

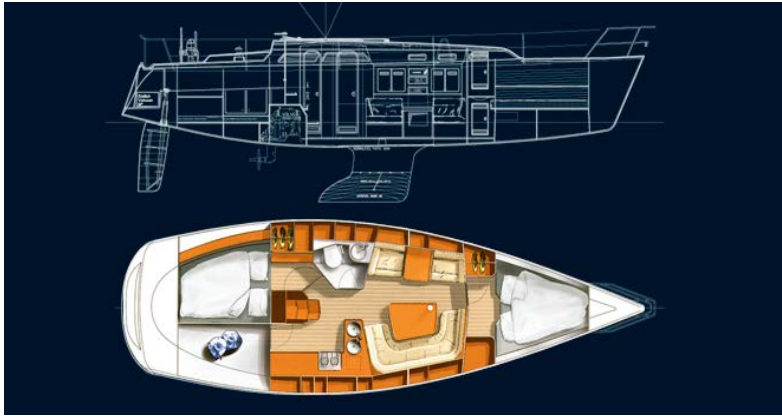
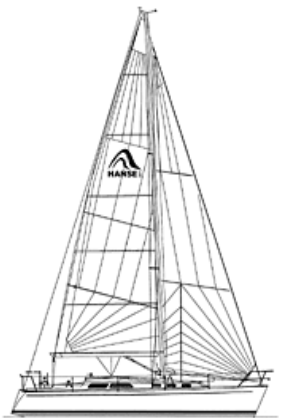
Anakena

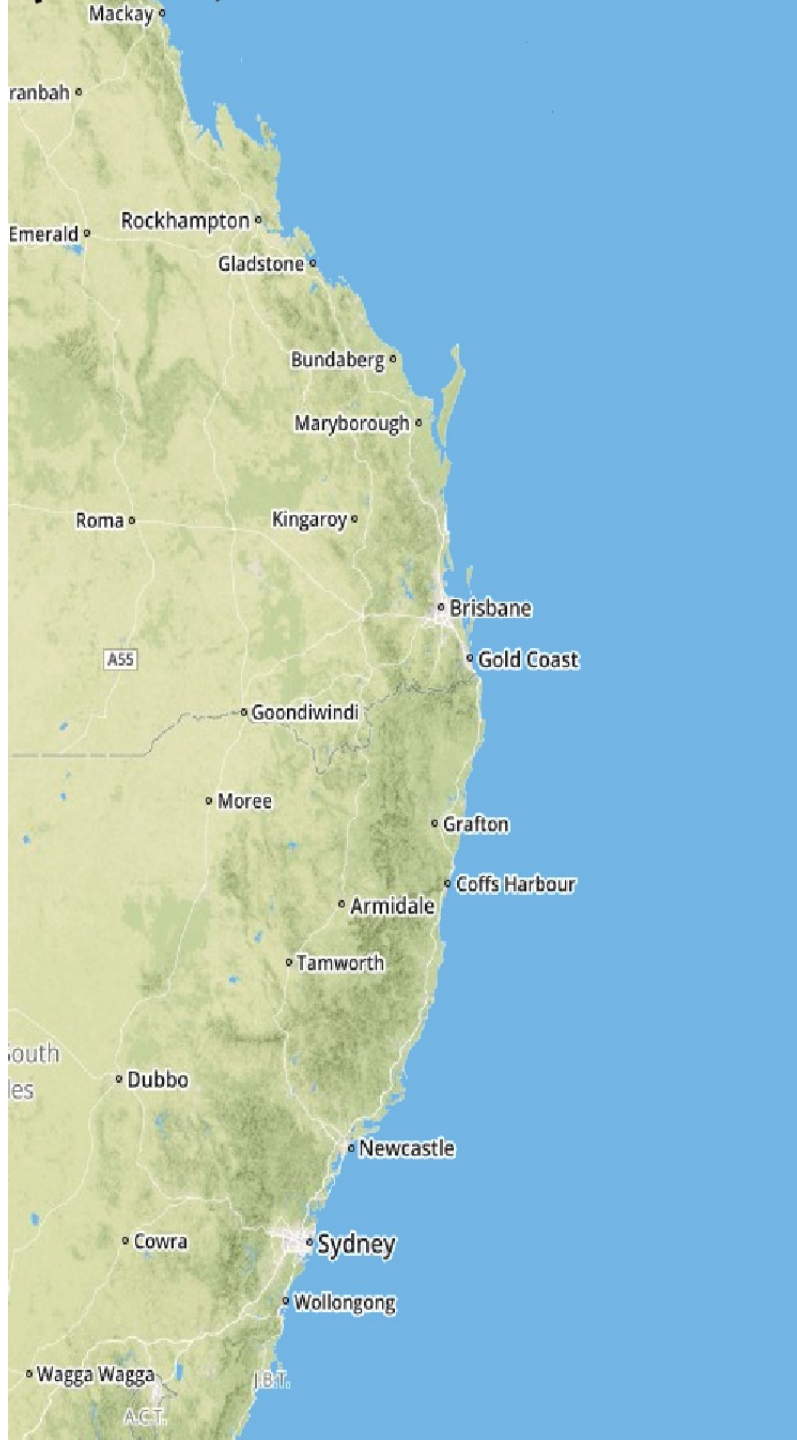
Log Book: Sydney to Gladstone 2016

- Phillip Hordern - Captain
- Jack Dill – Able crew and cook
- Tomas Vergara (2 stages) – Photographer and electrical repairs

Sometimes it is best to start a log book backwards. The above photo is of Lady Musgrave Island, Barrier Reef, Queensland, the final destination of our trip north. What a beautiful place, the red dot is where we anchored, well worth returning.

The following, is the long account at how we arrived at this final point. At least it is all written down, more for my memory, but enjoy reading.





14-May-16	Sat		Manly Boat Shed - preparing boat
15-May-16	Sun		Manly Boat Shed - preparing boat
16-May-16	Mon		Manly Boat Shed - preparing boat
17-May-16	Tues		Manly Boat Shed – buying food, drinks, and storing on boat
18-May-16	Wed	1	Sydney - sail from Manly Boat Shed, Fairlight to Quarantine Beach,
19-May-16	Thurs	2	Sail Sydney to Pittwater - lunch at Basin, RPAYC
20-May-16	Fri	3	Sail Pittwater to Port Stephens
21-May-16	Sat	4	Sail Port Stephen to Port Macquarie
22-May-16	Sun	5	Sail Crowdy Heads to Port Macquarie
23-May-16	Mon	6	Berth at Port Macquarie Marina
24-May-16	Tue	7	Berth at Port Macquarie Marina
25-May-16	Wed	8	Sail Port Macquarie to Coffs Harbour
26-May-16	Thu	9	Berth at Coffs Harbour Marina
27-May-16	Fri	10	Berth at Coffs Harbour Marina
28-May-16	Sat	11	Berth at Coffs Harbour Marina
29-May-16	Sun	12	Sail Coffs Harbour to Southport-Gold Coast
30-May-16	Mon	13	
31-May-16	Tue	14	Sail Southport to Stradbroke, Night at Anchor
1-Jun-16	Wed	15	Sail Stradbroke to Manly (Brisbane) - Dinner Lucy, Nick, Skye and Jade
2-Jun-16	Thu	16	Sail Manly to Mooloolomba – early morning departure
3-Jun-16	Fri	17	Berth at Mooloolomba Marina
4-Jun-16	Sat	18	Berth at Mooloolomba Marina (at Noosa)
5-Jun-16	Sun	19	Berth at Mooloolomba Marina (at Noosa)
6-Jun-16	Mon	20	Berth at Mooloolomba Marina (at Noosa)
7-Jun-16	Tue	21	Berth at Mooloolomba Marina
8-Jun-16	Wed	22	Sail Mooloolomba to Double Island Point – night at anchor
9-Jun-16	Thu	23	Sail Double Island Point to Garry's Landing (Fraser Island) – at anchor
10-Jun-16	Fri	24	Sail Garry's Landing to Kingfisher resort (Fraser Island) – at anchor
11-Jun-16	Sat	25	Anchored in front of Kingfisher Resort (Fraser) - 20klm walk to Mackenzie Lake
12-Jun-16	Sun	26	Anchored in front of Kingfisher resort to Bundaberg
13-Jun-16	Mon	27	Port Marina Bundaberg (Bad weather)
14-Jun-16	Tue	28	Port Marina Bundaberg (Bad weather)
15-Jun-16	Wed	29	Port Marina Bundaberg (Bad weather)
16-Jun-16	Thu	30	Port Marina Bundaberg (mast problem)
17-Jun-16	Fri	31	Port Marina Bundaberg (mast problem)
18-Jun-16	Sat	32	Port Marina Bundaberg (mast problem) -20klm walk Bergara
19-Jun-16	Sun	33	Port Marina Bundaberg (mast problem) - Day trip, Bundaberg, Childer
20-Jun-16	Mon	34	Port Marina Bundaberg (mast problem) - markets/football Ch.v Mx.
21-Jun-16	Tue	35	Port Marina Bundaberg (mast problem) - forestay taken off
22-Jun-16	Wed	36	Mast Repaired
23-Jun-16	Thu	37	Sail to Lady Musgrave Island – departed midnight
24-Jun-16	Fri	38	Lady Musgrave to Pancake Creek – Anchored in bad weather
25-Jun-16	Sat	39	Anchored Pancake Creek – anchored in perfect conditions
26-Jun-16	Sun	40	Sail Pancake Creek to Gladstone
27-Jun-16	Mon	41	Berth Marina Gladstone, fly to Sydney



Collage of photos

Day 1: Wednesday 18th May, Fairlight, Manly, Sydney; Jack had 3 days in Sydney to “acclimatize” after his arrival from Santiago, which gave good opportunities to be with all the family. We were very busy shopping and organizing last minute details on the boat which we considered “essential” to do before leaving, it takes a lot to prepare a boat for a long trip, there is a never ending list with many WIP’s to do en- route, we are no exception. (WIP = Work in progress, something started but not finished).



[At 4:00 pm](#) we wheeled the inflatable down from the Unit in Woods Parade, we launched it and then I rowed it out into the bay, Jack walked to Manly Boatshed Wharf, cast off, solo, and then picked me up.

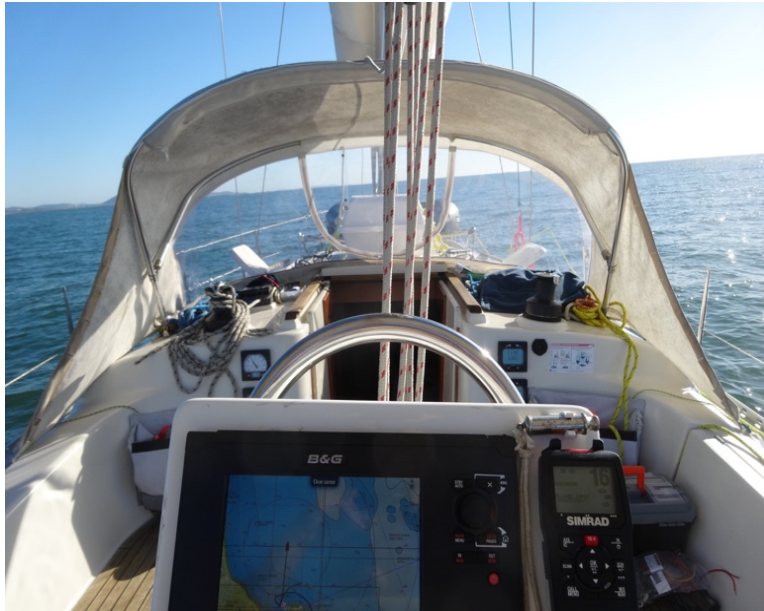
Because of our late departure, for our first night we only traveled 1nm across North Harbour to Stores Beach, just inside North Head, to anchor in a position we thought would be well protected from the predicted Southerly wind to come during the night, but the wind only came from the SW, directly onto us, so we had a very bumpy first night on board.

Day 2: Thursday 19th May: at 9:30am Jack and I sailed out of Sydney Harbour, the dream and preparation became a reality as we turned Anakena north, with a lovely 12 knot SW wind blowing off the coast, we sailed with sunny sky. Wow this was really great, we sailed [at 6-7](#) knots, we glided along very smoothly I was impressed how Anakena was sailing, a really great cursing yacht.

We arrived to Lighthouse Barrenjoey, at the entrance to Pittwater Bay [at 2:00pm](#), the wind dropped to zero-zero, nothing, there was no more sailing! At the Basin, 3nm inside Pittwater we anchored for lunch. Next we motored to the Prince Alfred Yacht Club as we had 2 emergencies. One was to buy a new motor started battery: the old one would not hold a charge and finally died, thank goodness I was able to find a new battery for sale at the Club equipment shop. The second task was to charge computers and phones using the Club electricity, which required us to sit in the bar to have a beer. After installing the new battery, we moved across to a vacant mooring close to the Club as early the next morning we were picking up Tomas Vergara. Our second night on board was very quite specially after a wonderful first sailing day. Once again we were underway, our trip had began.



Day 3: Friday 20th May: We picked Tomas Vergara up from Newport Wharf [at 9:00am](#) and then motored to RMYC to re-fuel. [At 9:35](#) the sails were hoisted in front of Scotland island and then motored down Pittwater towards Barrenjoey passing under lighthouse [at 10:30](#). The wind was from the west at 12 knots, perfect! We did our "Log on" with Marine Rescue-Coastal Watch, with our estimated time of 12 hours to arrive at Port Stephens.



We had a great day and night sailing, arriving into Port Stephens [at 1:10 am](#). This was our first night-time sailing experience, it was a good experience in preparation for the many more to come. After sundown, which was early at 16:30, we all wore lifejackets and used the orange safety teather to secure us when moving about the boat.

Always when heading north the trick is to keep inside the southerly flowing current, ie. Sail very close to the land which we tried, to do but in some places it is impossible. The [water](#) temp gauge needs to be watched, the current from the north is warmer, so if the [water](#) temp goes up a few degrees then you are likely to be sailing against the adverse current. The coastal commercial [shipping](#) going south likes to stay outside the current so we avoided the the big ships coming that way by staying .



Entering Port Stephens at night was fairly easy, there is a wide and deep entrance with good channel which is marker with red and green lights. Once inside the harbour entrance we motored to "Shoal Bay" just inside on the left hand side of bay, we located a yellow public courtesy mooring buoy in front of a long beach and research station. There were a number of other yachts moored on the other buoys.

In hindsight, the trip from Pittwater to Port Stephens took longer due to little wind and going against the current, a total time of 14 1/2 hours – we motored 4 hours (no wind), sailed 6 Hours (SW west wind at 10-15 knots in the afternoon) and finally had to motor 4 1/2 hours (no wind). This was our first long voyage on Anakena. This all consumed 19 lts. of fuel almost to the 2 lts. per hour standard for a 30hp motor at 2,000 revs. This was very useful information for the rest of the trip.

Day 4 - Saturday 21st May: we slept in after the late arrival to Port Stephens, it was a quite sunny morning, we did some time reorganizing the boat and installing different items on the WIP list, Jack cooked a great lunch, he is our self-appointed master chef, but is still learning how to cook delicious meals made in our sailboat kitchen with a two burner stove and limited ingredients. The most creative and delicious meals came on the entire trip when quietly at anchor. Our basic rule was to eat when hungry, prepare and cook when there is time available, use a thermos to keep something hot - soup, tea or coffee, anything hot tastes great when sailing at night.

Sandy Bay at Port Stephens was a quite place, clear water, lots of private fishing boats and some sailing boats at anchor. Jack had his first swim in the Tasman Sea.

In the afternoon we slipped from the mooring [at 6:00 pm](#) with destination Crowdy Heads which was an estimated 8 hours of travel (Tomas wanted to arrive [Sunday morning](#) to meet his family) . We logged onto Marine Rescue. Once outside the harbour we found sea was very choppy, with a NE wind 10-12 knots, this trip was going to be into the wind and current, it was slow plus so we had to motor to keep a constant speed. There was lot of southerly current estimated at 2-2.5 knots south (“Nemo” and “Dory” would have loved it), unfortunately we were going against it, this slowed us down. This implied if we were doing 6 knots over water we were really only doing 4 knots over land. But there was no way to avoid the current.

We passed Seal Rocks Lighthouse [at Midnight](#), with a radio sked to Marine Rescue. In NSW the Marine Rescue was really great and friendly and professional in their communications and well organized, in Queensland they only work with volunteers and was not as well organized. An observation was that their preferred communication was by Mobile telephone rather than VHF Radio.

Day 5 – Sunday 22nd May: We arrived into Crowdy Head (named by Captain Cook) [at 8:00am](#), exactly on time, it was wonderful sailing at night under a clear sky and full moon, at times there were dolphins swimming next to us. We did a system of watches, between Jack and I with 4 hours on watch and 4 off watch, with Tomas helping in-between.



At Crowdy Heads there is little artificial harbour just under the headland and lighthouse. We planned to tie up to "Visitors Wharf" but there was a notice saying wharf was condemned! Quickly we changed plans and moored in an old fishing boat marina. Tomas' family were at dockside to meet us - Jose Raymond, Emily and 3 children and Ryan (Jose's step brother). Tomas left us, but would come again latter in the trip.

After they all left Jack and I had a full breakfast, we were hungry. Afterwards we went for a walk along the beach to the surf club looking for a shower, but there were none! On our return we spoke to some old local fishermen repairing their nets, they gave us a run down on the demise of the professional fishing business saying that once there were 30 trawlers working from this port and there are just 2, one of which was for sale.

Before leaving we had a swim from behind the boat. We departed Crowdy Heads [at 11:45am](#) with an estimated time of 6 hours to Port Macquarie, again wind from North, so more motoring... Boring!!!! but we had to arrive before sunset.

This picture shows the entrance into Port Macquarie, in day time, on a nice day, and with a flat sea (very ideal). Well we read all the books on how to come across the entrance sand-bar, we spoke to Marine Rescue and even found a live web cam on internet showing the current situation.



We approached at 18:00, it was just getting dark and with 1 meter waves, not too bad. We prepared the boat by storing and securing everything, put on life jackets etc., we approached cautiously following all instructions, we were so concentrated what was going on in front of us suddenly we were surprised by a cross breaking wave 15 meters coming from behind and a 4 meter wall of white water roaring down being us, "holly shit!x#?• it gave us the real fright of our lives, luckily my instant split second reaction was to flip the wheel so to steer outwards into deeper water but we did go to 30 degree angle pushed over by the white water, as we were recovering another 2 "very big" waves also approached, which we did a very quick "L" turn (we went over the top of each before they broke (few!!! Yerrr it was very much touch and go). We waited for a gap in the waves and went full speed for the entrance at 7 knots, in 2 minutes we were inside, in flat water, really this was an unforgettable 5-minute experience!!

Jack knows what an Australian "Sand Bar" means, sorry Blanca but we did both need a strong drink after this stress full entrance to recover, but are now "sand-bar" experienced!!



Day 6 – Monday 23rd May: Rest and Recuperation, first night in 48 hours in one place, over-night sails do take a lot out of the energy bank.

On our arrival the night before we just picked up the first vacant mooring buoy we could find as we motored up the river. In the morning we moved onto a Marina berth.

We cleaned the boat, had a welcome shower in the marina and a good breakfast in the Marina Café - served by “Olive”. We then went food shopping in a Mall across the street from the marina. Then back for a lunch in the restaurant close to the marina.

In the evening I took Jack for a walk around “downtown Port Macquarie” and finally to a “Hotel Bar”. The town had developed a lot since I was last there about 20 years ago!

Whilst refueling, alongside was a big cat called “*Wings*”, it was being sailed by a father and his 2 sons, they were heading to Brisbane, they had just bought the boat. They gave us the advice not to go inside Stradbroke Island (advice which we did not listen to, thank goodness this was a great passage not to be missed.) Always there are different opinions given by sailors you meet at dockside, you always listen but then make your own track.

Day 7- Tuesday 24th May: Anakena left Port Macquarie at midday heading for Coffs Harbour, 60nm distant, ETA 12 midnight.



This time we had an easy exit out the channel, then across the "Sand Bar" into open water.

Once outside the river mouth we opened the sails with a northerly wind at 5 knots and flat seas. So much for the forecasted big waves and strong southerly winds. Before leaving we refueled now all tanks full with 130 liters (at 2 liters per hour this gives us 60 hours or 300nm range).

After 2 hours, the wind changed to SW [at 15-20](#) knots, with gusts to 30knots. We sailed with the headsail and reefed the main with one reef, then two, and finally three reefs, just to be safe.

We arrived into Coffs Harbour [at 4am](#), a very long trip in the dark but with clear starry skies and almost full moon, really it was very good sailing.

To enter Coffs Harbour night requires some careful navigating as there is a narrow entrance, there are a lot rocks, waves and shoals, but with chartplotters all was possible, no cutting corners this time. Gaining from our previous entrance experience in Port Macquarie, we took this entrance very wide, and did not encounter any surprising large waves.

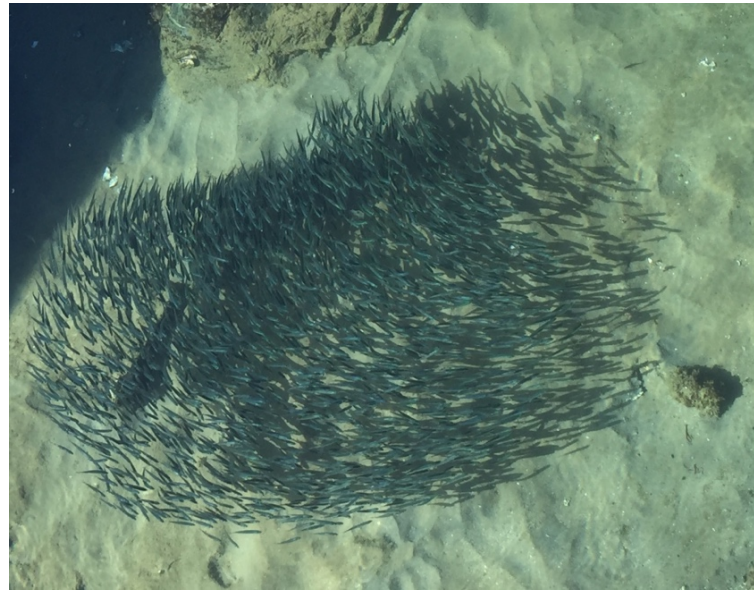
We anchored in between the public wharf and the entrance to the marina, we were too physically tired to enter inside the marina and tie up at night. There were two other boats also anchored there for the night

Day 8 – Wednesday 25th May: The anchor held all night with no problems or drift. We slept in late. In the morning I had a 2 hour business conference call to LA (were envious of my floating office!), then we checked in with the Marina Office and moved into a berth on the marina. Marina berth C16 at \$44 per night. In the afternoon we walked to the top of the island which is full of mutton bird nests and from here it is possible to see the harbour entrance where we entered in the dark.



Day 9 - Thursday 26th May: We stayed in Coffs Marina as there was a strong wind warning for Thursday and Friday we decided to stay a few days. This gave time to start installing new electric halyard winch which we found very time consuming and we were without the right tools. The Marina staff were very useful in letting us use their tools and workshop. We walked into town and had a nice lunch in very nice local restaurant, very relaxing!

The boat next us on the marina was sailed by Bob and Lucinda, there boat was called "*CHANCE*", a beautiful 50 foot ocean voyager, fully equipped, they had circumnavigated the world 3 times and many times around the Pacific, originally from Tasmania, but now they bought a house in Coffs and plan to use it as their base. A really nice couple, she would have been a very tough sailor.



Day 10 Friday 27th May: A lovely sunny day with little wind so much for the forecasted strong winds.

We continued the work on installing the new electric halyard winch. The big problem was that the fittings were too short and inside the fiberglass deck was a $\frac{1}{4}$ " thick aluminum plate which we could not cut or drill through. With more help from the Marina workshop and maintenance team we were able to make an extension out of a piece of wood and they came with their special drills to make the holes which was a really great help. To finish the job we needed some special bolts, not available in the shop at the Marina, so I had to walk 2klm to a hardware store for special bolts, luckily they had them.

Inside the harbour is a marine reserve (no fishing was allowed) we saw many fishes, stingrays etc. Above is a photo of a school of small fish inside the marina.

Day 12- Saturday: At [7:45am](#) we left Coffs, it was a nice sunny morning, light NW winds. The waves at the entrance to the harbour were not too bad, about 1 meter, Anakena was going out over the waves and there were some surf skiers riding the same waves into the harbour.



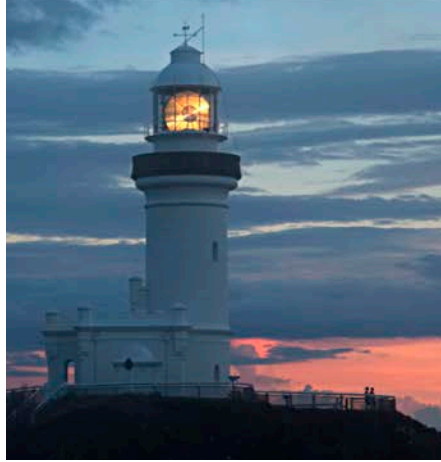
Our aim was to head for the river/port entrance of Yamba, 54nm distance. It was a great day – cold but sunny, with 20-30 knot NW winds, we are sailing with full headsail at 60 degrees. At sunset the wind was still strong and we still 3 hours until we drop anchor but the boat was really sailing going well with the strong winds.

At 17:45 it was dark and with 25 knots of westerly wind. On the telephone we were strongly warned by the Coast Guard not to enter Yamber because of the rough seas and at night. Our only option was to continued sailing non-stop to Gold Coast/Southport another 90nm (at 5 knots this will take 18 hours). Our ETA was 13:00 the next day.

Actually it was a nice windy COLD night, with a full moon and clear sky, with westerly wind coming off the coast, there were flat choppy seas with 15-18 knots of wind, with [5-7](#) knots boat speed, 2 reefs in main and full jib, plus autopilot doing all the steering. We had one person on watch and other sleeping. At [2am](#) we sailed past the river entrance into Ballina, the entrance looked tempting but we would of have been again crazy not listen to the advice from the Coast Guard – “Do not enter”, they said that a 52ft motor cruiser went onto the rocks in the entrance last week in similar conditions and that the waves in Ballina are worse than Yamba! Best to sail pass, our next landmark was the lighthouse at Bryon Bay, already you could see the light blinking in the distant sky, a good landmark to aim for.

Day 12: [Sunday, at 4:30 am](#) we passed Cape Byron lighthouse, the most easterly point of Australia.

Because of the +20 westerly wind we could also not anchor in Byron Bay , so we turned north west, heading for Tweed Heads 5 hours of more delightful windy & dark sailing. We sailed in 2 hour shifts.



I remember ,previously standing next to this lighthouse and looking out to sea wondering what it would be like to sail past, bugger now I am and it is pitch dark, cannot see anything. (we were told latter that there were many sightings of whales when sailing past Byron Lighthouse, the previous day, we pasted at night so could not see any possibly swimming besides us – we never saw a whale the entire trip!!!).

We were both really impressed how the boat sailed in the strong winds, we never had a problem. Putting in the 3rd reef in the mainsail required going up to the mast and also fixing lines along the boom. This system needs to be improved in the future so all reefing can be done from inside the cockpit, similar as now for Reef 1 and 2.

We navigated close to the coast to reduce problems with large waves and stay out of the southerly current. It was a good sail quite an experience. This was our second full overnight sail, we are now getting into a routine. Jack listens to music to pass the time, I discovered that I can listen to TED talks, I went through many of them, one was excellent talk given by the founder if AirB&B. In reality it was amazing that most of our way along the coast we were never without WIFI or mobile telephone signal. In many cases we checked in and out with the coast guard by telephone not VHF radio.

Dawn over the eastern sky came [at 6:40](#), it is great to see the glow of the sun over the horizon and then gets stronger until the orange disk of the sun pops up, then the sun rises fast in the eastern sky, it all takes about one hour. We were lucky it was a glorious morning, sunny, with the wind dropping to 3 knots so it was motor the last 20nm to Southport.

Outside the entrance to Southport there was a sailing race with all the boats with spinnakers up, a colorful welcome. At [13:30pm](#) we arrived to Southport Yacht Club Marina, went to Berth #B40, after a 30 hour sail in all sorts of wind (top wind speed was 30knots) and short choppy wind waves all the way, this was a very welcome stop.



Southport is similar to Miami with many tall apartment buildings clustered together and lots of boats. Once again we were helped into our berth and welcomed by neighboring crews. All with good curious conversations , “where have you come from”, “how was the trip”, “how long are you here for”, “nice boat” and “where are you going next”. All very sociable, you pick up a lot of information.

We tied up at the Southport Yacht Club with very good on shore facilities, we went for a beer and Sunday roast lunch in their restaurant which was full of people having family lunch, and with live music.

Following this we walked 1klm to the supermarket to restock the cupboards, and then a taxi back to boat with the bags of shopping.

On a neighboring boat there was a “very loud” party of Mexicans having a good time, strange to hear the Spanish words and music echoing across the water. We both went to bed early, we were very tired.





Day 13 Monday May 16th: We were both up at [at 7:30](#) after an excellent nights sleep.

We had breakfast on newly installed cockpit table, tidied up, washed down boat, then refilled water tank and refueled with Diesel.

At [10:15](#) left Southport Marina, heading along the inside passage of Southern Stradbroke island. There were to be a couple of very shallow points along the way so we had to pass these points at almost high tide so we would not run aground, or if we did we could easily refloat.

We had met two other boats in the Marina, each also going in our same direction, we all left the dock at the same time, so we each followed the other.

At [13:45](#) we passed Jimpling Point, at the southern tip of Southern Stradbroke Island, the chart and channel was well marked. There was one yacht leading in front, plus another following behind. All was going well until [14:00](#) when the boat in front suddenly stopped and their crew started waving madly for us to stop, however we did not react in time and also touched the soft sandy bottom, this was our payment for playing following-the-leader, Jack was quick to put into reverse and we were immediately back into deeper water. After this we took the lead of the convey of 3 boats, when we exited the last channel markers the other two boats passed and each gave us a cheer of thanks for guiding them through safely without running aground again. There was one very low part where the water went down below 1.8m which we passed by very very slowly and luckily we did not touch bottom. This is the benefit of having a good depth sounder an essential tool to navigate these inside sandy straights.



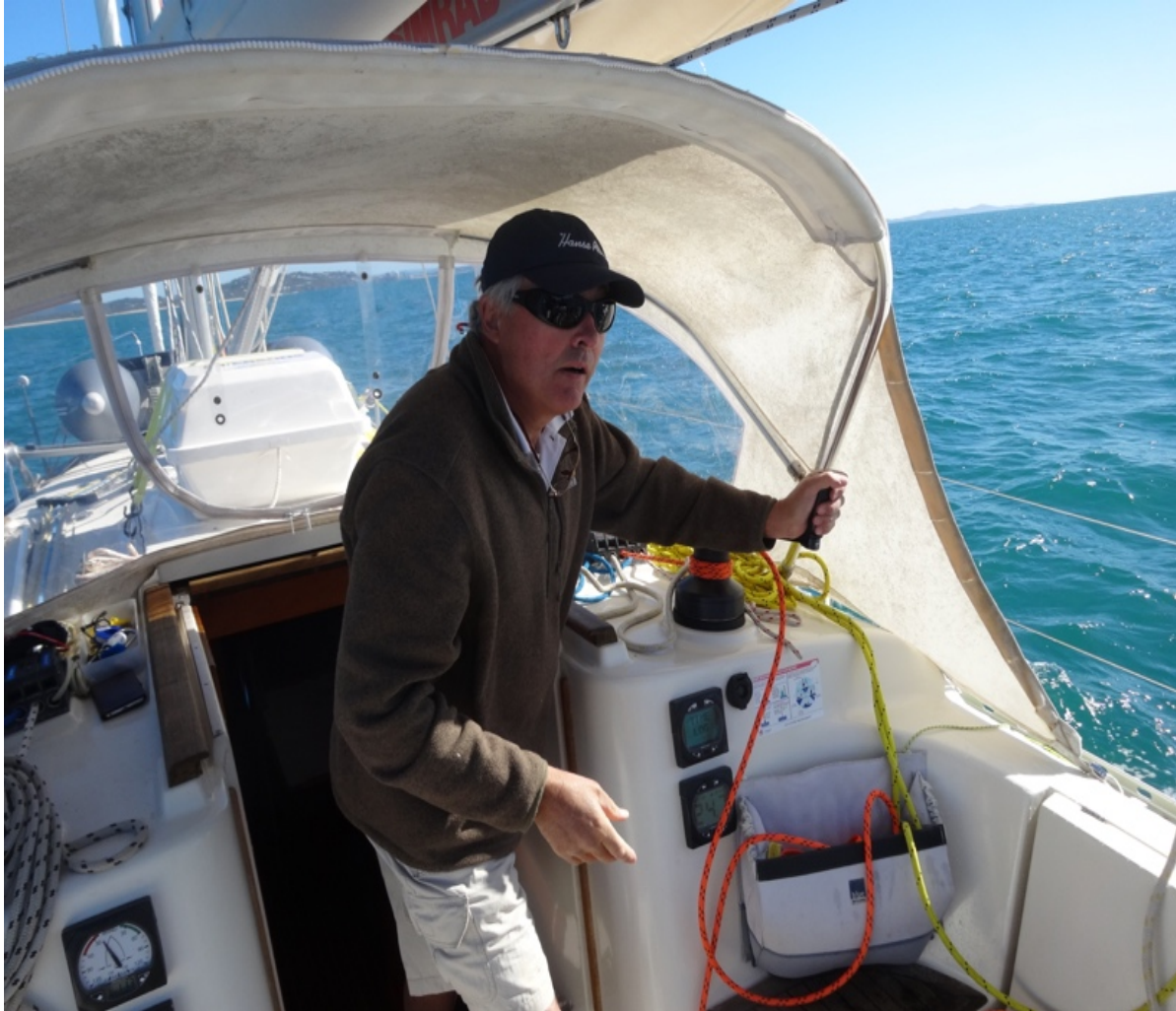
The passage along Stradbroke Island is simply navigating the boat inside the red and green channel markers, and to slow down to a crawl when the depth came close to 2m depth (we needed 1.7m depth).

In the photo above is the flag of the OCEAN CRUISING CLUB, which I am a member, this flag belonged to my father, so he accompanied us on our voyage

At [16:45](#) anchored at entrance into Morton Bay watch sun go down, an amazing sunset, and to sip a gin and tonic. Time to relax!!!



Day 14 – Tuesday May 17th: again a leisurely morning, we had to “manually” pull up anchor at [11:45](#), the anchor winch stopped working-bugger!! We sailed along the channel, across Morton Bay and arrived Manly Boat Harbour [at 4:30](#) and went to our berth at the Royal Queensland Yacht Squadron (really lousy bathrooms). We walked 30 minutes to the shops to buy something for dinner as were expecting guests. To our surprise we were met in the supermarket by Nick, Lucy and girls. Luckily they drove us back to marina with our shopping and then stayed for dinner (this was all planned).





It was really great to have the family on board. Skye and Jade explored all over the boat and then finally tried to catch small fish in a bucket along the marina. Jack excelled by cooking a great family dinner, finally the evening ended with Nick and Jack singing, and Nick reciting poetry!





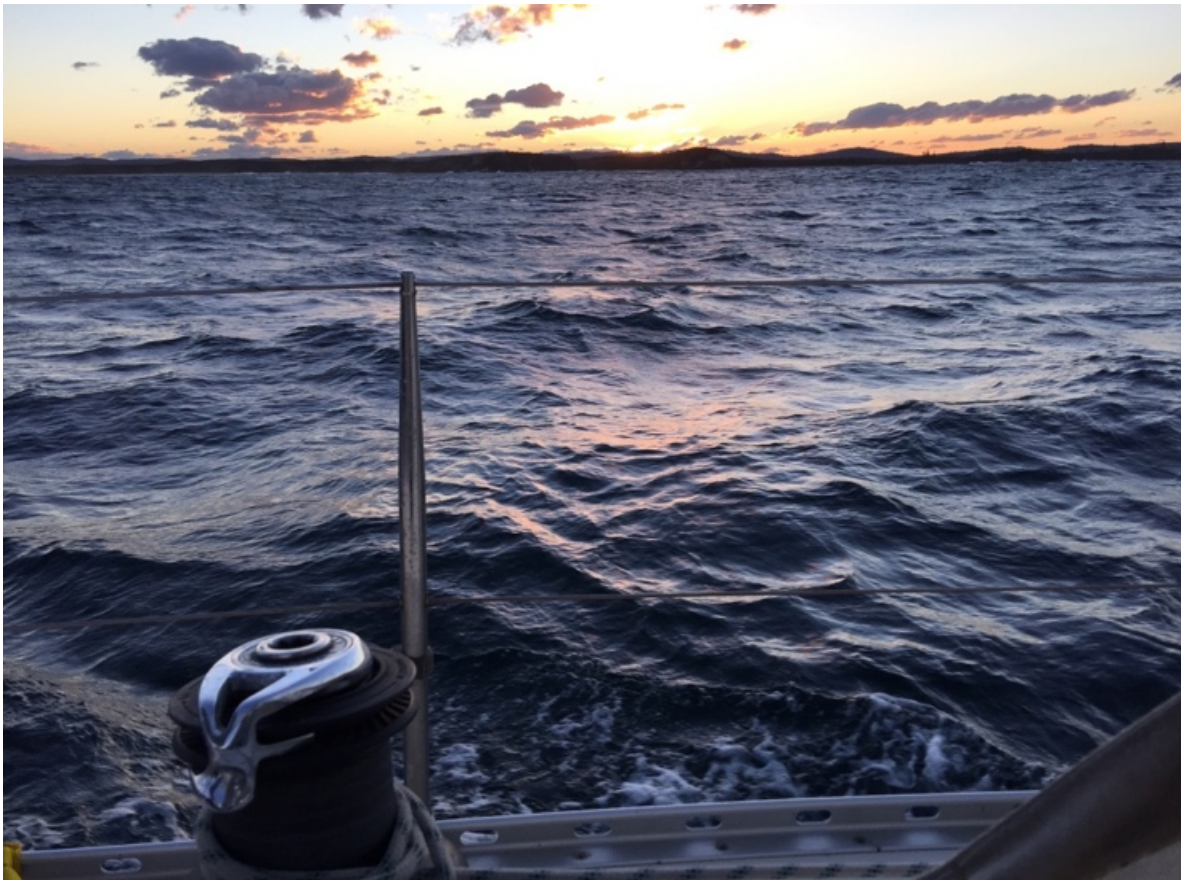
Day 15 – Wednesday May 18th. : We departed the Yacht Club [at 9:15](#) the next morning, we wanted to leave early as it was a long way to Mooloolabar, over 50nm at 5knots represents a plus 10 hour trip.

The passage through the channels were a real zig-zag, Morton Bay is a huge expanse of water but there is a maze of shallows, rocks and reefs. You always need to look for the next red or green channel marker aiming to go in between in the correct sequence. Two huge container ships passed, they appear quickly from behind, as they glide past you wonder how many people work on these monsters and how many containers possibly fall off (world wide estimate is 10,000 per year)!

The wind finally came in from the stern, gusting at one moment up to 25 knots. We dropped the mainsail to prevent unexpected jibes and sailed with just headsail and motor for a while, then finally only a motor to keep in front of the small chop of the wind waves. Wind from the stern is difficult, in hindsight what should have done was put up a number 2 genoa sail or Jenneker, but we did not.

Sun set was early at 16:30, this was joined by rain squalls and 20 knot winds with short, steep and following seas causing us to roll 20 degree roll one way and then 20 degrees to the other side, real fun! We could see the lighthouse up front from a long way off, the blinking glow of a lighthouse is always a good mark to head for, it is as if the light is drawing you closer and closer.

Again we read all the books, blogs etc. about sailing into the Mooloolabar River (at night) there is a Sandbar across the entrance and with lots of warnings to be very careful. Why the concern: we were arriving at night, in 20 knots of winds, and rolling seas from the south. Yes, again nerves were at stress point (we remember Port Macquarie). We came around the headland under the Lighthouse and we were welcomed by flat seas, no wind or waves, a big relief. We entered with the red light to port, green to starboard and the fluorescent blue lead lights in between, easy.



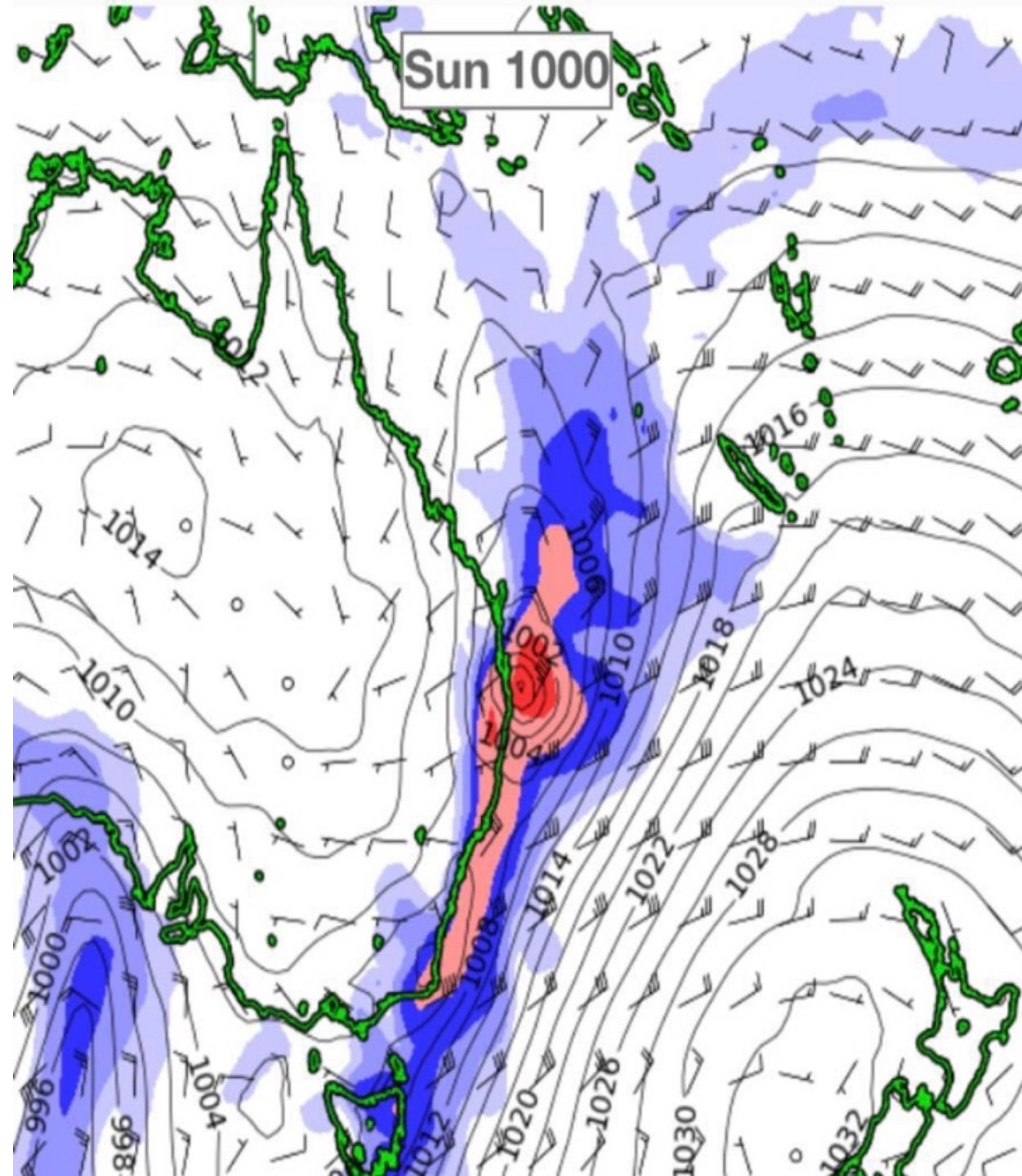
Our harbour entrance was [at 19:33](#), 9 hours for 50nm with an average of 6 knots. A good day's work.

We then motored up the river to the marina berth we were allocated, number #A41, at the Yacht Club Marina. We tied up with the help of other sailors on the dock, after we sat and relaxed with a gin and tonic, then followed by another exotic original dinner cooked by Jack (always using the food just about to go-off and based on what was available – no fixed recipe – to his good management neither of us never got sick the entire trip).

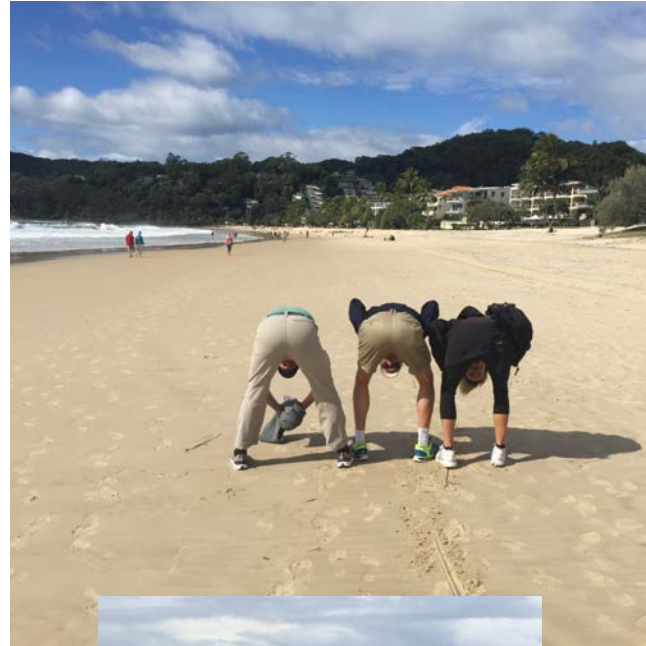
Day 16 Thursday May 19th: James Hordern came mid morning to pick us up, we went to the local Surf Club for Lunch and then drove 35km north to stay the night at his Apartment in Noosa with Chrissy his wife. Before leaving the boat we put on extra mooring lines, all the covers in the cockpit, roof connecting the dodger and bimby plus the side panels because we were warned that there was a major storm coming. We used this cockpit canopy many times, it was a great to keep out wind and rain, also there there two side panels for sunshade which we used only once.



Day 17 Friday May 20th: The weather front called an “East Coast Low” started to form just off shore from Noosa, we were in the center of it all with strong winds and rain. After morning Coffee in Hastings Street, Jack, Chrissy and I went for a walk out to the headland. The afternoon was spent watching a documentary about Frank Sinatra and then the French Open Tennis and followed by dinner in a local restaurant. The red section on the map below indicates the intensity of the storm, exactly over Mooloolabar/Noosa, we were happy to be dry and warm, especially not out sailing, we decided to stay a few more nights in Noosa!



Day 19 - Sunday 5th June: this was after the day before the big storm, the worst in 40 years (!!!), the Noosa River was flooding when combined with the high incoming tide. James lost his gate on the river front, completely washed away by the rough water. After another coffee in Hasting Street- Noosa, and a walk along the beach James drove us back to Mooloolabar.





Our boat was OK after the storm, our neighboring boat, "*Latina*" with Max, Kate and their two boys kept an eye on everything. It was strange to be back on board after a few days away on land, we were back to the smaller living space. We both went to bed early after a nice pumpkin soup that Lucy had left us.

(Post script: the wind recorded for this day was at 85.6klm/hour, the marina at Coffs Harbour, where we were berthed 4 days prior, many parts of the marina were completely destroyed – see the photo below of Coffs during the big storm and the red dot is where we were moored)



Day 20 - Monday 6th June: A day on the boat in Moolombah Marina.

Tomas arrived at midday after a long overnight train-bus trip from Sydney, he was to sail with us until after Frazer Island.

We worked again on installing the electric winch, finally we had it all installed and it worked!!!! This winch makes it easier raise the main sail, putting in reefs, hoisting the inflatable dinghy onto deck, and as as we world find latter hoisting someone to the top of the mast.

Jack and Tomas went food shopping. Tomas did an excellent job on re-wiring and repaired the anchor winch, with a lot of dockside advise from other sailors, which was good because they lent tools.

On all marinas we found the friendliness of other “Yachties” very positive, always coming up to help a new boat tie up at the marina, always giving advice or repeating their experiences, but always with the best intensions to help.

We had another great Jack “Surprise 20 minute Dinner” of fish, fresh prawns, mushrooms and capsicum! The oven is great for cooking, and is a real treat to have on the boat.



Day 21 - Tuesday 7th June: We departed Mooloomba [at 8:15am](#), a nice morning, sunny with light westerly wind. We were informed (afterwards) that following the big storm a lot of sand had been washed into the harbour mouth and the depth of water was considerably reduced to about 3.5 - 4 meters, we did not know nor did we have problems exiting the mouth of the breakwater.

We sailed past Noosa at midday with a good 15 knot westerly wind, great sailing on a broad reach, we were accompanied by 2 other sail and 2 motor boats at a distant. It was interesting to see Noosa from the sea, especially considering that we walked all over the headland the day before.

We sailed along the coast past various headlands and beaches. We spotted Double Island Headland lighthouse which was our destination for the night. At 17:15 we dropped anchor in behind the Double Island lighthouse at the very southern end of Rainbow Beach just as the sun was going down, an amazing sunset which we enjoyed watching with our G&Ts. There were 6 other boats also at anchor at this is a holding area for the next day's sail.

Once again Jack prepared a dinner with fish (purchased, not caught we are not good fishermen), cooked in the oven with apple and cappers with spinach and carrots, all crew approved of the dish.



Day 22 - Wednesday 8th June: We had a very rocky night, typical of an open roadstead anchorage each with little sleep. I had the anchor alarm on to indicate if we were dragging our anchor, but there was no problem.

We were all up at [6:00](#), and underway by [6:30](#) as we had 9nm to arrive outside Wide Bay Bar entrance at the southern end of Fraser Island, we had to arrive there at 2 hours before high tide, this was the best (and only) time to cross the sand-bar and enter the “Mad Mile” of rough water, this was the time with fewest breaking waves and also the tidal current coming inwards which calms the water.



At 8:30 we lined up the two waypoints which marked the channel on the chartplotter (one was 100m out of position as advised by the Coast Guard), we had to pass over each one. Even with the low swell Anakena was surfing down 8-10 "Very Big Following Waves", we were riding a 11 meter 7-ton surfboard, thrilling, fast and with a lot of concentration with breaking waves 50 meters on either side, the gap of flatter deep water in between the breaking waves indicated deeper, we had to pick our route very carefully. Jack was standing behind me calling when the next big wave was coming from behind so I had time to correct the steering so we were 90 degrees and be ready to turn left or right to keep on course as we surfed directly down the front of the wave (just like a lifesaving surf boat). Tomas was taking photos. We had a big catamaran in front which we used as our marker guide even though we did not follow exactly. Next we had to pass through the "Mad Mile" a stretch of rough water inside the entrance, lucky the sea was not too big but the boat still rocked side to side. Compared to stories from other boats entering the same location our entry was very calm and it was very tame in comparison to our previous experience entering Port Macquarie.



Once past the “mad-mile” we found a quite spot to anchor, next to Fraser Island for a relaxing breakfast. We watched the ferry move to and back carrying 4WD from Rainbow Beach to Fraser Island.

We were latter told by another catamaran that they crossed the sand-bar at 19knots (I think this was a bit exaggerated but not impossible with the breaking waves).



At 13:00 we anchored at Garry's Anchorage, a quite beach next to Fraser. Tomas rowed ashore for a short walk but came back because of the signs warning to be careful of Dingos and Crocks (they did not mention also the tiger sharks in the water), he thought his life was in danger, but he took a lot of photos.



At 16:00pm Jack and I went for a walk in the forest, was great with very tall trees. Tomas stayed on board to repair our faulty clock. On the beach there was a sign to be careful of Dingos and Crocks, but we saw none.

On our return we meet with the crews from two other boats on the beach, conversation focused quickly with each recounting their morning experiences of crossing the "Wide Bay Bar". Also discussion (in between many mosquito bites) covered - where and how each survived the big storm over the previous days. All very sociable, chatting with fellow sailors, with the setting sun in the background and mud crabs crawling around our feet.



At sundown the water was 100% calm, there was no sound except for birds and crickets chirping. Later the evening sky was also amazing a complete coverage of stars, all bright and sparkling. It is so nice to sit on the boat, at a quite anchorage with open space and no people, watching the stars in the sky, listening to the water lapping and the forest night noises of crickets chirping.

This photo to the left was taken just after sunrise the next morning.

Here is the cook in his kitchen. No one was allowed near the place, it was his domain. There were a few skirmishes between Jack and Tomas as he also wanted to assert himself in the kitchen, eventually they worked out a compatible solution!

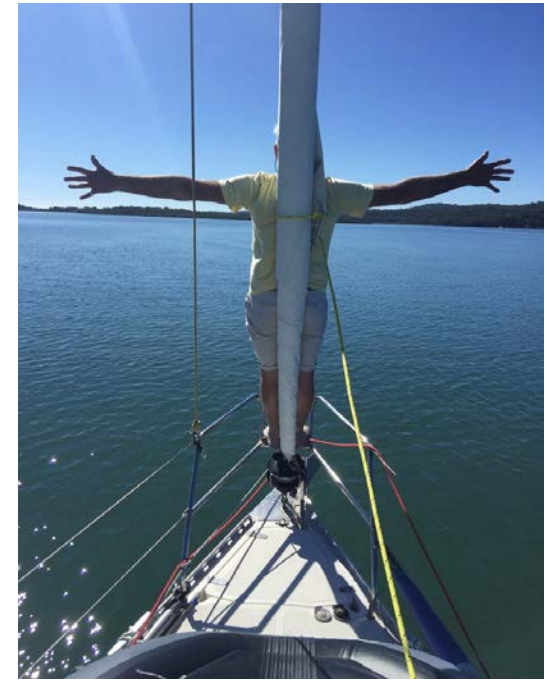


Day 23 - Thursday 9th June: (half way through trip) We woke to another lovely day with absolute flat water and the sounds of the birds and dingo's, amazing the howl from the Dingos they were calling each other across the water. It was just relaxing sitting with nature, on the starboard side was the sandy beach 10 meters away at low tide full of crabs, the tall trees overhanging the beach with thick forest behind, and port side the mudflats were exposed and the faint smell from the mangroves combined with the open space, silence and beauty was memorable. We had breakfast and tidied/cleaned up the boat.

At 10:00 we lifted anchor. We needed to leave on the rising tide as we had a very shallow channel to navigate, lowest depth was 1.5 meters under keel, we advanced at 3 knots always ready to reverse if we touched, but we got through, another yacht followed our track. On the end of Stewart Island there were a number of cabins/small resort.

We anchored for lunch,

In the afternoon we continued and finally anchored in front of "White Cliffs" on the edge of Fraser Island. In this locatio there was a Missionary Station and timber mill.



Day 24 - Friday 10th June: It was a beautiful morning, again, flat water, sun rising and warm. We all went for a swim and wash, then breakfast.

Today was a "shitty morning" of which all morning was spent (trying) to fix a blocked toilet which was impossible to fix!x"@&\$! (It now has to wait until we are back in port with a strong hose!)

At midday we moved 2nm along the coast to anchor next to the five star Kingfisher Resort on Fraser, after lunch we rowed ashore (3 men in a tiny boat) and then for a good walk around the resort up hill and back. A really nice place, very relaxed with a lot of 4WD vehicles and cabins set amongst the bush. We had a jug of beer in the "Sand Bar" bar, and then a walk along the beach. They had high fences and cattle grids with electric cattle wires across to stop the Dingos entering the resort. This location is the only remaining freehold land remaining in the island, it is a major starting point for all island transport with a frequent ferry service.

We met some interesting people: James from England who had been fishing on Lady Musgrave Island with reports it was full of fish; Next a couple who had been camping and had Dingos coming in the night but then ran away when confronted with some noise so no problem; and then an interesting pair from Sydney, Rossie and her girl friend, she from England but has 30 years in Sydney, they were both at Fraser for the long weekend. Also caught up with crew from "the Retirees from Avoca Beach - Ian and Lynn" who we met the night before, again a sunset chat on the beach, a de-briefing of the day's activities and plan for the next few days, always good to check on opinions.

Jack decided to swim back to the boat and nearly was washed away in the 3-5 knot current and he had to be rescued! (we did not know about the tiger sharks at this time)

Evening was on the boat with our first BBQ, in the dark, 10 knot breeze, very difficult as the flames kept going out, but the end result was good, steaks reasonably well cooked, no one complained, all was eaten. (found out latter that this wonderful event used the last of our LPG gas - therefore no more hot water or hot meals etc.).



Day 25 - Saturday 11th June: Another clear sunny day. The night was quite at anchor. WE tried to fish but no luck, we needed to buy some squid to use as bait. Jack prepared us another a cold dinner (because there was no LPG Gas – lesson learnt we really had never checked the gas bottle in any port or before leaving Sydney!!!) .



At 10:00 we rowed ashore and then set out for a long walk inland on Fraser Island to Lake Mackenzie along the 4WD sand roads on Fraser, we arrived at midday and all went for a swim in the crystal clear fresh water, the sand was pure white and very fine. We were passed by many 4WD vehicles on the road, some were nice people who waited until we were able to find a place to walk off the road, others simply tried to run us over.

The walk through the forest was really great, arriving at the lake was breathtaking, looking down at the white sand and water. Lynn (from another boat) arrived about 30 minutes after us and then followed by Rosie and Rachel (from the Resort), we all had a swim and each our picnic lunch, ours was the most basic, Lynn was very organized and the two girls had a gourmet backpack lunch from the resort. They were a fun group with a lot of laughs. Rosie had us all doing stretch exercises on the beach.

We started walking back [at 13:00](#) together with Lynn, she was a very fast walker so we let her go ahead, at first along the main road with lots of passing 4WDs, then a walk down a quitter road down to the old Mission Station and logging terminal (from the photos they really took out all the big trees on the island, this was stopped in the 1930s and finally the forest is recovering) and finally a 2klm walk along beach and arrived back on boat [at 15:45](#), we were all exhausted. Luckily Ian (Lynn's husband) gave us a tow back to the boat, better than trying to row against the current.

Day 26 - Sunday 12th June: At 6.30 we woke ready to leave together with the 2 other boats, but we had an absolute flat battery! We could not start our motor, we had only 8.75 volts and battery booster also with low voltage. We could not go no-where until the battery booster was charged and motor started. Do not know why all our batteries were flat, I suspect it was the use of the anchor winch and then not enough time with the motor running to recharge. We need to make further investigations into the problem, with a marine electrician when we arrive in Bundaberg.

Finally [at 9:15](#) we left , we recharged the battery booster using electricity on the wharf of the Resort and even then the booster only just managed to turn on the motor.

It was 50nm to Bundaberg which will take 10 hours at 5knots. Registered into VMR with an ETA of [18:00](#), the coast guard is very helpful as they know the local water and weather conditions plus good to have some one tracking our progress, we are not solo.

At midday we sailed pass the Fairway Marker which marks the northern exit of the Great Sandy Straights and Fraser Island and the entrance into Hervey Bay. We all really enjoyed our 3 days at Fraser Island.



At 14:00 we had 20nm until Bundaberg, with 20-25 knot wind and gusts up to 30knots directly from behind, sailing with poled out headsail and motor at 1800 revs. to balance the boat in very rocky short steep frequent wind waves of 1 meter, we were sailing at 5-7knots.

The photo is of Jack on the wheel living it all up in the windy and wet conditions, he dressed in full wet weather gear, finally he looked like a real ocean sailor.

We arrived the the entrance of Burnett River at 18:30, and got really confused with the entrance markers, but we got through into flat water (there was no sand-bar or breaking waves) and proceeded up river to the marina.

Finally, at 19:20 we tied up to the Wharf at the end of one marina arm because it was too difficult with the strong cross winds and at dark to enter the allocated berth. It was a very wet night, with strong southerly winds.



At 19:45 we were all sitting in the Marina restaurant, we were all hungry, each ordered a plate of fish, chips and salad.

On the boat we put on rain roof and side panels so entire cockpit enclosed, very snug and dry.

We did not know it at the time but this was to be our home for the next 11 days due to bad weather and problems with our rigging on the mast.

Burnett River is a very big port with ocean going bulk carriers brining in molasses and carrying out refined sugar.

The marina was very good with excellent facilities. There was a marine shop for all the boat bits we needed, the restaurant was "so-so". The small town of Burnett Heads was 2km away (a nice walk) with a supermarket and we were about 10 km from the center of Bundaberg.



Day 27 - Monday 13th June: Tomas left [at 7:30](#) to return to Sydney with one bus trip and then two trains. He really enjoyed his second sail with us, I think he came better prepared for this second stage, and we were more comfortable with him sleeping in the cabin.

The strong winds continued. Jack and I had a quite morning, we refilled the LPG gas so we could cook hot meals and have hot tea! We walked the 2klm into Burnett Heads for some shopping and then supermarket then drove us back to the marina in their courtesy bus.

Once again on boat we did od-jobs, one task was to un-block toilet, Jack was in the bathroom 100% naked, he thought "the shit" would go every where when I put the hose with full pressure from the outside (very funny at the time), after a number of times we cleared the problem and celebrated when the toilet worked again!!!

Night on the boat, with heavy rain outside, a wonderful feeling being dry and warm inside with chaos – strong wind and rain - happening outside.

The marina was full with boats hiding from the storm. The was the normal dockside conversation – how long do you think it is going to last, we want to keep going north, etc.

Day 28 - Tuesday 14th June: Today another very windy day with +2.4 meter waves off-shore. We slept in late.

We had a marine electrician come to check the alternator, battery charger and check anchor winch. Everything was working well, it was my problem I was using the entire system badly this is why our batteries were going flat, with one change of the switch, all was fixed. He explained the system and checked all voltages, now we will have no more problems - (lesson learnt!!)

Jack spent the morning feeding coins into the clothes washer and dryer in the laundry, we did a full wash of our wardrobes. The conversations in the laundry room are always good. A real meeting point.

In afternoon went for a walk in the direction of lighthouse but we returned because it was too windy and cold. We went for drinks on the boat of Lynn and Ian who we were with on Fraser Island, very sociable and lots of sailing stories.

Afterwards we returned to our boat for a soup and to watch a dvd "Michael Clayton". The wind was still blowing outside, we discussed a possible departure for Thursday morning, GREAT! - 2 more days!!! Patience please....

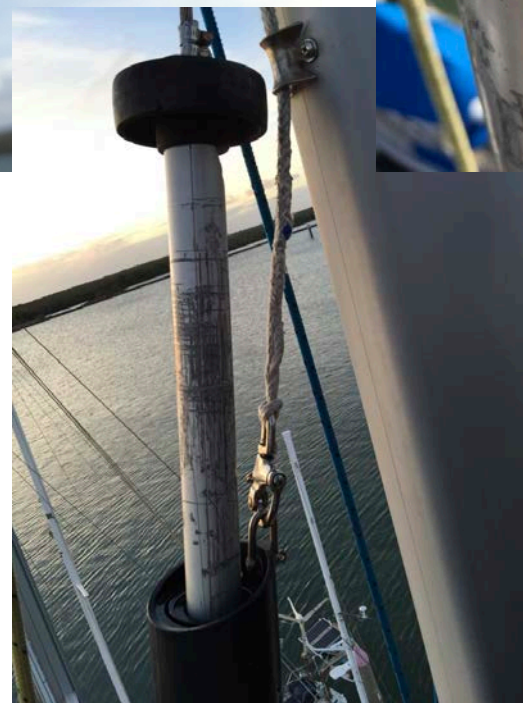
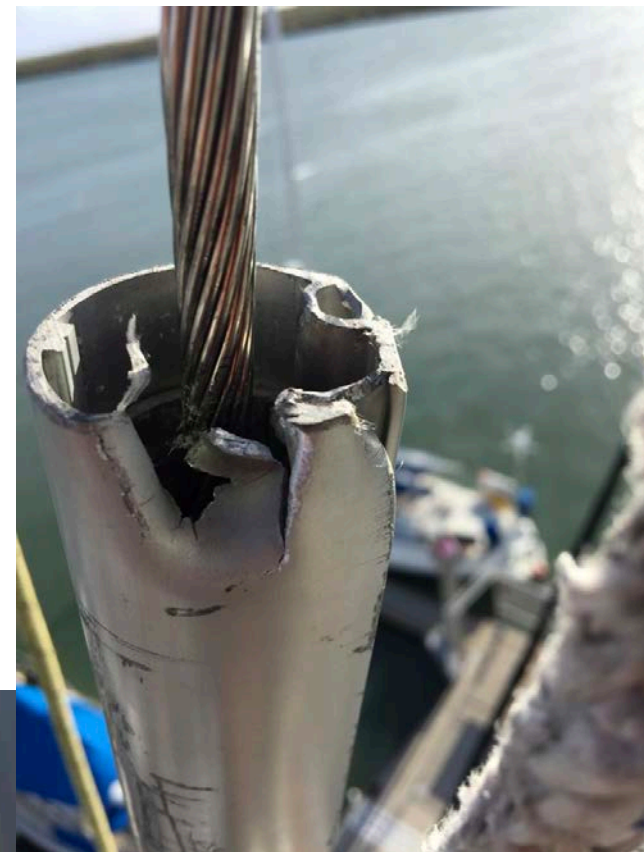


Day 29 - Wednesday 15th June: Another day at marina, again the wind was very strong.

In the morning we changed the location of the boat, then pulled apart the pump for the bathroom floor drain, first we had to find it so all floor boards needed to be removed, we disassembled, cleaned the pipes and reassembled 3 times, after all was working we went for a shower and a "crummy" lunch at the marina restaurant.

In afternoon we started to change headsail in preparation for our departure, from the number 4 self-tacker (90% overlap – small sail) to the number 2 Genoa (125% overlap second biggest Genoa), but discovered a BIG problem at top of mast, there was a possibility that the forestay could break because the wire of the forestay had unwound - A fault in the installation of the sail furler back in Sydney – the problem is very common where the wire unwinds and creates a “Birds Nest”, the wire loses its strength and could snap if the boat is suddenly jolted on a wave or in strong winds. The only solution is to replace the entire forestay. This really caused a change and delay in our plans!!

Of course once you know this problem then the questions begin, how long had it been like this, how come we did not realise before. The symptoms were there – we need the winch to furl the headsail, this should of been able to do always by hand. We were really with this problem since Sydney.



The “NEW” electric halyard winch proved a great asset in hauling me and Jack twice each to the top of the mast to inspect the problem. The bonus was the great view from the top with a great view of all the marina and coast.

At 17:30 Lynn and Ian came over for a drink on our boat, very relaxing the conversation. They planned to leave at 5:00 am the next morning for Pancake Creek 60nm north. The word around the Marina was that at Lady Musgrave Island Reef the waves are too big, coming over the reef, make it impossible to anchor. Lyn really wanted to go to this Island, but they plan to do on their return trip. For Ian the sail from Sydney to Whitsundays was a long time dream, now he is retired they planned to do the trip over 6 months. Lyn was not a keen sailor but wanted to help Ian make this trip, a great lady sailing just the two of them.

For dinner Jack cooked some great pork chops and apple sauce, of course with a nice wine to wash it all down.



Day 30 - Thursday 16th June: Using my better judgment, I cancelled our departure, a tough call – I applied the “Swiss Cheese Theory”, I had tossed and turned all night, what if the forestay did break and the mast fell over this could have been very dangerous and expensive. We could not leave port until the forestay was fixed.



I telephoned a rigger in Mooloolabar, Colin Quinn (lives 200klm south) the only one in region, he quickly understood the problem, mentioned it is very common. I sent some photos and he recommended/insisted we would have been crazy to sail as forestay could snap from a jar from any wave and mast would fall said he could come and make a new forestay and install "early next week", so we just had to wait! Jack went up mast to collect more measurements which I the sent to the rigger.

We went for 3 hour walk to Bargara, a small town down the coast, great walk along the beaches and cliff tops, passed the turtle hatching beach (it was not the season), we passed a large Caravan Park and a new Surf Life Saving Club, closer to town there were many new apartment buildings, this part of thr coast is starting to take off in property developments.

We found a nice restaurant/café had a beer and lunch, and then hitched a ride back to the marina, Jack put on his act of a crippled man, and it worked!!!! We were very lucky because we were picked up by Sue, an English woman who has lived in Oz +30 years, she is a great sailor and was very keen to know from where we came from type of boat etc. she dropped us at the front door of the marina which certainly saved walking back!!



Day 31 - Friday 17th June: Today we took off forestay to lay on the dock side, ready for the rigger to repair, quite a procedure with some hick-ups but patience and perseverance paid off, Jack lost his glasses and dropped a hammer into the water !!). I now know that Jack is not going up the mast again without his glasses, it is a sure recipe for an accident.

Lunch again at the marina restaurant (very crummy sandwiches), a very average meal.

16:00 there were social drinks for all the Yatties, hosted by the Marina Manager, with free beers, a good time to chat. I met a woman from Canberra sailing by her-self with her dog, a large black Portuguese water dog, looks like a giant poodle, her boat was a OMVI 36, (one of my favorite designs), she was looking for crew to sail to New Caledonia (700nm).

Day 32 - Saturday 18th June: Time to get to know the local terrain, we rented a car from the marina office for \$49 per day. We drove to the Bundaberg Rum Distillery, went on a tour (Seniors price \$12ea) and sampled 125-year-old "blended" rum, all very interesting. A lot of other tourists, all going crazy over a free glass of rum. We sat outside on the verandah to quietly sipping our “free glass”.

Next to the Bundaberg Botanical Gardens "nice" but not well kept lots of birds and water dragons. The following photos are from there. The key monument was the original house belonging to Bert Hinkler the first person to fly a plane in Australia





Then we drove to the old/quaint/very quite town of Childers, 45 klm south, specially to see a big Bird Avery but on arrival discovered it was closed on Saturdays (! &@f!!), we went into the small town to try to find somewhere to have lunch, there was no where, we ended up at a takeaway restaurant next to Woolworths supermarkets – a steak sandwich for me and fish and chips for Jack, everything in the town was shut except some sleazy dark pubs.

We returned by a different route passing many sugar cane and macadamia nut plantations with many little trail lines (60cm wide) crisscrossing the roads that are used to move the sugar cane when harvested visiting Coral Cove beach to watch the sunset, there were many beautiful houses all developed along the coast (type of Noosa but further north- but no restaurants or smart shops) , Jack saw some real "free range" Kangaroos eating next to someone's house. We ended up back at boat by 18:30.



There were two big floods in Bundaberg one in 2011 and a second in 2013. There are some amazing photos. Well it almost wiped out the town. The Rum company came up with a clever marketing campaign where the labels on the rum bottles were for the different streets with all money gained going to repairing houses in that street, they became a collector's item and raised thousands of dollars.

In the Common room of the Marina we watched the Australia v England rugby game together with an English couple who have been sailing for 4 years. Unfortunately, England won which made Jack and the other couple very happy!!!

As I read in one sailing magazine, frequently on Queensland marinas you will find many many old men living on their boats in solitude. One of the interesting people on the Burnett Heads Marina was Peter Charles, 74 years, a very experienced solo sailor. In 1987, he told media said he had been attacked by pirates while sailing solo from the United Kingdom to Australia. *"They stripped the boat of everything and stabbed me in both legs,"* he told the Gladstone Observer Newspaper, *"I was left to drift for four days before I was rescued by a freighter"* (he told us his legs were broken in parachute landing when in the army). And in 2011 his yacht "Shady Lady" sank in Indonesian waters about 600 kilometres north of Darwin while bound for Queensland. He was a good story teller, we had coffee with him one day and he also helped to sort out our mast problem.

He was now delivering a old yacht, from Brisbane to Darwin. He said that this was his last trip, he had a tumor on his heart and two legs in metal braces and could hardly walk down the marina, how he moved around the boat was a read doubt. The incredible part of this delivery trip was he was to sail together with the new owner, a (short/over weight) Hungarian from Darwin who had never sailed. When left the dock we all doubted how these two were ever going to make it.

Well the owner only lasted until Roselyn Bay 40nm north, where he had to be taken off the boat by ambulance, from where he instructions were to "SELL THE BOAT!!!"

But Peter continued sailing. Next I heard some months latter that he had broken a leg, 200nm distant from Darwin and had to be rescued. A sad end to a long life on the water.



Day 33 - Sunday 19th June: It was an early start. At 8:30 we were in the marina courtesy bus with 10 other sailors driving to the South Bundy Sunday markets where we bought fresh vegies and fruit plus eggs (two were broken by the time we returned to boat), it was at the local high school and it was a "real" cultural experience mixing with the locals, apart from the fresh produce, the markets in general were really crummy compared to other weekend markets. The most common word was "*youses*" abbreviated or implied to mean "*are you going to take/do something*" great Australian slang we have now heard it many times!

We returned to boat at 11:00 and then off again in the courtesy bus to the IGA supermarket and bottle shop and returned in the IGA courtesy bus, then direct to marina common lounge area to watch the Chile-Mexico Soccer game (7-0), pouring with rain outside. Back on the boat there were more strong winds and heavy rain, we were snug and dry on boat, with no leaks, had a late lunch and watched two films "Creed" (new Rocky boxing film) and "Manhattan" by Woody Allen).

Not a very exciting day, we were sort of in limbo or transit waiting to go somewhere but not able to go nowhere. A good exercise in marking time, in neutral, relaxing.

Only highlight of the day was watching 6 kangaroos in full run along the park near the IGA.



Day 34 - Monday 20th June: Another day at the marina, need to wait until tomorrow morning for Colin, the rigger, to come from Mooloomba.

At 22:00 a message arrived saying the Rigger is not coming until Wednesday morning, BUGGER! , another day trapped!



Day 36 - Wednesday 22nd June: Well Colin did finally turn up at 8:00am. (thank-good-ness because he had a lot of pressure not to come again by his other clients!!!). He was well know in Burnett Heads as he comes to repair many other boats.

Colin did a good job, he really knew what he was doing and worked quickly. He inserted the new wire inside the furler tube and then put on a new swage / terminal. We carried the furler back to the boat and he installed back onto mast. Following this he left and we put back on the No.2 Genoa. It looked great, a much bigger sail than the Self tacker, also the sail cloth was in good condition. With the boat came a full set of sails, four head sails, main sail (now replaced), two spinakers, storm jib and spinaker, plus I bought with me my green reacher sail from Chile.

Again there was a great sunset, really spectacular colors. We prepared the boat for sailing. All fuel tanks were all full, water tank was full and all batteries at full charge. After 8 nights at Bundaberg were really ready to go sailing.

We finally left Burnett Heads at midnight with 60nm to sail to Lady Musgrave Island, we should arrive at 10:00. There was no good leaving earlier because you cannot enter a coral lagoon at night or low tide.

It was a beautiful night sailing w, there was a fabulous full moon, clear sky, flat sea, unfortunately no wind, so it was motor at 5.5 knots with auto pilot. We took turns of being on watch and sleeping. A good time to chat and clean up old emails.



Day 37 - Thursday 23rd June: It is always amazing watching a sunrise at sea, this moment rewards you for sailing through the night, to see the amazing colors gradually becoming brighter, watching the birth of a new day, and eventually the sun pokes itself over the horizon, and the day begins. Jack took about 30 photographs, so it was very well documented.



At 6am, we were 21nm distant from Island with headsail filled with a light south wind. We were now 50 nm (100klm) from the mainland. The island started to be visible just with small line on the horizon, and then gradually became more clear. We started to realize why everyone talks about this island.





We entered the opening into the reef at 10:30. A narrow passage about 30m wide well marked with red and green posts, we really had to keep on course. In the photo it is the dark (deep water) straight line at the top of the reef.

Once inside we motored closer to the island but still because of shallow water we could not get closer than half a mile, too far to row in the inflatable as there was a lot of current circulating inside the lagoon, we could have really got pulled off course and no amount of rowing would work, simply too big a risk. "OH I wish I had bought a for a small outboard motor, essential for the next trip!

So we relaxed, the water was turquoise and crystal clear you could easily see the bottom 8m below, water temperature was 22.1 degrees, we soon were swimming with water temperature at 23 degrees.

Finally, we reached an island in the Barrier Reef. One part of the mission accomplished, a great milestone to actually sail into a coral reef island at the Barrier Reef. We thought on this trip we would have seen many more but we had too many stops on the way at ports severe storms and with gear problems, we learnt a lot and good experience for the future. In total 675nm (1,300km) from Sydney (an equal distance to my trip Valdivia to Puerto Williams).



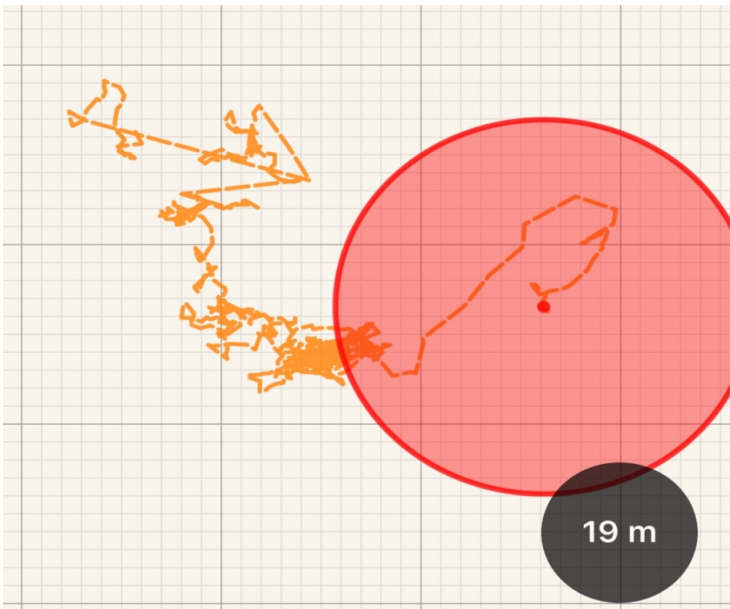
We caught our first fish, a lovely yellowtail, ready for dinner tonight. We did not have a landing net so the upturned milk crate which we used as steps for getting onto the boat at the Marinas soon became our “net”, Jack maneuvered the fish over the top, from the swim platform I put the box underneath, up came the box and fish. It worked perfectly.

Sunset came at 17:30, again a beautiful sky with incredible colours, just the time for a Gin & Tonic! In one day we saw sunrise and sunset over the ocean, unforgettable the beauty of nature There was no green flash tonight.

Over night a 10-15 knot wind came in from the north which made the boat very rocky.

The following photo shows the pattern on the anchor watch APP on my iPhone, we used this a number of times, very helpful as an alarm goes off if outside the circle. When the alarm sounds and you are dead asleep, you really get going outside quickly to see what is happening.

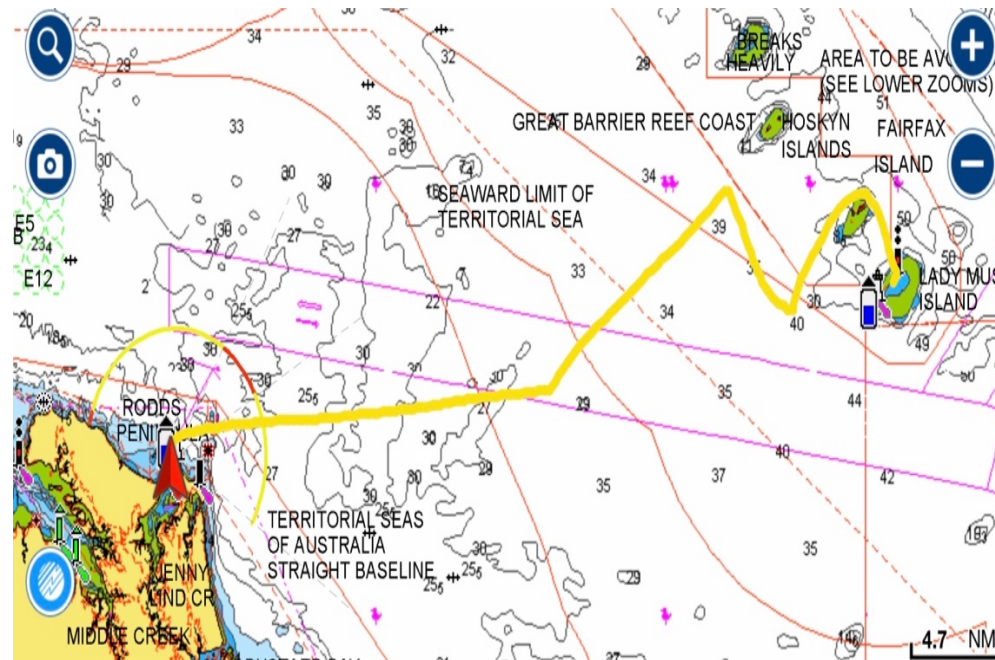
The greatest danger when anchoring inside a coral reef is if the anchor starts dragging, there is not much room or time to correct the situation, we had a scope of 6 times depth to ensure this would not happen.



In the morning we swam, caught 4 long sucker fish, landed two. You can see the blue milk crate which doubled as our fish “landing net”

After breakfast we pulled up anchor at 10:00 and Jack motored us out of reef at 10:30, again going very slow and careful out of the 30m meter wide channel.

We sailed past Fitzroy Island (another island close to Musgrave) and then headed for coast with 12 knots of wind, full main and number 2 headsail, sailing at 5-6 knots a really lovely sail. The course was a bit erratic as we tried to sail, but eventually had to go direct in a straight line otherwise we would get there too late at night.





At sunset the dolphin's put on a great show leaping out of water in front of the boat. Jack was really talking with them calling them up to jump and they responded, incredible to watch.

While he was playing with the Dolphins, I saw a 2 meter water snake with yellow and black bands skimming across the water coming direct for the boat, luckily it did not flick up onto the boat, then there would have been some real fun, one bite and you are gone! This type of snake is rated as one of 10 most deadly in Australia. The foto below is from the internet.

At 18:00 (again in the dark) we could see the Bustad Head Lighthouse with its guiding light, at first we were in the red zone and then when the white sector came visible we could aim directly for the river entrance with the red and green markers present and using the recommended pink line on the chartplotter. By now we were very confident of entering any port..... At night.



At 7:30 we anchored in Pancake Creek together with 6 other yachts, a good place to be sheltered from the forecasted strong southerly change due to blow in at midnight.

We had to move anchor because we were drifting to close to another yacht, which was good because at midnight the wind came from the south at 20 to plus 30 knots. Fortunately, our anchor held well in the new position and we kept our distance from the other boats, we did not move, but there was no sleep as we kept an hourly anchor watch schedule.



Day 39 - Saturday 25th; At sunrise the wind stopped, literally to calm, by then 6-10 of the boats anchored close by were on there way, some north and others west out to the islands.

After a slow start and breakfast we motored further into Pancake Creek to a more protected anchorage where there was other yachts and a beach.

At 11:00 we rowed ashore and walked 2.5 klm up to the lighthouse. At Bustard Head Lighthouse we met with 3 men (volunteers) repairing the small cemetery where buried were different men women and children who died whilst living at lighthouse, very interesting the stories of how each died. This lighthouse was built of steel, all prefabricated in England and shipped out. It was built at the same time as many of the lighthouses in the south of Chile, also made in England and sent to Chile..



At the lighthouse we met one of the wives of the volunteers who told us what a great place Gladstone was to live. And finally we met the caretaker of the lighthouse another fascinating story of how the lighthouse was vandalized and now this voluntary group is working to repair and maintain. We met a group of tourists who came up by amphibious truck from a town called 1770 (the year that Cook sailed past). It was painted bright pink,



The following photo shows roughly where we were anchored on the first night close to the river entrance and then on the next night further inside the river. The photos also shows the track up and back from the Lighthouse and Aircraft Breach. On our way back down we went for a swim at Aircraft Beach, virgin sand about 2 lkm long really nice, water warm, Jack went for long walk to far end, I lay in beach for a nice sleep. We returned to boat at about 15:00, had lunch, caught one small fish which we threw back as it looked the “non-editable type”. There was another beautiful sunset. The night was going to be very quite with no wind or waves lapping against the hull.



Day 40 - Sunday 26th June: We raised anchor at 7:15 and very cautiously motored out of Pancake Creek, it was at the bottom of low tide, really not the best time, with less than 2m of water in some places. Fortunately, another 38ft yacht went before so we knew it could be done. We only touched bottom once, but quickly reversed off back into deeper water.

Once outside the Creek we hoisted sails and started to sail south back to Burnett Heads (Bundaberg), it was to be a 12 hour trip but there was a 15-20 knot southerly wind with steep new wind waves. A decision was made after 30 minutes of banging into the waves and strengthening wind to turn around and head north to Gladstone, 6 hours distant.

Sailing with the wind southerly behind was great sailing pushing us north at 6-7 knots. By about midday the wind started to drop and by 1pm there was none, so the long entrance into Gladstone was by motor. From the beginning of the Harbour entrance there is a channel of approx. 3nm until reaching the port. Gladstone is a big industrial port – exporting coal and bauxite, manufacturing aluminum and a huge power station, there were lots of big cargo ships in port.

We arrived at Gladstone Port Marina at 15:00 checked into berth G4.

At 18:00 we had lunch/dinner, Jack prepared his last great meal, mostly with what remained in the refrigerator.



Day 41 - Monday 27th June: We were up a 6:30, after breakfast, there was more cleaning, packing away the boat, off to the Laundromat for a full load of washing and a lot of rubbish off the boat.

I went to the office to book the marina berth for the next 4 months.

At 12:45 we were off the boat and in a taxi going to airport and then fly to Sydney. We had a mix up of flights in Brisbane, so we eventually arrived into Sydney very late, returning to the apartment in Fairlight with a big surprise, the builders had removed the windows, there was rain cold wind and rain coming inot the living room, dust was everywhere, it was completely unusable. Jack decided to stay and sleep in the bedroom with door closed to keep out more dust, wind and rain. I imposed on Andrea, sleeping on her old Sofa bed with Toby the cant next to me, not a good nights sleep!!!!

We had 3 days in Sydney before flying back to Santiago on July 1st. In Sydney we had time to tour the city, showing Jack all the best/my favorite locations.



IN SUMMERY: Wow what a trip: 40 days on the water in a boat, we travelled over 810 nm or about 1,600 klms., we called into the ports of: Pittwater, Port Stephens, Crowdy Heads, Port Macquarie, Coffs Harbour, Southport, Manly(Brisbane), Mooloomba, Bundaberg and Gladstone. We anchored in Stradbroke Island, Fraser Island, Lady Musgrave Island and Pancake Creek.

Jack did an amazing job in "his kitchen"! He is a master chef working on a small stove, refrigerator on and off, we never got sick

"Man of the match" goes to the motor, it worked perfectly the entire trip. We mostly sailed with the motor running as a extra boost to speed, to keep the refrigerator working and charge batteries. Motor sailing is very nice way to move and eventually you get accustomed to the motor noise. At 2,000 revs the motor pushed the boat at 5-5.5 knots and used 2liters of diesel per hour. What is needed is a 4th 20liter container so we have a capacity of 70 liters in the main tank and 80 liters in 4 containers. Refueling was never a problem either at fuel docks and latter transferring from the containers into the tank. Diesel in all locations was \$1 to \$1.2 per liter. A second tank would be more practice than additional containers, this could be put in the end of the garage or shed.

Runner up "Best Player" goes to the autopilot which always steered in a straight line, never took breaks, never complained and never failed to work. A really great piece of equipment to have on board. Autopilot was extremely useful, worked well under motor and sail but gets thrown off course pointing close into wind and with waves. Eventually you begin to trust it, requires supervision but also enables to do other jobs or just to relax.

The new main sail worked well, the continuous reefing lines were great, and the 3rd reef makes a good sail for winds over 25knots of wind.

Self tacking headsail is good but because of long tacks in the ocean it is not really needed, we left it on for too long. When leaving Bundaberg, we changed to the No.2 which is a bigger and better sail, it roller furls down well. We tried the Jenneker once, it needs 3 people to launch and control, the snuffer only works when closing the sail, what would be better is a Code Zero furler for this sail as seen on other cursing boats. We had the storm jib ready to use but never did fly this sail.

When we finally got the electric winch was installed and working, it quickly became very useful for - lifting the mainsail, reefing lines and lifting the inflatable dinghy. But boy did it take some effort (days) to install!!!

The anchor worked well we often used the full 30 meters of chain, once we used an extra 12 meters of rope, in mist cases we had a scope of 5-6 times depth. Thanks to Tomas anchor winch worked well, he rewired all the electrical fittings in Mooloomba, it did drain the house batteries so after use it is critical to run the motor for half an hour after each use. We have to make sure that 15 minutes before and 30minutes after the motor is running at +1,500 revss. Just sufficient to boost the voltage in the battery.

The new VHF radio worked well and also the B&G chartplotter were excellent. Still needs the AIS link to be installed correctly, needs to be done quietly not in the move. It would be good to add a depth transponder to the chartplotter. The WIFI on the chartplotter worked well and can be controlled from iPad or iPhone.

I am really happy and confident in my purchase of the yacht, it lived up to and surpassed all expectations, ANAKENA can really sail anywhere, it ia a great sailing boat and a very comfortable boat to live on..