

Ferro News

March 1998

Quarterly Newsletter for Ferrocement Boat Owners

Issue 6

W After each issue of Ferro News, I ask myself: How are we going to get enough material for the next one. But I worry needlessly, all of you Fellow Ferros are proving that Ferro News is about each of us making a little effort with a big result. The past three months have seen Ferro News grow further in subscription. I welcome the new members: C. W Strange Auckland NZ, Dr Chris Henderson Canarvon WA, and the Ferrocement Boat Club of Denmark. The Danish are no strangers to ferrocement and I've published Egon Back Sorensen's letter in full this issue - great reading. We look forward to all the new member's lively participation.

Keith Fleming s/v "Zodiac", has contributed a number of great articles that I'll share with you over next few issues. Also our great Solo yachtsmen Doug Wallace kindly for-

warded a copy of his recently published book. I found it a great inspiration. Trudy does a book review this issue, as well as concluding the account of our cruising adventure. The letters section is bursting full - keep it coming!

The drudgery of work each day has already made me start to think about our next adventure. This time I'm planning a 6 month cruise from Brisbane to Cape York and return in 1999. The distances, remoteness and weather patterns of this stretch of coast is sure to contribute to the challenges of a return trip. Maintenance and fittout aboard "Lilly Ann" has already commenced.

Ian McFarlane S/V "Lilly Ann"

SOLO CIRCUMNAVIGATOR

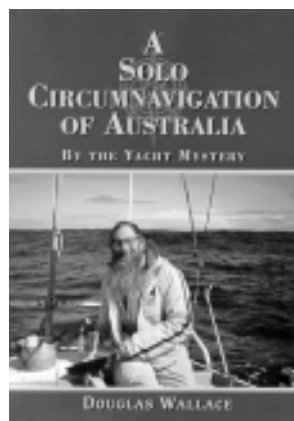
A Book Review By Trudy Snowdon S/V "Lilly Ann"

If you're like me, you while away the office hours dreaming of it, and spend all weekend working towards it. Yes... I'm talking about a circumnavigation of Australia, visiting those wild and untamed places along our glorious coastline.

Well, Doug Wallace has already been out there, done that and returned safely to his home port to tell the tale. Doug has detailed his epic voyage in his recently published book "A Solo Circumnavigation of Australia by the Yacht Mystery".

Doug undertook his journey in his much beloved "Mystery", a 26 foot ferro-cement sloop, which was built in Port Augusta and launched in 1970. As

our readers may be aware Doug is currently restoring Mystery and has recently undertaken a reconstruction of Mystery's hull. At the same time Doug is in the process of refitting the interior of his yacht.



conditions and the many colourful people he met along the way. Of interest to me as a Queenslander was Doug's description of our familiar

In April 1992 Doug set forth from his home of Port Lincoln in his bid to sail around Australia. He describes the circumnavigation as merely "a succession of short coastal passages with a few slightly longer ones". Doug describes in each chapter of the book the individual stages of his journey, useful anchorages, sailing

cruising grounds, and his account of the Queensland coast will be kept in mind for our planned cruise to Cape York next year. Doug also gives a thrilling account of cruising down the Western Australian coast and across the Great Australia Bight from Albany to Port Lincoln a journey which in itself took about 3 weeks.

It is interesting to note that, in his book, Dougs states that he sailed straight past 90% of Australia, out of sight of land, and that over 18 months. It is a sobering thought for those of us who still hold such an ambition close to our hearts.

Doug's book is an enjoyable easy read which describes how he made his ambition turn into reality, and is an inspiration to all of us "office cruisers!"

Doug's book is available to fellow ferro's at the special price of \$20.00 + \$5.00 postage. Money orders can be sent to D.Wallace PO Box 315 PT LINCOLN.

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Northern Adventure Part

Last issue Trudy gave us an account of their cruise up to Mackay and now continues from where she left off - ready to head for North West Island.

On Tuesday we set out for North West Reef - 35nm off the coast, determined to see our first reef island. We anchored in about 10 metres of crystal clear water just outside the reef, near the marker which indicates a boat channel where dinghys can cross the reef. This channel is passable for 2 hours before and after low tide. We spent the next two days exploring the reef and the island. The island itself is a major rookery site for Shearwaters and Noddies, with the Shearwaters just taking up residence in the Pisonia trees during our stay. Thousands of Shearwaters would stream in from the ocean just on sunset making fast moving black clouds across the sky. The spectacle would occur again in the morning with the Shearwaters moving out to sea for another day's fishing. Later, in the afternoon we managed, at low tide to land the dinghy and scramble out on a flat outcrop of the reef (no mean feat given the surge!) to explore the reef by foot. Pools of water are trapped up on the reef, supporting a wealth of vividly coloured reef fish and amazing outcrops intricate coral heads. The water is so clear, that we further explored the reef by dinghy, able to see clearly the schools of fish 7 or 8 metres under water.

After North West Island we headed again South, stopping over at Hummocky Island before venturing down the Narrows to Gladstone. We spent the next few days at the Marina doing our chores and stocking up on provisions. Some bad weather set in again, with storms lashing the area in the evening. While we were at Gladstone we heard that a yacht had been struck by lightning in the Fitzroy River and had sunk.

We set off again on Thursday, and headed for Turkey Beach, expecting the

winds to freshen in the afternoon and more storms to occur.

We decided to head for this little township after advice that 3 yachts had run aground in Pancake Creek during 70 knot winds. We have been to Pancake Creek before and were mindful of the lack of swinging space should a blow develop. Turkey Beach is a long way down an inlet just South of the Gladstone Harbour, and proved to have ample swinging room and good holding. There is a BBQ and picnic area on the foreshore but there is little else in the township for a cruising yachting. It blew savagely that night but Lilly-Ann was well dug in and secure.

We departed Turkey Beach the next morning, with a rather long stretch of travel out of Rodds Bay. We decided that Turkey Beach, because of the distance it takes to make open water was even less attractive as a stopover. We were heading for the Port of Bundaberg, 20 miles north of our destination we could see the storms brewing over the land and they looked very nasty. Deciding prudence was better than valour, we heaved-to out at sea to await and check the progress of the storms. We also shut down our electrical systems after informing the Bundaberg Marine Rescue of our intentions. They were really helpful keeping a track of the storm for us as it headed for Bundaberg. Thankfully the brunt of the storms passed to the South of our position, and we were able to continue our passage to Bundaberg, with the majority of the storms passing to the north and south of us. However we did get some scary light displays along the roof of the sky along the way.

We anchored the first night up near the sailing club, but decided to move closer to the mouth of the river the next day and anchored outside the harbour near the pilings. That night we left Lilly-Ann in the care of the Swallows and headed for the Blue Water Club in the harbour and spent a very pleasant evening there, and were quite impressed by the service and quality of the meals at the club. The club was quite busy that night with a number of

yachties coming south from the Whitsundays.

Although more storms were predicted, we head out again on Sunday, determined to make it into the Sandy Straits. This we managed without incident, arriving and anchoring at Kingfisher Bay at 1500. We packed our kits and headed to the resort for long sought after shower, beer and pizza that night.

We spent the next day at Kingfisher, with the anchorage becoming very crowded during the day, with the arrival of a fleet of yachties from Royal Queensland Yacht Squadron. As the day was a bit gloomy with a strong wind we spent most of it doing our chores on board and watching the other yachts. A huge 80 foot power boat arrived, with the owner heading off quickly to the resort, leaving the crew in charge. We watched as the boat dragged twice, with the crew appearing unable to set the anchor. A dinghy was launched to fetch the owner and the massive boat departed in the direction of the Mary River. We couldn't understand why the boat dragged as it seemed to have sufficient anchoring gear. However we put it down to inadequate anchoring technique as the crew failed to dig in the anchor under power, a practice we have adopted after dragging a couple of times early in our cruising life.

We left Kingfisher Bay 0730 the next morning and headed north into Platypus Bay with a moderate south easter blowing. We had a great sail heading north through the straight, across to Moon Point and through the middle banks. We were determined to see Humpback whales, and see whales we did - they were everywhere! After a few encounters we headed for the anchorage at Wathoomba Creek. Approaching the anchorage we wondered why there was a rotten egg smell. Thick weed could be seen extending along the beach and this was the source of the smell. As expected, the plough did not take in the heavy weed beds just off shore and we moved in closer where we could see clear sand and managed to anchor securely before heading off for an afternoon exploration of the beach and

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to try our luck fishing. On the beach we could see the large clumps of spongy weed which was mounded up along the beach, making an unusual wavy pattern on the shore. We also found here a good supply of New Zealand spinach and took some back for dinner.

We moved again next morning, encountering a mother and calf Humpback south of Rooney Point. We spilled the sail and spent the next hour quietly drifting alongside of them, watching them soak up the warm morning sun. Eventually they got tired

came good with a light westerly flattening out the swell on the Bar and we made an uneventful crossing. The sail to Mooloolaba was also uneventful, except for a pod of Common dolphins amusing themselves with Lilly-Ann for well over an hour - they just didn't want to leave!



of us and moved southwards, and we continued our journey north to Rooney Point, the northern extreme of Platypus Bay. We spent a pleasant night here before heading back to Urangan Harbour.

Here at the harbour we met up with some Ferro Yacht owners, George and his wife Jan on Pacific Gypsy and spent the next few days swapping ideas. We also had a surprise visit from our friends Len and Barbara off TAVA, who had spotted Lilly-Ann upon return from a days' whale watching.

Our holiday was coming to an end and we were now set upon the final return journey to Brisbane. We set out on Sunday and after one overnight stop at Yankee Jack anchorage, we found ourselves awaiting suitable weather conditions to cross the Wide Bay Bar. We were not looking forward to it as our crossing the previous year was far from comfortable and this was still fresh in our minds. We were at Pelican Bay for a couple of days with about 12 yachts as the weather turned foul at that moment. Eventually, the weather

We spent a lazy two days at Mooloolaba meeting up with Anthony of L'Alouette at the Yacht Club before setting out on our final leg of our journey to Manly Harbour. The winds disappeared as we motored into Moreton Bay, taking the route across Deception Bay and inside the islands before heading for home.

Some Fellow Ferros encountered on route! Recognise anyone?

Still no picture of Lilly-Ann though! There is a reason, Ian mostly takes slide film, and not having access to a slide scanner makes them hard to publish. These shots were snapped with print film for Ferro News. But maybe soon!



SISTER CLUB *By Evon Back Sorensen*

Dear Mr. McFarlane

It was a great pleasure and joy for me to be informed about a "Ferro Boat Club" in Queensland via the Internet. However, I thought that we in Denmark were the only ones of that kind in the world. Of course with this news I must take for granted that the ferro boat-people in Queensland are cooperative and sensible.

This is not the case with the people in NSW, in my opinion after visiting several times. There were many fine boat projects among these amateurs, but too many bad ones around which could spoil the good cause. You could draw parallels to the westcoast of the United States - Los Angeles, Seattle/Tacoma and Anchorage, where I spent a lot of my spare time helping these Samson boatbuilders from 1965 - 1970. They were just like the ones in NSW - individualists. They were lined up all over the place and still they refused to cooperate. In 1974 I started building a 46 foot Tahitian by Hartley, New Zealand as one of the first ferro-cement boatbuilders here in Denmark, in the middle of Copenhagen. It drew a lot of attention in the news media, together with a lot of joking as well. In the minds of most people a man who would built a boat in ferro-cement had to be some sort of a looney. Since that time "war" is the right wording for the relationship between the press and our Club. Even today we encourage all our members not to buy any of the Danish boat magazines. The articles they write about

boatowners have German insurances. They are cheaper and cover the entire world. However, the bad mention in the press resulted in unexpected contact to many other boatbuilders whom I did not know, and they all became



interested in my project. This was the beginning (founding) of a Club membership, based on "help and you will be helped too". Since that time we have build approx. 200 ferro-cement boats. I myself, as a Hartley agent, have sold 159 drawings. Hartley was very wise to make all his drawings in blueprint, which made copying difficult (impossible). This was of course, a benefit to me as a salesman. The Fijian alone sold in more than 50, and is today still the most popular boat for all our "round the world travellers". For more than 25 years we, the Club and our experts, have been in control with all ferro-cement boats built, and today we are on equal terms with steel boatbuilding here in Denmark. The price of a Fijian

today is 120,000 Danish Kroner (27,000 Aus \$) For the first ten years the Club concentrated entirely on building boats. Now all our shopping is centralised, resulting in very good deals with all kind of firms, in Denmark as well as in England. Rumours travel fast so still more and more new members are joining the club. Today we have 468 active members with ferro - steel - wooden -

fiberglass - boats. Our Fijian and Golden Cowries are participating in races and are doing very well. Last October a Fijian won a competition with 20 other steel / alu boats, in winds up to 20/25 sec./m. So "HELSAL" of Sydney got all the attention that day. I "joined" the Internet and my first e-mail was send off to you. I hope it got through. I wanted to join your club. One of our members is building a C-lord by Samson. He suddenly got the idea to mix epoxy primer together with granulated copper 50/50 and then he rolled the mixture onto the hull of a fiberglass and a ferro-cement boat. That was 2 years ago, and the result was positive. He quit his former job and is now a busy businessman. Altogether 75 boats have now been treated with that mixture and they all have a clean hull without any fouling, so this has been a 100 % success. If you should try this, please remember, after application the epoxy has to be sanded all over very thoroughly so that all the copper granulation is visible. We have 2 Fijians in the West Indies waiting to see the effect of it, when they take up the boats in May. One of the men onboard is a diver, and he has been below several times to check if there was any fouling, and so far it's completely clean. I have more good stuff for you and that is my own private secret invention, or maybe

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FERRO CEMENT BOATS

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It is the climate that one day may bring him to Australia to live.

He has his eyes on a block of land in the Camden Haven and believes this might be the best place to live in preference to any more cold Danish winters.



Steer Damn You!

- Fitting a Hydraulic Autopilot

by Ian McFarlane s/v "Lilly Ann"

You may recall the article I wrote several issues ago, outlining my experience of installing a hydraulic steering system. Following on from this I integrated a hydraulic autopilot, and so is the topic for this article.

Autopilots are not cheap and first I really had to convince myself that it was worth the expense. I reasoned that if Trudy and I were to undertake overnight passages of 24 hours and more, that each of us would need to manage the helm, navigating and trimming of sails unaided whilst the other caught some sleep. The biggest obstacle to this aim was manning the helm. So the quest to find an autopilot began!

An electronic autopilot system is made up of several components including: drive unit, control/display head, central brain or computer, compass sensor, and rudder angle sensor.

I set a number of criteria with which I would evaluate each of the popular autopilots against, including: Course-Master, CETREK, Autohelm, Dataline, Robertson, and B&G. Specifically these criteria were:

- 1) Sufficiently rugged and intelligent to cope with following seas;
- 2) The display head could repeat data from my existing instruments including GPS, and export its own data in NMEA 0183 format;
- 3) Full-time display of rudder position;
- 4) Attractive instrument head that could be mounted on the steering pedestal;

I chose to install the new CETREK 730 pilot, after much comparison and indecision, I eliminated the others for various reasons including: price, as I had a budget of up to \$3,000 only, and failing to import and export NMEA data. Choosing a new release went against the grain. Earning a crust as a computer software consultant this decision was against my better judgment, where its known that release version 1.0 is likely to contain many problems. But

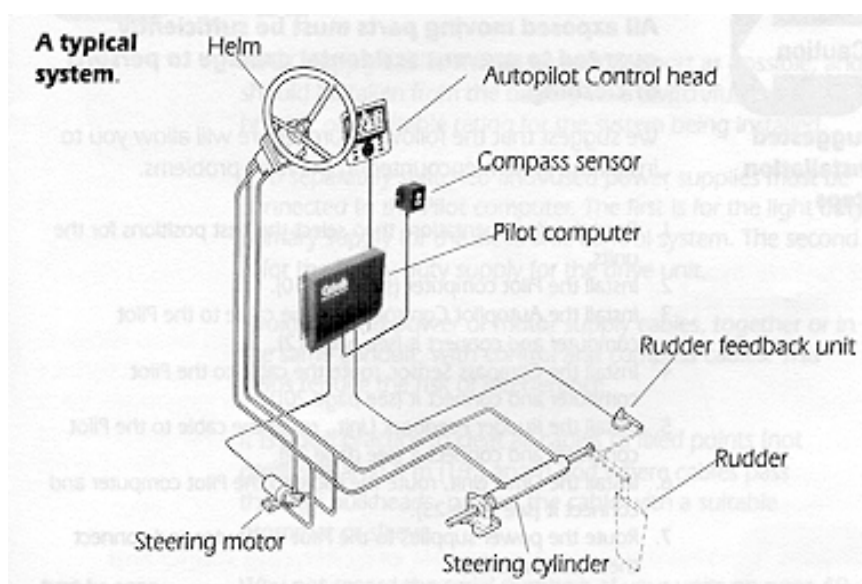
buy it I did, as it met all my criteria - the problems later.

So with the dinning table again laden with new toys and instruction booklets, I set to work, ignoring the concerns from the First Mate that I might not get it fitted in time for our departure, whilst simultaneously addressing that tediously long list of things to, including finding somewhere to store an extra pair of shoes and at least 4 times as many clothes as each of us were ever likely to need!

The hydraulic drive unit bolted to the underside of the cockpit sole, and two 1/2 " copper pipes were taken to the

remained was running the data cables and the DC wiring, adding a couple of switches and fuses to the switchboard. Who likes pulling cables? I know I hate it! One needs to be a contortionist, a sausage, and have enormous self control when that cable gets stuck or you forget to take the cable ties or cutting pliers with you after spending 10 minutes maneuvering into position somewhere between the stern bearing and the water tanks. Never attempt wiring on hot, still, and humid days during summer.

The whole system had to be bled again in the usual manner as well as operat-



blocked off ports of the dual lock-valves that I had installed previously in the pedestal. A third pipe was taken up to the steering pump's oil reservoir as a leveling line. The pilot computer was screwed to the inner wall of the cockpit, such that it was accessible for later wiring. A mounting bracket for the rudder sensor was welded and fitted. This took a bit of fiddling around as it is very important that this aligned properly with the angle of the tiller arm, not that easy with close-to 45 degrees of tiller arm movement. A hole saw made a clean cutout for the display head on the pedestal. The compass sensor was mounted high up on an aft bulkhead, hoping that it would not be affected too greatly by the ferro structure. All that

ing the electric pump directly from the 12 volt supply first forward and then in reverse (swapping the power cables around). Finally I dared to push the ON button, the new baby (monster?) was born! But it had to learn to crawl before it could walk. A dockside setup routine was selected, setting and testing the extents of the rudder, finding centre, and aligning the compass with the ships compass. The electric pump would first whirr until the rudder moved to port, and then over to starboard, finally coming to rest in the centre. What a noisy baby it was too! The ever beckoning AUTO button was still useless until it had been taken for a sea trial where it could learn to walk

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by calibrating the compass, and testing itself against the sea conditions. I felt quite helpless during this process nervously hoping not to see "ERROR 999" or something like it on the display head. Knowing that whatever the message, the instruction booklet would say "Contact Your Dealer". Despite my scepticism no errors appeared and daring a look at the troubleshooting chapter of the book revealed quite a description of all problems and messages.

However, the auto compass correction seemed to have introduced even greater deviation errors (up to 15 degrees) than left uncorrected. An error is supposed to be displayed if automatic deviation correction cannot be applied. The local dealer suggested that I might like to upgrade the EPROMs (erasable, programmable, read only memory). But time was running out and the display head had been sent back to be resealed as condensation was completely fogging up the display. Without further testing we set off on our voyage north. Apart from a lot of tweaking, setting up 3 standard autopilot programs, one for still water, one for choppy conditions, and one for down wind running, the display head fogging up again, refusing to save some settings, and the deviation being so bad that "steer-by-GPS" mode was useless - it performed quite well for the whole trip.

To be fair, I have yet to contact the dealer and try to resolve all these problems. Moving the compass sensor may play a big part in that, and an EPROM upgrade hopefully will solve some of the bugs. I can only conclude that autopilot technology has considerable room for improvement.

However, the joy and comfort obtained by not being tied to that wheel all day and night was very welcome. And although initially disappointed about not being able to use the steer-by-GPS mode, I think I would set a policy not to use it. I feel that the temptation to relax a sharp lookout and consequently be less aware of your position would be too great, especially for other crew members.

... Well some time has past since I wrote this and I have been back to the distributor and they replaced the con-

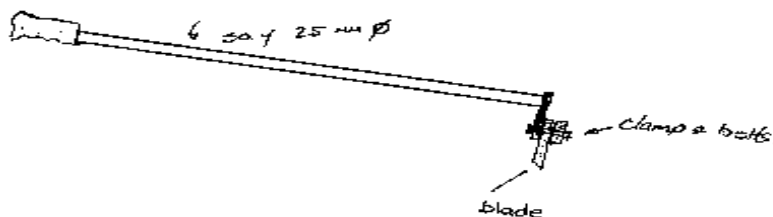
trol head with a new one, on account of the condensation. So I hope no further worries on that score. And the manufacture had now released version 1.12 of the autopilot software claiming that the version 1.06 that I had first received had too many problems. I'll fit this on the coming weekend, but won't get a chance to test it all out before this article goes to print! So I'll give you all an update next issue.

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THOSE BARNIES

A TIP by Mahesha Goleby

After using many types of scrapers for the bottom cleaning, I made a two handed one out of scrap. make any suitable length, mine is about 1 metre, pieces of old power hacksaw blades make removable, sharpenable blades, and a push bike handle grip on the end. A couple of bolts to clamp in the blades and its done. You may guess that i don't antifoul often, true, its been 6 years and I'll probably do it next year (maybe definitely even).



FERRO VERSE

A Poem by Mahesha Goleby

**Floating Ferro, freely flitting,
Barnacles breeding, beastly bumps.
Maintenance minimal, mainly manual.
Scraping scum, sealing cement.**

**Sailing stonily, slowly seawardly
lasting longevity, lovely languidity
heavy hardware, heavenly handling
concrete cavity, cruising carelessly.**

Your Say - Letters

Fellow Ferros,

Has anyone heard of the ferro builder named Gilcraft in SA? That's my designer/builder supposedly? The vessel was named Tara when we bought her in 1990. 13.3M ketch, now cutter.

Some blurb on my backyard. I live on the Cherwell river, which is one of the three rivers off the Burrum River which enters at Burrum Heads, - northern end of Hervey Bay (behind Fraser Island), Queensland. Its ok for yachts, channel markers to Burrum Heads, with plenty of water just inside. After that its strictly local knowledge, mostly because of sand bars, but there are some rocks to be caution of too! A couple of miles (sea miles) up is safe in

all winds. I HAVE to survive by dinghy if I don't get down every six months or after a rain,



and I only draw 1.4m (motor sailer - not a real yacht). So get a local pilot for going past the immediate entrance or enjoy the sandbars. (I volunteer for the pilot duty! phone 07 4129 4146). Power lines from the redundant coal power station at Howard limit the exploration upriver to about 12 mile (guesstimate). From home about 10 miles upstream, I have to make a dash in "SEA MENTALITY" out of the Cherwell into Burrum. I'll only attempt it from half springs on, and rising. From there its relatively easy. Only resident boats and tinnies go up the Cherwell. A local home-made map/chart may be available at Burrum Heads if you want to visit the system. I

haven't tried the Gregory or Isis rivers yet, however, some large yachts have been resident up the Gregory over the years.

P.S When's the inaugural Ferrocement regatta ?

Mahesha Goleby,
S/V "SEA MENTALITY"

Welcome Mahesha and "SEA MENTALITY"! Mahesha has shared many great tips, poems and ideas with Ferro News - many of which you'll find sprinkled throughout this issue. Readers must be warned that Mahesha, loves to play on words so be on guard or you'll miss the point. - ED

... more from Mahesha ...

"AS I sit in the wheelhouse" ... another handy hint comes to mind. When cleaning old concrete off the mesh for repairs, try a descaling gun, AKA needle gun (they run on compressed air). I've found it to work wonders removing rust, too, and keys the steel nicely. A thought on the "Great Australian Ferrocement Pageant" "... how about the 1st weekend in Ferrobuary, 1999 in Brissy or Moreton Bay!! Perhaps the silly season would be better with those unfortunates like me who have to work for the traditional xmas holidays. Also major centres could have a proxy pageant in their area simultaneously. The pageant could be called FERRO - Ferrocement Enthusiasts Roll Out. More acronymic suggestions please! and feedback please ...!

Is there a general name for the type of epoxy MEGAPOXY H? Brand names hide alternatives?

Is Oz metric or what? I read 38' sloops, 5mm holes with 4" grinders, etc. We started with the \$ in '66, officially went metric with km,kg etc in mid '70s ('74 actually), so could we leave out wire gauge, degrees F, and all

that. Metric is a lot easier if you use it, and mixing imperial and metric is, is .. (deep breath - ah I feel better now).

I'll finish with more "As I sit in the wheelhouse" ... I think how my year started. From being married weeks ago and living in a house, I am now a lone sailor living aboard a vessel undergoing a refit. That should be re-restarting the stripping out before the refit. One relationship finishes, the finishing of the ship(?) relatively easier. Sigh ... She (the vessel) is currently a patchwork of colour. She used to be cream and brown, previously green and before that black, and I'm not at the epoxy coat yet. I'm opting for white. Jotun Vinyguard Silvergrey 88 primer then Pioneer topcoat. Decisions, decisions. I also had grey topsides (for a while) using Jetdry - wonderful as a paint. Too b_____ hot to walk on and can't get it in white. The tops will be white (slightly creamy), and a new pair of sunglasses to cut the glare! I promised myself that I would never live on board & do it up. Guess what? I love it (living on board again) and the mess just gives me ideas of how to stow it, what i don't need and a reason to get stuck into building. Mind you if I won the pools. I'd buy another one (ferro of course) ready to sail 'cause I'd rather be sailing.

Mahesha Goleby,
S/V "SEA MENTALITY"

I think a Ferrocement Pageant in 1999 sounds an excellent idea! And I would like to nominate Mahesha as coordinator of the event. It would be even better if it could coincide with the beginning of Lilly Ann's 6 month cruise to Cape York, which is planned to commence May 1999. Following a local rendezvous, maybe in the City Reach of the Brisbane River, we could continue up to Hervey Bay.

Ian McFarlane s/v "Lilly Ann".

Dear readers, I have a repair to perform below the water line. There was a small scallop/blister associated with a
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JUST A NAME ?

by Mahesha Goleby

Have you ever thought of some interesting names for your ferro? Here's just a few:

Sea Mentality	Phereaux
Pharoah	Fair Row (tender)
Iron Mailed	Fair O' Line
Floating Footpath	Fair 'O Skin
Enmeshed	

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previous repair and having chipped it away I am left with a hole about 6" - 8" wide and 4" - 6" deep. Some 1/4" rods are left, but the netting just fell away. I will weld some more rods across the gap/hole then attach some wire netting to them with galvanised 20 g wire. It has also been suggested that I predrill holes around the area to be patched, insert galvanised self tapping screws locking them in with epoxy filler -locking the wire into place, and then patch with Novski Holdings Epoxy Mortar. Unfortunately there are further suspect previously repaired areas below the waterline as the boat was in a collision with a bouy/dock side. What do you, or anybody else suggest, for such large areas below the waterline as a very permanent repair scheme. The 5KW Gardner is now installed, a very handsome engine! Looking forward to replies.

Barry J Stott s/v "OLIVER B BOM-MELL"

Hello one and all! Greetings once again from sunny CARNARVON, where we are counting down the weeks now, as we intend to sail to our next port in April. We managed a lovely cruise around Shark Bay at Christmas/New Year, enjoying lots of solitude, in fact we didn't see another yacht! At present though, ferro boats outnumber all other mediums in CARNARVON Harbour, there being "Bydand", "Nerange" and "Ray's Hell" moored in the small basin. A few weeks ago, the lovely "Opal Shell" passed through. She is a 62' surveyed charter ketch (ferro) of around 40 tonnes, which specialises in chartering the remote Kimberley region of WA.

It was great to hear of the good ship Lilly Ann's escapades and it sounded like a great trip so far - looking forward to the part II eagerly.

Personally I would like to see an article on self steering systems that work. Currently we run a Navico autopilot which has its limitations and I must confess, if there is only enough battery power available for a cold beer when the anchor goes down, I'm often guilty of hand steering. Have we got any takers? Looking forward to the next issue!

Ray,Cindi and Bodhi s/v "Rays Hell"

There's a challenge everybody! This issue I included my experiences fitting and testing a Cetrek Hydraulic Pilot, but what is everyone else doing?

Every time you guys talk about the Kimberleys I start wondering if maybe we could make there and back within one season? -ED

Dear Fellow Ferros,

Belated happy new year! We have had the most glorious Summer weather and consequently enjoyed a fabulous cruise up the coast between Auckland and the Bay of Islands, stopping in lots of bays we had never visited before. El Nino continues to smile on us boaties but the farmers are getting pretty grumpy as they battle drought conditions. Its hard to please everyone. Your newsletters are excellent - informative and interesting. We really enjoy reading them and they then go into the Club Library for all to read. The article about the Fijian "Andromeda" was particularly interesting to us a we know Colin well. He lived aboard his boat in the same Marina as we do here in Auckland a few

years ago. He is a character and we enjoyed some hilarious evenings together. We also enjoyed reading of your trip north as we hope to sail to Australia in the not too distant future. We sailed "Ika Rere" up to Fiji, Vanuatu and New Caledonia a few times are are ready to go a bit further and longer than just 6 months. When we do we will contact you. Thanks for keeping in touch and keep up the good work.

**Susan Wadsworth Berger
Secretart/Treasurer
HARTLEY FERRO CEMENT BOAT
OWNERS ASSOCIATION**

Thank-you Sue! We will look forward to your Australian cruise. An update on "Andromeda" - They have taken up the berth opposite us in East Coast Marina, Manly Harbour. I have yet to introduce ourselves, but when we do soon, I'll pass on your best wishes! - ED

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more correct a new idea to introduce for all boatowners except boats made of wood in Australia. My idea is simple a paper hanging job to epoxy-glue paper-thin copper-plate to the bottom of the boats. I have an advertisement in our technical newsletter at the moment for an inquiry to businesses selling copper-plate as I want them to cooperate in this respect. To satisfy my requirements from a factory or a salesman copper-plate has to be delivered in rolls just like wallpaper. Cardboard has to be glued to one side of the copperplate, otherwise you can't handle thin plate like this. The other side has to be rough for a good adherence to the boat surface. Cardboard remains on the copper surface until epoxy has cured after then you can tear it off.

For your people I don't need to tell you about the advantage of using copper as long as you have "Pandora" outside the coast of Queensland. We have our own clubhouses just south of Copenhagen, Broendby Harbour is the name and 51 boatbuilders are gathered here. It is the "headquarter" and I stay there more or less as a full time job with advice, guidance and buying most of the equipment for members to a special low price. I also do our magazine 4 times a year, so I don't have time to turn 77 years-old in a few months. Therefore it is perfect for me that Kis and Carsten, both school teachers and active builders of a Fijian, take over and carry on the work and relations with anyone interested in Ferro News. Our next issue of our club-magazine I will tell about your club in Queensland. Throughout the years we have had many members in the South Pacific and most of them ended up in New Zealand and only few went to Australia. However, the new restriction in New Zealand have frightened all international sailors today, so the contact with you in Queensland is in at just the right time. We have a few boats in West India today and two on Fiji Island heading SW. One of them a young beautiful Female ferro boatbuilder from Farce Island in the North Atlantic. More and more people here are planning a world-cruise and some of them might visit you some day. Our club flag is the 3 Scandinavian flags, almost the same

logo as our National Airlines: Scandinavian Airlines. It is easy to spot wherever you go. Inclosed are my former newspaper - propaganda in NSW. Maybe some of your members recognize the article. Wish you all a happy new year --- Egon Back

E. BACK SORENSEN
BRONDBY HAHN

HIS HOME IS SHIP -LOCKED!

2650 HVIDOVRE

Children ill from boat dust

By MARK PEARSON

A WORONORA resident fears for the health of his children because of the continuing construction of boats on either side of his waterfront home.

Mr Bruce Riddell, his three children, of Liffey Place, first aged between two and six years, complained to Sutherland Council 18 months ago about fibreglass and dust from his neighbour's boatbuilding operations affecting the health of his children.

His other neighbour has a large concrete hull in his yard, but has not worked on the boat for the past six months.

As a family, we are very distressed to see the problem with these boats continue,' Mr Riddell said.

'Council maintains no control over boat building in the Shire, and has no policy restricting the time of building such structures.

'We have had never-ending problems, particularly with the fibreglass boat.

'But there seems to be no work being done on the large concrete boat on the other side, and it looks like it will sit there forever.'

Mr Riddell said that construction on the concrete boat began six years ago.

'We think its an eyesore,' he said.

'It's not the type of work that should be done in a residential area ... we'd be better off living in Redfern.

'I'm sure that it's lowered the value of our home.

'Respect the rights of individuals, but they should remember that there's also individuals living in this house.'

Mr Riddell's wife said their children became ill when her neighbours were sandblasting or using resin.

'While they were using resin, my children were sick with asthma and bronchitis,' Mrs Riddell said.

'The sooner they get the boats out of the way the better.'

SAUSTRAALIA 1981/82

MR BRUCE RIDDELL'S home is obscured by the large concrete hull of his neighbour's boat.

DENMARK