks didn't match the Navionics chart. And I heard a conversation between two boats, and then a boat report to CCSS, with words to that effect as well....so it was a good reminder that charts can be out of date...and ours haven't been upgraded for a while.

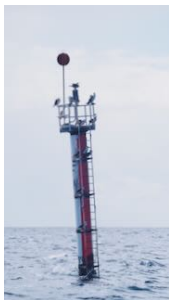
We got a bit of wind back between the shallow bit and our anchorage at Kingfisher Bay, reaching 7.2 knots SOG at one point (we put the genoa out and turned the engines off). The anchor was down 1705. Sunset was at 1729.

I had had helm all day. Andrew got inspired with small jobs - some old issues, some needing to be done after the rigging; creating a drawer lock-off, putting the dan buoy back, and tying off the back of the sail.



## Kingfisher Bay to Burnett Heads

8th August 2023. Andrew didn't want to leave before 0700 but I was under the impression he had the alarm on for 0600. The alarm went off at 0630.



With half an hour less than I thought we still managed to get the anchor up at around 0700. The standard sails were up/out not long after that..the main with a reef in it. The first engine went off at 0735. The second off at 0800. At this point we were doing around 7 knots.

At just after 1400 when I commented to Andrew that we hadn't seen any birds (or wildlife) since the Fairway Buoy, and then all of a sudden there was a gannet. Then a couple of minutes later a small pod of dolphins decided to play.

The sails were dropped around 1 nautical mile south east of the end port marker of the Burnett Heads shipping channel. The anchor went down (with 50 meters of chain) at 1545, a little to the south of our usual spot upstream of the Sugar Shed in the Burnett River. The wind was blowing 15 to 20 knots.



## Burnett Heads to Pancake Creek

9th August 2023. The alarm was on for 0600. The anchor was up and main raised at 0702. Wind speed was True 8.5 knots. The Reef Empress passed us at 0730 at the end of the break wall, where there was the usual contingent of cormorants and a couple of brown boobies. In fact we had almost run over a flock of cormorants sitting on the water near the fishing jetties as we came out the channel. They were very nonchalant and most didn't move when we turned a couple of degrees off their direction. They just floated past; the closest birds within a couple of meters.

We put the genoa out and left the channel at 0735. The wind was blowing 18 to 20 knots True. Both engines were turned off not long after this. We turned north-west around the shallow bit at 0750.

The anchor was down at 1645 in the outer anchorage at Pancake Creek. I had lined up the back of two boats and put the anchor down from there. This meant we were officially on the outer side of the channel - Any boat leaving would head around along the purple line in front of us. Just as I finished off at the anchor well, one of my target boats left - he could have done that a couple of minutes earlier and we could have anchored further south - and on the 'proper' side of the channel!

Our fastest boat speed for the day had been 10.6 knots. The fastest true wind speed we saw was 26 knots but that was just a gust. We were overtaken by a cat today - who seemed to sail a longer distance by heading inshore. The cat had a full main and spinnaker up. We have seen a few boats head inshore up this coast - perhaps we will experiment next time.

It was a lovely sunny day. We saw no whales. And no birds from just after leaving the break-wall at Burnett Heads to just around the top of Bustard Head.

## To Lady Musgrave Island

Trust us to pick a weekend!

10th August 2023. We have four days to get to Gladstone. We are essentially only one days's sail away. There are two days in between that look calm. We are heading to Lady Musgrave Island. It should have been an easy, if not slightly swift, sail. Instead it became something a little more than we expected. The predicted to 10 - 15 knots was actually 15 to 20 knots for 3/4 of the trip - beam on, rough, tumbly and quite uncomfortable. Both for us and the boat. Whilst I now have more confidence in stronger winds, this wasn't ideal. The shelving complex that had rattled on our last roughish trip, and that we had forgotten to deal with, collapsed under today's conditions. It was not pleasant. But it was, for three quarters of the trip, fast.

And then wind speed dropped right off and we motored in. We did start to try and sail but with the change in wind angle it was going to take us hours. The best idea was to drop the sails and motor the final 7 nautical miles in. The anchor was down on an old spot at a reasonable distance from moorings and island. There were 5 boats plus us. By nightfall another 12 boats had arrived.





## Our 2023 Cruising season - all of two days

11th August 2023. Well, we had finally made our planned cruising grounds. The weather was lovely. The cool blue tinge of the water sublime. Lady Musgrave Island lay to our south west looking inviting. It was such a pity we only had two days to enjoy it!

I actually got on my paddle board today. For the first time in 'I can't remember when.' I was conscious of my lack of practice and the aim was to stay standing, so I circled the boat, several times and over several different sessions. Andrew had contemplated joining me and then didn't. It didn't matter. I had got to play with my toy. And I had not fallen in! For the rest of the day I relaxed, knowing that I could - there were no big seas to contemplate, and no stresses waiting for phone calls in order to put our boat back together again - it had been a long seven weeks waiting for our new rigging and our mast to be reinstated.

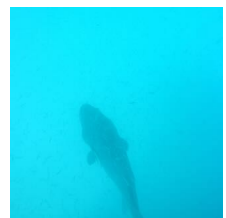
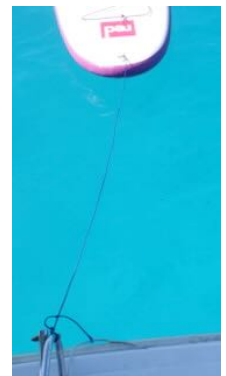
By nightfall there were 50 boats in the anchorage.

12th August 2023. My paddle board goal was to paddle a bit further today - but not too far. A couple of years ago we had paddled from boat (anchored around where we were now) to the island and back. There was no such aim today. Just to the private mooring and back would be fine with me. Andrew didn't seem to want to trust his mojo and so didn't try to get on his board. But he was willing to go to shore for a walk. So my board was brought on deck and the tinnie dropped. I grabbed my pack and camera and some water and we loaded ourselves into our transport.

But we didn't go anywhere! The tinnie engine, which had been working a few days ago so we could get to shore to visit friends in Tin Can Bay, just did not want to start; no matter what Andrew tried. In the end he gave up, the tinnie was raised and we stayed on boat. So much for exploring the reef.... Andrew was not impressed, he is threatening to replace the engine!

Because we always anchor in Lady Musgrave Island (rather than grab a mooring if available) we make sure we put the anchor down where we are not likely to be affected by a bommie, although at low tide and certain wind angles you can become awfully close. This means there is generally just sand below Sengo and not much wildlife - as the wildlife usually hugs the reef. But today we had a few visitors: a couple of schools of small fish travelled past, and one fabulous large fish ferreted around for a few minutes (possibly chasing the small fish).

There was movement of boats throughout the day both in and out of the Lagoon. By nightfall we had 45 boats around us.



## Lady Musgrave Lagoon to Gladstone

13th August 2023. Like the 10th August the bom.gov.au forecast was not as predicted but instead of being under forecast - it was over forecast. True the wind was blowing 12 - 15 knots when we pulled up the anchor just after sunrise, but not long after leaving the lagoon the wind dropped. And then it dropped again. The angle was always going to be difficult, and we were planning on a long day - a 66 nm trip in a straight line adds up to a distance quite significant when you are zig zagging in less than efficient angles but..... eventually the wind dropped to around 6 to 8 knots. We can't sail efficiently in that, even into the wind - we are just too heavy. We noted other boats were having more luck. First we turned an engine on. Then we turned both engines on, dropped the sails and motored down a rum line to a goto point. All went reasonably smoothly until just west of the ship anchorage, when the wind finally picked up. We must have hit a pocket of wind which had been blowing for a while as not only was it at an angle to put the genoa up and gain another knot - now we were doing just under or just over 9 knots, it was strong enough to have created a constant side-on swell. Of course we had to furl the genoa when we turned up toward Gladstone.

Having gained enough speed to get to Gladstone in daylight we picked up one of the unoccupied moorings at the marina. Engines were off at 1655.

The only wildlife noted was the brown booby passed on the port marker exiting Lady Musgrave Lagoon. Vessel traffic noted included several yachts around us heading to the same destination but using different strategies, and the ships heading out of Gladstone as we were heading in, up the man channel.



## Docking day.

14th August 2023. Fortunately the winds had died down somewhat and there was hardly a whiff of breeze when we got up. I rang the office at 0700 to see what pen they had allocated. Gladstone Marina doesn't chuck you out of a pen if you want to extend. Which is lovely. However the downside to this is that if pens are booked that we would prefer to go into, then we cant. Fortunately there was a pen available on the preferred row (they were contemplating putting us up a fairway into a smaller berth but I was having none of that). Docking, with assistance, went smoothly and we were tied up around 0745. Next to another Leopard 48!

After breakfast we paid the bill, took a lovely land based shower, and then, back at boat, sorted out final details for tomorrow's departure. I offered Andrew a walk to the Info Centre to book into, of all things, a boat tour. The bribe was a professionally made coffee. He adjusted that and changed it to a later and longer walk and lunch. It turned out the Info Centre wasn't open. Neither was the pub we were heading to, and nor would have been the bank that was also on the list of 'need to be visited' places today. It turns out it is Show Day; so we discovered thanks to Doug, a local, who met us outside the Yacht Club as we were all looking for a place for lunch.. He is a local and couldn't understand the timing. The Gladstone Show was held last month!

Doing a bit of research (thanks to www) it turns out that Show Day falls on the Monday of the Ekka weekend. So whilst it is a 'show day' public holiday, it is not for the local show, it is for the Brisbane Show!

Doug had given us a lift up the hill into town where we had lunch at the cafe/bar at the Convention Centre. We walked back.

The afternoon was spent on final preparations to leave boat and relaxing. We have an issue with the water maker - which is an electrical issue not the water maker itself, but of course being a public holiday we couldn't talk to anyone, or book anyone in to sort the problem. I gave the boat a rinse (there is still salt on it) and we cooked up as much of the left over veggies to put into freezer meals that we could. Any left overs will be handed to locals tomorrow.

Birds: striated heron, blue faced honeyeater, willy wagtail, craven, sparrow, magpie, collard kingfisher, white ibis, silver gull and lots of sounds from the trees.