

## Shore Thing Cairns to Fremantle August 2009

Preamble, History etc:

Shore Thing, 51' Roger Hill

Crew: Cairns to Dawin

John Bailye

Leonie Bailye

Mark Standish

Mark Loader

Crew: Darwin to Broome

As above plus

Ken Bailye

Vincent (Kens mate)

Co-Owner Leanne (Lannie)

Alan – Lannie's father

Keith - Lannie's Uncle

Tara Bailye (John & Leonie's daughter)

Crew Broome to Carnarvon

John & Leonie

Lannie

Mark Loader

Crew Carnarvon to Geraldton

John & Leonie

Lannie & Luke

Mark Loader

Gero to Perth

John & Leonie

Lannie & Luke

Mark Loader

Jess Bailye

### Specifications

51' Roger Hill design built for Bud Watts as an in survey vessel for doing Kimberley charters.

2 x 75 HP turbo Yanmars

9.6 kVA Mase/Yanmar Genset

2 x 350 litre diesel tanks

2 x 150 litre additional fuel tanks in bows

Approx 900 litres water in 2 tanks

120 litre per hour water maker

Airconditioned

2 drawer dishwasher (that we haven't used)

2.5kva Inverter Charger with power points to all cabins and saloon

5 x Grey and Black water tanks with pumps

8 Station Fire Alarm System

Bilge pumps and high water alarms to various areas

2 x King Size cabins with en-suites

2 x Double cabins with own showers, one with toilet/shower.

Crew Cabin with twin bunk bed

Combined washing machine/ dryer and dishwasher.

Freezer under crew bunk port side, freezer and a fridge starboard side and bar sized fridge to galley

Day 1, 16<sup>th</sup> September 2009

07:00 Departed Blue Water Marina, caught yellowfin tuna at around 09:00, Spanish Mackerel

13:00. Stopped at Hope Islands overnight anchored, one mooring taken didnt spot other one until anchored. 25 knot south easterly winds, 2 reefs at start. Then full main, too much power.

Day 2, 17<sup>th</sup> September 2009

25 to 30 knot winds , one mackerel, let it go. Stopped at Lizard Island, not welcome at resort, \$1300 pp per night, went to barbie on beach next bay along with cruising people. We were drinking home made margaritas with a nice lady who walked around with a jug of the stuff. An older guy was playing 60's covers with three or four very tidy girls who's attention he was lapping up, should have bought my guitar.

Day 3, 18<sup>th</sup> September

25 to 30 knots again, lots of islands & reef. We had some trouble starting the starboard engine and it looks like the main problem is bad contact on the earth leads on the block, Mark S and John sorted the problem and all appears ok. We travelled to Bathurst Bay and then arrived at Flinders Island Group at around 5.30pm, anchored in the lee on the western shore of Flinders Island after travelling through the strait between Flinders and Stanley Islands. We dropped a couple of crab pot cage things with the fish heads from the 16<sup>th</sup> in them, in the morning the baits were gone and one pot was slightly bent and torn.

Day 4, 19<sup>th</sup> September

After pulling the pots and upping anchor we headed out westwards in a light south easter, we started out with the main double reefed but pulled it up all the way in the light conditions. We are motor sailing now at 0800 still westwards for a couple of hours and will then gybe and head north up the coast. The forecast is for 20-25 knot south easters this afternoon so hopefully we will make Night Island this evening but as it is still 66 miles north it is unlikely so we may sail through the night to get a few miles behind us. We caught one large queenfish today, he put up quite a fight. We anchored at Night Island and put in the drop nets with no joy, John caught a bronze whaler and got it to the back of the boat before it got free.

Day 5, 20<sup>th</sup> September

We headed out at 05:30 for a long day sail to at least Farmer Island, or perhaps Margaret Bay on the north side of Cape Grenville. We passed a lot of reef and just near the northern tip on one reef hooked something big and fast, the line reeled out at breakneck speed and as the clutch tension was increased the line hardly slowed at all, the reel got quite warm before the end of the braid was reached and the nylon line snapped. It would probably have been too big to handle anyway and was most probably a big GT or a Mackerel. We had pulled out of Night Island an hour or two before the catamaran that we had seen for a good part of the day catching us had left. The catamaran caught us up by late afternoon, assisted by a masthead asymmetric, they pulled the sock over it after they passed us and then doubled back to pack up, we passed them again but it wasn't long before they took off and passed us again, arriving at the anchorage at Margaret Bay around ½ hour before we did at 18:30, just after sunset but with plenty of time to pack up. We anchored in about 3.5 metres of water and got stuck into a couple of rums and beers. John had a play with a throw net and caught a few bait fish before catching a couple of bronze whalers with the live bait. The small rock near Cape Grenville marked on the charts and labelled "Passage Reef" is a large reef not a small rock. One of the islands has a small group of houses on it, I think it was Harvey Island but nothing is shown as buildings on the chart.

Day 6, 21<sup>st</sup> September

Departed Margaret Bay at 06:30, a little bit lumpy last night with the swell coming around the corner and hitting us side on as we hung with the tide rather than the light winds. We caught a small spotted mackerel as we left on a small barramundi spoon, and sent him straight back, we still have some queeny, mackerel and tuna in the freezer so we don't need any more non prize fish at present. In the afternoon we caught a big mackie, probably a bit over 10kg, again we aren't short of fish and this would have filled the freezer so we sent him swimming.

We entered Escape River at around 18:00 and anchored just on sunset up in the western end, next to the solo sailor in a blue 38' ish yacht. On the way in a fibreglass dinghy with two guys sitting in seats at the rear and driven by a 50hp outboard came along side and one of the guys said "Welcome to my place, head up the creek and anchor near the other yacht, don't hang around the back of the yacht", a very clear warning that there were some serious crocks around. The two guys then motored off at speed and went in to a floating jetty near the houses on the south west corner of Turtle Head Island, the base for the extensive pearl farm whose bouys were everywhere along the sides of the estuary at the entrance and Escape River itself.

Day 7, 22<sup>nd</sup> September.

We woke at 6am and after the morning tea ceremony upped anchor and headed out the creek, no sign of any reptiles, John caught another baby Bronze Whaler last night. There were heaps of little midgie/fly things and we kept the hatches closed the previous night, on deck there were dead ones everywhere so we hosed off and wiped down the boat as we headed out of the river. We are now a few miles from Albany Passage and around 10 miles from Cape York. The current through Albany flows north in flood so it is now 9am and high tide is around 12:30 so we should have around 5 knots of current pushing us north then spitting us out about 3 miles from Cape York. We are planning to head out to the gulf this afternoon and head for the Hole in the Wall, we hope to spend a couple of days around the Wessel Islands, fishing and snorkeling before heading for Darwin. Albany Passage is a beautiful spot, after passing some tourists in a 4wd camper that initially looked like an abandoned washing machine we headed into the passage, the current didn't exceed about a knot even though the charts and books showed that we should have had about a 5 knot current pushing us through as we were about 3 hours from high tide. In about the middle there was a car park on the port side with a few cars and a large aluminium punt on the white sandy beach, heaps of coconut palms and tropical greenery and on the starboard side on Albany Island or is that Allbany Island, a group of modern looking dwellings with the same sort of foliage around them. As we passed out of the northern end we spotted a customs vessel, we gave them a call as we may not have heard the radio from the flying bridge. They were about to call us and we exchanged the standard customs dialogue, who is the master? Last port, next port, people aboard, are we stopping in Torres Strait, if so we need to clear customs in Gove or Darwin. We motored on, sailing for a while in the very light fickle winds. Tonight was to be our first night passage, John and Leonie on from 6-9, then Mark S then me from midnight to 3am. We sailed most of the night at 3-4 knots but light winds saw the jib furl and the iron headsails started early morning.

Day 8, 23<sup>rd</sup> September

We are out in the Gulf of Carpentaria, not much wing main double reefed and centered with the engines on. We didn't get too far during the night so we are only around 70 miles from Cape York, still 270 miles to Hole in the Wall and a couple of days of fun.

Day 9, 24<sup>th</sup> September

We motored for most of the night, 21 hours in total, the wind picked up at first light and we hoisted the main to compliment the jib that Mark S had unfurled during his watch. The wind picked up from the south and we are now at 3:30pm into the Northern Territory doing 7 and up to 9 knots, just 82 miles from the Hole in the wall. John hooked a marlin earlier and got it alongside before it straightened out one of the swivel hooks and made its escape, it was around 7 feet long, we managed

to get a few pics of it before it headed for freedom. I baked some rolls that worked out ok but a bit dry and a power failure that shutdown the oven saw the loaf that I made next turn into damper but still edible. We had a Bundy and coke during the last moments in QLD and then a light beer when we entered NT.

Day 10, 25<sup>th</sup> September

Arrived at Wessel Islands (add about fishing, oysters, rough night, Cumberland St)

Day 11, 26<sup>th</sup> September

Fished north of Jensen Bay, small coral trout, departed Wessel Islands 1800 waypoint north of New Year Island

Day 12, 27<sup>th</sup> September

Not a very eventful day, the wind was 20-25 knots from the south east at night and more east in the day, heading for New Year Island.

Day 13, 28<sup>th</sup> September

It's 06:46, I just finished the 0300 to 0600 shift, pretty boring, nothing to see, we are about 30nm from New Year Island. (write up the battery and blocked port engine fuel filter and tank pickup.

Day 14, 29<sup>th</sup> September

Arrived Darwin

Engine Maint, probs with genset impellers being chewed out

Bypass of genset oil pressure switch

VHF Radio remote problem

Rudder Feedback unit prob

Radar belt problem

Fisheries dived for Green Striped Mussels

Day 15, 30<sup>th</sup> September

Darwin in Duck pond

Day 15: 1<sup>st</sup> October

Darwin

Day 16, 2<sup>nd</sup> October

Departed Darwin 18:00 from Cullen Bay fuel jetty

Day 17, 3<sup>rd</sup> October

Overnight sail Joseph Bonaparte Gulf

Tuna, Mackerel caught

Day 18, 4<sup>th</sup> October

Almost at Reveley Island, 12:45, 9 miles to go, going up Berkley River tonight and perhaps tomorrow.

Day 19, 5<sup>th</sup> October

Up the Berkley

3 crocks

Swimming at waterfall

Berkley is much better than King George River

Day 20, 6<sup>th</sup> October

Dinghy loses prop, back to pick them up  
out of the Berkley just after sunset  
Motor/motorsail to KG River  
arrive 04:00 ready for a 05:00 up the river

Day 21, 7<sup>th</sup> October

Depart King George River, met Bruce from Faraway Bay, went to Faraway in the morning and picked up a propellor, yippee we have a dinghy again. It is now 20:30, we are approaching Troughton Passage, a really lumpy ride around Cape Londonderry, 35 knot winds from the E/SE and 4 knots of current against us short very sharp seas & disturbed water. Caught a nice sized queenfish just before sunset, Lannie made Thai fish cakes for dinner, very nice. We have four watches tonight and I will float and watch the navigation through Troughton Passage and other obstacles. We have two knots of current with us now and should have it until around midnight when it will turn north south of Troughton Island.

Add notes about taking fluid from Alans elbow on two occasions with syringe.

Day 22, 8<sup>th</sup> October

We had the current as expected that took us down past Fenelon Island and Fenelon Passage, we then headed past Cape Voltare and then on to Wary Bay. We stopped inside the 5 metre contour in about 7 metres of water and set about launching the tender and of course having some drinks. We started a new system today, the ice had run out that was in the rear locker that has been converted to a self draining esky. Early in the morning we asked everybody to put the drinks that the required for happy hour into a plastic tub that when full we transferred to the starboard freezer. The happy hour drinks were chilled to perfection. We went ashore for an hour and looked at and photographed the aboriginal paintings and skulls that are in the small caves. After we had our fill of tourist stuff we headed back to Shore Thing and towed the tender behing for the 5 mile trip to Boomerang Bay on the south west of Bigge Island.

Day 23, 9<sup>th</sup> October

We awoke early after a lateish night of drinks and motored out of Boomerang Bay heading for Rainforest Ravine in Yorke Sound. Rainforest Ravine was worth the stop, a longish ,motor from the inlet up a narrow rock lined creek and then a couple of hundred meter walk to the rainforest, we sat around in the fresh water after exploring up a hundred metres or so up the ravine. When everybody had had enough we headed back to the dinghy  
Mermaid Tree, Careening Bay arrived 7:30pm. At first light we did the tourist thing and took photos of the Mermaid Boab tree, then back aboard for the trip to the Prince Regent River and Camp creek overnight

Day 24, 10<sup>th</sup> October

Camp Creek, tourist Stuff

Day 25, 11<sup>th</sup> October

Early start at first light from Camp Creek, Mark S pulled the pots and we had one mud crab, we anchored 3.5 miles short of the Kings Cascade, caught a Barramundi, about a metre long and about 7kg. Second group went out in dighy, they haven't returned yet tide turned at 10:30, about 2.5 hours after white island low, we will head for the cascade as soon as the tide rises a bit higher, probably at around 1pm.

Batteries really low this morning, one engine wouldn't start until first engine put some power back in.

We arrived at Kings Cascade as expected with the height of tide causing us a bit of grief as we bumped the bottom a few miles from the cascade. We decided to anchor just in front of the entrance and use the dinghy to ferry everybody ashore for the climb to the fresh water pools at the top, I and Vince decided to stay aboard and I took the others to the right of the falls to climb to the top. KB returned with John to the base of the climb after calling us on the radio that the climb was too much for him, I picked him up and did a repeat under the waterfall run, giving us a cold shower and a dinghy full of water that we bailed out on the way back to Shore thing.

We departed at around 3pm, and sailed through the night heading for Montgomery reef

Day 27, 12<sup>th</sup> October

Montgomery reef, stopped for a while but wind was up, tide was wrong and couldn't do a snorkel so we moved on.

Day 28, 13<sup>th</sup> October

Overnight to Horizontal Falls, did the tourist thing again with three trips in the dinghy to ride the fairly docile 3 metre tide caused falls. then Silver Gull etc etc in the afternoon.

Drinks and Barbeque at Silver Gull Creek with Phil & Marion, swim in the tank and overnight not far from the squatters arms.

Day 28, 14<sup>th</sup> October

Crocodile Creek, put up the sign that we burnt with the magnifying glass, then heading for Cape Leveque

Overnight at Cape Leveque, moved in the morning in front of cabins, went ashore & met Mark & Julie the managers who assisted in delivering Shore Thing from Broome to Cairns in November last year.

Day 29, 15<sup>th</sup> October

Past Cape Leveque and Lombadina, caught a small Spanish Mackerel and cut into cutlets, caught another spotted Mackerel & threw it back, then one skirt shredded the other snapped off before sunset. Fires all along the coast, road to Leveque was closed and re-opened yesterday. Should be in Broome by early morning. Curry beef for dinner early happy hour as overnighting to Broome.

Day 30, 16<sup>th</sup> October

Arrive Broome.

Mark Standish flew out today

Day 31, 17<sup>th</sup> October

Working on boat in Broome, engine services, genset checked out and it looks like it is on its last legs, new prop for tender

Day 32, 18<sup>th</sup> October

Broome

Day 33, 19<sup>th</sup> October

Still in Broome, new batteries arriving on Wednesday morning 21<sup>st</sup>

Day 34, 20<sup>th</sup> October

Broome

Day 35 21<sup>st</sup> October

Bateries installed, provisioned, borrowed Gentec 5kva genset and ran water maker and filled tanks.

Yay, we are on our way, 1:30pm

John, Leonie, Lannie, KB and me.

15-20kn headwinds, heading 252 degrees for north passage at Montebello Islands, 405nm away.

Day 36, 21<sup>st</sup> October

Sailed a bit yesterday, about 4 hours heading around 230 degrees, then have been motoring since, now heading 252 degrees pointing again at the montes, a roughish noight, smells of black water tanks disturbing John & Leonies sleep. KB sick again, gave him another Stugeron.

Day 37, 22<sup>nd</sup> October

Still KB and Leonie not doing well, only travelling around 100 miles per day under motor mainly.

Day 38, 23<sup>rd</sup> October

Caught a nice Wahoo this afternoon, filleted and put it into cryo vac bags in the freezer.

Day 39, 24<sup>th</sup> October

Dad's 80 birthday today, will try to call him later. I rang him but it's tomorrow, no probs, mobile was working from Dampier so better that I called today anyway.

Engine probs early this morning, it looked like water coming from the starboard turbo. We shut it down and motored on the port engine only until daybreak and then started to investigate. Water leak from hose under turbo was caused by a broken hose clamp, turbo not spinning, removed turbo and cleaned, re assembled and all ok. About 5 hours work, whilst we drift/sailed heading around 170 degrees. We are around 100nm from the Montebellos, shoud hopefully arrive tomorrow late afternoon.

Day 40, 25<sup>th</sup> October

It's 04:30 and I couldn't sleep so I have been doing a bit of navigating, we are 40 miles from the North passage at the Montebello's, the current is flowing NW so I have had Lannie alter course 10 degrees to starboard, this has smoothed things a bit and given us about a quarter of a knot better speed, now doing 4.3 knots over the ground at 256 degrees, our bearing to the waypoint is 247 degrees, at around 9am the current will change to the South East so we will then alter our course back to the south so that we hopefully arent fighting the reverse current either. Port fuel tank is showing empty, we ran on that engine for most of last night and part of yesterday morning whilst fixint the starboard turbo and water leak so we will have to top the tank up at first light or have to bleed the engine if it runs out. We had a "Laksa" last night although the jar of Laksa mix that we added to some browned fish and onion didnt taste much like any Laksa I hav ehad before. We still have around 1 and 2/3 of a tank of water, we have had the water off since Broome but will try the water maker whilst at the Montes, there is enough water for a shower now anyway as we only have around a 150 mile sail to Exmouth for refuel and possibly water. Forecast for today is the same as the last few days, W/SW going W/NW but the W/NW tends to be more W and doesnt give us much of a chance to get any sails up. The Monday forecast is for 30 knot S/SW winds so if correct we will be at the montes for a couple of days.

We arrived at the Montes and headed straight into Stephenson's Passage, anchoring just past the 10 metre hole before Willy Nilly Bay, and just inside the sanctuary zone. We sent out a fishing party to the 10 metre hole and caught a nice bag of Spanish Flag, an Estuary Cod and a few other eating fish. We had drinks on the boat before crashing for the evening

Day 41, 26<sup>th</sup> October

We explored for the day and tried the fishing spot again, we caught a striped emperor and a parrot fish nice and blue but not as many bites and a bit disappointing after the night before's catch but we did fish into the night then and we weren't dark when we finished this time. The crab nets had no success, last night one was destroyed and one missing, we found it this morning also with a good sized hole in it.

Day 42, 27<sup>th</sup> October

We moved out of Stephenson's channel to main bay at first light but the seas were too big to attempt a dighy trip to the beach so we moved around to the bay to the east of Submarine rock, a couple of bays to the east/north east of north passage. The bay is well protected by reef and by Trimouille Island and we went about hunting crays and coral. Not a lot of coral we saw a big ornate cray around 2kg but didn't have the gear to catch him, we moved off to search for some coral and ended up a bay or two to the north east and picked up five crays, two big ones, two medium and one small but all legal size. We took them back to the boat and boiled them up and had crayfish sandwiches, Lannie had a crayfish salad.

Day 43, 28<sup>th</sup> October

We are now 20 miles from Thevenard, just south west of the south end of Mary Anne Passage, we are heading for Exmouth, we sailed from around 3pm yesterday until after dark, at a good 6-7knot pace, occasionally touching 8 knots. The wind swung during the night and increased to about 25 knots, initially we went from a double reef to a single then back to a double before the sails were put away some time between 9 and midnight. We sailed past Thevenard on the eastern side, I spoke to Drew by phone and then on 72 and as he was planning a trip to Onslow around 11am as we were due to pass, he came across on Thevenard 1 and said a quick hello and took a few photos before heading for Beadon Creek. The wind mellowed early this morning for a brief period and then increased again from the south to around 25 knots, we motored slowly into it heading for the mooring at Sururier Island. We caught a nice 10kg Cobia this morning and filleted it and put it into the freezer. We anchored not far from the mooring, a Marine Patrol vessel with something about Fisheries on the side was anchored near the mooring, the 4 officers on board using a rubber ducky and a man on shore to do whatever it is that they do. We played cards and drank wine until around 9pm 'ish and then hit the sack, we were intending to depart around midnight but the forecast was for a strong wind warning until midnight so it is likely to be too lumpy to make much progress anyway so it will have to be an early start at daybreak tomorrow.

Day 44, 29<sup>th</sup> October

We departed at first light and headed for Exmouth, the breeze had swung slightly more south so we are currently under double reefed main and a small amount of headsail and motors at 1500 revs to give us just over 5 knots, we are heading towards Point Murat and will drop the sails and motor along the shore the 9 miles to Exmouth. We arrived at around 13:00 and went immediately to the fuel jetty at Kailis, we fuelled up, 800 odd litres, filled the water tanks and gave the boat a quick fresh water wash and scrub. There wasn't much wind so we decided to head for Tantabiddi, or if things weren't too bad outside get going to Coral Bay, the forecast is for 18-22 knot winds today, then 30 tomorrow and Saturday so it is now or never, after a bit of discussion and objection from Leonie we headed off, the wind was only around 16-20 knots when we rounded North West Cape so

the decision was made to keep going.

Day 45, 30<sup>th</sup> October

It blew up to around 30 knots during the night, we are now inside the reef about 9 miles from Point Maud, the wind is blowing around 35 knots but fortunately the reef is protecting us from the seas and swell. We anchored inside Cape Maud, had dinner and a few drinks and hit the sack

Day 46, 31<sup>st</sup> October

We got up early but didn't get moving towards Coral Bay until late morning, we went through the channel in the reef and pulled up on a DEC mooring near the public boat ramp

Day 47, 1<sup>st</sup> November

In Coral Bay, staying at John & Leonies, dinner at Finns that night

Day 48, 2<sup>nd</sup> November

Departed Coral Bay at around 7:30am, we headed south inside the reef to 14 mile passage where we took some photos of the boat from in the water with coral and the sea surface in the pic, then at around midday headed out to sea in a 10-15 knot south westerly. The forecast for tomorrow is for some east tomorrow and then NE, NW and finally back to SW. We made fairly good progress and as we didn't need to be in Carnarvon until Wednesday morning we decided to anchor at Gnaraloo Bay for the evening. We departed a bit late the next morning as John and Lannie both had upset stomachs

Day 49, 3<sup>rd</sup> November

We left at around 8am after the usual engine oil and gearbox checks. It is now 13:15 we have passed Quobba and Cape Cuvier is on the horizon, we were doing nearly 10 knots this morning and averaging around 9 for quite a few hours, we may just make Carnarvon by dark if the wind holds out, we had east then North East, then North West and then a bit of SW before it settled at around 10 knots from the WSW, we are motor sailing at 7.5 knots and on track to arrive in Carnarvon just about sunset. We arrived just before sunset and after a brief failed attempt to get into the Fascine we headed for the Small Boat Harbour, we pulled up on the unloading jetty and settled back for a quiet drink. We headed to the cafe/restaurant where we had dinner before crashing for the evening.

Day 50, 4<sup>th</sup> November

We cleaned up the boat and did a bit of maintenance, Lannie & Leonie headed into town to provision and then Lannie met Luke at the airport before all returning to the boat for an around 14:00 departure. We took off into a light south west breeze, a couple of whales travelling just along side for about 15 minutes escorting us off the premises.

Day 51, 5<sup>th</sup> November

We are now about 12 miles from Steep Point, we had a heap of lightning last night and a bit of rain, the wind threatened to go east but each time it came in at around 8 to 10 knots it would die again so our attempts to sail were stopped every time, the motors running 99% of the time from Carnarvon. I hooked a spotted mackerel at dawn and sent him back.

Day 52, 6<sup>th</sup> November

Arrived Geraldton 4:30pm, picked up Kentucky Fried and Hungry Jacks & Jess, topped up the water at the wooden jetty at Batavia Marina and headed for Fremantle at around 5:30pm

Day 53, 7<sup>th</sup> November

Good winds from the west, making good ground to arrive early tomorrow morning

Day 54, 8<sup>th</sup> November

08:00 we have passed Fairway Bouy and are now 1.13 miles from North Mole