



AMATEUR BOAT BUILDERS' ASSOCIATION

December 2018 January 2019

MARINA COMPLIANCE



What does this picture have to do with Marina Compliance? Well, the presenter of our December meeting gave up a lifestyle like this for a job working at marinas in Perth. Samantha Standish told us about her amazing travels and adventures around the world, what led to her move to Perth and how she gained the qualifications and experience to manage a marina. She also passed on some tips on how to get the most out of marina life. The backdrop to her presentation was a slideshow of awesome photos. Being present at ABBA meetings is the only way to fully appreciate the preparation put in by our generous presenters.

Samantha was born in the Barossa Valley, South Australia, a long way from the ocean. She was raised on the family vineyard where she grew up, went to school and worked alongside family and friends picking grapes. Samantha studied German at school and went to Germany on a three month

exchange. This opened her eyes and her mind to the world of travel and adventure. She did very well at school but never had a clear path or direction to follow and moved to the city to complete a Food and Beverage Traineeship at the Adelaide International Hotel.

Samantha then moved to the small coastal country town of Second Valley where she worked in a heritage listed building that had been converted into a bar, restaurant and accommodation. One weekend she made such a good impression on a group celebrating a 30th birthday that they offered her a job on the Kangaroo Island Sealink, a 50m car and passenger ferry. From the moment she stepped aboard the ferry, it sparked an excitement in her that she had never felt and knew that this was the beginning of a new direction in her life.

After more than two years with Sealink, the company put Samantha through a three month course in Port Adelaide where she obtained a Master Class 5. This qualification enables her to Captain vessels up to 24m in length in open waters.

During her studies Samantha meet a couple that delivered yachts for a living. Over lunch she mentioned her plans to visit a sister on Harbour Island in the Bahamas. As luck would have it, the couple's next delivery was finishing up in the Bahamas and was due to leave Cape Town, South Africa in 3 weeks. When asked if she would like to come along on the delivery as crew, Samantha replied "Yes, absolutely! But I don't have a clue how to sail."

What a way to learn. Across the Atlantic on a brand new 47 foot Roberts and Caine Catamaran with a Skipper and First Mate who have sailed this leg 8 times before. After a week or so onboard, no longer tired and seasick, a routine started to take shape and Samantha thought life onboard the catamaran was amazing! "We were in the middle of nowhere, fully self-sufficient and I couldn't have been happier". They had 2 hours on watch at the helm followed by 6 hours off for the 52 day journey. For 15 consecutive days they saw nothing but ocean and sky. No ships, no birds or anything.

This voyage reinforced Samantha's deep respect for the ocean and left her keen to try out different boats and experience more. After the yacht delivery and a wonderful holiday on Harbour Island with her sister, Samantha returned to Australia and worked for another couple of years aboard the Kangaroo Island ferry before buying a Toyota Troopy and taking off to travel Australia to see what other boats she could find.

Samantha travelled independently for 4 years from the Barossa, up the East Coast of Australia stopping and working in towns along the way. A favourite spot being the Whitsundays where she worked for a charter company called Southern Cross Sailing. She sailed on ex racing vessels such as Siska, Boomerang and Southern Cross but her main boat was an 80 foot ex Whitbread Around the World Yacht called British Defender. The skipper took Samantha under his wing as his deck hand. At the time there were only one or two other women given this position above the boys. It was physically demanding, hauling sails, and getting all the backpackers to help sail the boat. They would sail the Whitsunday Islands for 3 days and nights with 30 backpackers aboard. "It was sun, sailing, snorkelling and so much fun."

After experiencing the Whitsundays and the fun of sailing for little money, Samantha flew to Europe to work in the super yacht industry. Females were quickly given jobs as stewardesses, all indoors, cleaning and polishing taps and toilets with cotton buds, even ironing sheets! She

pushed hard to get a job as a deckhand but the employment agencies in France just laughed her off. A new approach was to walk the docks with her resume, handing it out to the boats she liked the look of. This resulted in a position as Deckhand on a 142 foot carbon fibre yacht called Canica with a Scandanavian crew, owned by a 2m tall Norwegian.



Canica was worth 35 million euro. “She was a beautiful sloop with captive winches, all run on hydraulics, teak decks and a 52metre mast...with a great view from the top” They visited many beautiful destinations in The Mediterranean, sailed across the north Atlantic to spend a season in the Caribbean and sailed the boat back to where she was built in Finland for a major refit. The Finnish people were very good with their hands and therefore incredible boat builders. Canica was one of the first boats to be built with the vacuum epoxy method, even the tender was made of carbon fibre which was still quite new at the time. After 2 years working aboard Canica, Samantha really missed Australia and was tired of living out of a bag.



Samantha returned home to the Barossa Valley but found it much too cold and too far from the ocean, so bought a Toyota Hilux and drove to Darwin. She worked for a season harvesting pearls off the Kimberley coast on a Paspaley Pearls boat called Claire II. “What a way to see the amazing waters of the Kimberley, all the way to Broome and the Montebellos. There were different coloured pearls harvested from each of the bays we stopped, some pink, green, grey and even gold. The most expensive pearl we found on this harvest was estimated at \$20,000!” At the end of the pearl harvest season the Global Financial Crisis hit and the pearling fleet was laid off due to pearls being a luxury item.

Samantha went back to her hospitality background, making coffees in a Darwin Café. One of her customers told her about a yacht delivery from Darwin to Townsville on a 60' Grainger catamaran. Samantha jumped at the opportunity and sailed out of Darwin a few weeks later, through the Wessel Islands and the hole in the wall and across the Gulf of Carpentaria closely followed by a building cyclone. After the delivery, the owner asked Samantha to stay on and skipper the vessel the rest of the way to the Gold Coast City Marina. Over the next 6 months, the owner and his wife would fly off for business and rejoin Samantha on EF-Jay for the sail south.



While in Airlie Beach on Ef-Jay, Samantha met a WA lad who had a beautiful Taiwanese Ketch, named Kelolo on which her next sailing adventure would begin. After 6 months work and buckets of cash spent on the boat, they were sailing to Darwin to take part in the Sail Indonesia Rally, though there was still a long list jobs to complete. Kelolo made it to Darwin but needed some major repairs after shearing off the steering housing from the cable and pulley system. There was also an enormous tear in the headsail. The list got longer but they were on their way to Indonesia.



Sailing your own boat into international waters without a boss watching over your shoulder was a new experience for Samantha. She enjoyed the people of Indonesia and found them to be simple, gracious and funny. She also enjoyed adventures including swimming with live cowrie shells on untouched reefs and climbing the 3,726m Mount Rinjani on Lombok. Samantha was happy again having a boat for a home.



There were some anxious moments. In the early morning after making an overnight passage on their way to a bay called Ekas on the South-East coast of Lombok, they made out about fifty long skinny boats all headed straight for them at great speed. The loud 2-stroke engines, making a great deal of noise. Each boat had one man inside wearing long pants, a long sleeved shirt and a balaclava. Samantha's heart started racing as she thought about Pirates. As the first boat approached a hand went up and he pulled off his balaclava to reveal a huge bright smile, a wave and a warm welcome of 'Hello Miss'. It was a fleet of early morning fisherman on their way out to work. After spending more time in Indonesia, Samantha learnt that having dark skin is perceived as being from a lower socio economic group. The fishermen that day were covering up to keep their skin lighter.

Samantha sailed for a year in Indonesia and saw the devastation of the 2005 Tsunami in Banda Ache and surrounding islands before sailing across the Malacca Strait to Phuket, Thailand and then cruised down to Langkawi in Malaysia. While working on Kelolo on the hard stand, Samantha met someone who said they had the perfect job for her when she returned to Australia. That someone was the Harbour Master of the Fremantle Sailing Club at the time. He was looking for an Assistant and thought Samantha was the right person for the job.

On arrival in Fremantle a few months later, Samantha took up the role at the Fremantle Sailing Club where she was quickly introduced to the rules and constitution and her role was to ensure that rules were being followed by the members.

Each day at the Club was unique, "I could be head down tail up maintaining one of the club vessels only to receive a phone call for a diesel spill, a sinking boat, or a phone call from a member saying...I've lost the power to my engines in the harbour and I'm drifting onto the rocks. I even had a call to rescue a seagull caught up in fishing line."

Samantha's responsibilities at FSC were to maintain and induct members on the Club vessels, which included the 55' Conquest, an ex cray boat, the 6.3m Gemini RIBs and the Club barge. She worked closely with the Bosuns' section in maintaining the sailing marks and moorings out in the sound and up the river. Samantha has high regard for the Bosuns who she said "were, and still are an incredible group of members giving their time back to the Club in harbour maintenance, making weights, and every odd job under the sun."

Samantha and FSC successfully partnered with the Rottneest Channel Swim by way of on water support for 3 years running. Samantha's hope was that a lot of women have looked at her on boats and around the club and thought, well if she's doing it, I can too!

Samantha's time at FSC was not without hardships and she had some tough days in the role dealing with members. "Unfortunately some members appeared to have had a difficult time accepting a female in the role due to its uniqueness." Those were the days she least enjoyed her job.

Samantha's current position is managing 150 Port Coogee Marina berths for the City of Cockburn. A large part of her role is ensuring all pen holders are compliant with Marina

requirements. To hold a license in Port Coogee Marina, the following documents are required,

- Current registration and insurance, showing a public liability of \$10,000,000
- Electrical Compliance and LPG gas, if applicable, and
- a 2 yearly test and tag of an IP56 rated electrical cord and plug.

This documentation along with a signed license agreement, and of course pen payment will secure you a berth in the Marina. These documents provide Marina Management with the security that vessels are well maintained and there is minimal chance of an emergency or environmental situation.

Mooring lines are also very important. Each year a mooring line audit is conducted to ensure lines are in good condition and that the vessel sits well in the pen. "Sometimes I'm surprised at the little attention that vessel owners give to their mooring lines. Some quite heavy and I'm sure quite expensive vessels can be tied up with lines as thin as spaghetti. A correct mooring line configuration is important for the securing of the vessel as well as the longevity of the jetty infrastructure."

Some of Samantha's tips to being a good pen holder in any Marina are;

- Get to know your neighbours, as an extra set of eyes on any boat is a great idea, especially if you are away on holidays or can't make it to your vessel for a few weeks.
- Use your boat! Marina staff get a real kick out of seeing empty pens, which means the clients are out having fun on the water somewhere although they do get quite envious at times.
- Recycle your rubbish where possible, break down cardboard and turn off taps when not in use. If the tap fitting is leaking, just wrapping some tape on it will limit the waste of water.
- Don't dispose of any hazardous waste in the water or in the general and recycling rubbish bins provided. If there is fuel or oil in your bilge, this can be as simple as turning off auto bilge pumps in the marina or by placing a hydrocarbon pad/sausage in your bilge. Hazardous waste can be received by your local Waste Park and it is also imperative that if you have contractors completing works onboard, they have been instructed to take their waste with them.
- Get to know your Marina Management. They are a great source of information and are there to make your experience in a marina more enjoyable. Feel free to ask questions and recommend ideas to create a marina you like to be in and around.

Samantha mentioned some of the characters she has know or heard about during her time in the west;

- One was the late Max Shean. He was responsible for creating the entire anode protection system in the harbour at FSC. The stories goes he used to walk around the docks in his yellow rain jacket and bare feet, not engaging with anyone while performing some kind of black magic. His work is still going on today and will protect the jetties for many years.
- There were lots of cruisers that visited FSC. Many were solo sailors who have been circumnavigating for years and also a few sailors who had spent a winter in the Arctic, locked in by the ice.
- There was a family of live-aboards who home schooled their kids while sailing through Indonesia and a regular at the Club bar who lived on his cement boat with a radio tower for a mast.
- There were two owners of a well restored Halvorsen called Karrawa. Samantha kept hearing of the well-stocked drinks cabinet onboard but never got a glimpse of the real thing!

One of the very first boats Samantha saw on arriving in Perth was a little clinker hulled Cherub, built by AJ Woodall. She said that one day when she has a little more time on her hands, she looks forward to building or restoring a small boat just for fun. Well Samantha, when that time comes, or at anytime, you would always be welcome at ABBA.

CHRISTMAS GET TOGETHER AT MAYLANDS BOAT YARD

After a day out on Mick O'Shea's steamboat last year, it was back to an afternoon at the Maylands Amateur Boatbuilding Yard. Our thanks go to Peter Russell and Mike Wade as usual for making sure no one went hungry. A great time was had by all and a number of interesting projects were in progress during our visit as the following pictures show.







ADMINISTRATION NOTES

ABBA COMMITTEE

President	Ken Potts	0421 178 991
Sec/Treasurer	Bruce Cadee	0419 508 785
Newsletter Editor	VACANT	
Library	Rosemary Nayler	9455 1470
General Committee	Rob Bingham	9246 0202
	Luis Gouveia	0477 172 881
	VACANT	
	VACANT	
	VACANT	

You can see there are a number of vacancies on the committee that need filling in order to spread the load and ensure that the Amateur Boat Builders' Association can continue to provide high standard Meetings and Toolbox visits and the other benefits of membership. Please talk with any of the existing committee members or contact Bruce Cadee on 0419 508 785 or cadeefamily@bigpond.com about joining the committee.

SPECIAL ADMIN NOTE:

Thanks to everyone who has paid but for many, subscriptions for the 2018/19 year are now overdue. Contact Bruce Cadee on 0419 508 785 or cadeefamily@bigpond.com if you want to check if financial. Please pay in cash at a meeting or you can pay your \$30 annual subs by bank transfer from your computer or phone app. Our BSB is 066130 and account is 10168343. Please include you name in the description.

FEBRUARY MEETING

Our next Meeting will be on Wednesday 6th February, as usual in the Heritage Room at South of Perth Yacht Club, 7:30 for an 8pm start.

We will be having a "Show and Tell" evening where we want to hear about your successes, failures or tips. You can bring along examples to show or hand around, pictures or other media to display on the screen or just get up and talk. A few minutes from everyone will make it an interesting and informative evening. Don't feel limited to a certain time, we want to hear from everyone, no matter how short or long your presentation.

Contact Bruce Cadee on 0419 508 785 or at cadeefamily@bigpond.com if you would like more information or have any audio visual needs for your presentation. We are looking for new members so bring along a friend.

MARCH TOOLBOX VISIT

Your Committee are working on a event for early March. Details to be advised as soon as possible.

ABBA IN THE COMMUNITY

Despite handing out many ABBA Brochures at recent events without much success, a recent new member learnt about us from a Brochure he picked up at East Fremantle Yacht Club. If you are a member of a club, association or workplace where you can leave some of our brochures, please contact Bruce Cadee on 0419-508 785 or at cadeefamily@bigpond.com who will happily arrange a supply for you.

ADMINISTRATION NOTES (Cont'd)

ABBA LOGO

Members are reminded that Bruce Cadee has made arrangements with Shaun Luong of Image Embroidery at 26 Tulloch Way, Canning Vale (Phone 9456 2324 Mobile 0403 250 389) for an embroidered ABBA logo. The logo can be applied to your own clothing (assuming it can be accommodated in their equipment) or to shirts, caps or hats purchased through Image Embroidery. Feel free to call in on Shaun to look at the limited range of clothing he has on site or visit the following web sites to choose your preferred style, size and colours. The weblinks below are only examples of the wide range available. Half chest measurements are included on the web sites to help ensure you select the correct size. Ladies styles are also available.

Clothing (excluding Logos)

Style 1300 – Aussie Pacific Mens Murray Polo, Navy/White/Ashe or White/Navy/Ashe - **\$20.00 + GST each**

Weblink: http://www.aussiepacific.com.au/the-murray-polo-navy-white-s?color=Navy%2FWhite%2FAshe&primary_color=Navy&secondary_color=White

Style 1304 – Aussie Pacific Mens Eureka Polo, Navy/White/Ashe or White/Navy/Ashe - **\$21.00 + GST each**

Weblink: http://www.aussiepacific.com.au/mens/polos/eureka-polo-sky-navy-s?color=Sky%2FNavy%2FAshe&primary_color=Sky&secondary_color=Navy

Hats/Caps (excluding Logos)

Style 4199 – Headwear Brushed Heavy Cotton Cap, White/Navy (many other colours available too) - **\$6.50 + GST each** **Weblink:** <http://au.headwear.com.au/productDetails.cfm?&prodID=53&prodCatID=2&pageNumber=1>

(Also refer poly/cotton legionnaires hats Styles 4057 or 4126 for maximum sun protection under website sub heading ‘Hats, Visor & Beanies’ <http://au.headwear.com.au/productList.cfm?&pCategoryID=7>)

Style 4199 – Headwear Brushed Heavy Cotton Cap, White/Navy (many other colours available too) - **\$6.50 + GST each (includes poly/cotton legionnaires hats for maximum sun protection under website sub heading ‘Hats, Visor & Beanies’)**

Weblink:

Style 4223 – Brushed Sports Twill Bucket Hat, White/Navy (many other colours available too) - **\$8.00 + GST each**

Weblink: <http://au.headwear.com.au/productList.cfm?&pCategoryID=7&page=2>

To make your annual membership even more value for money, ABBA will pay for up to 2 logos per financial year to be applied to your items of clothing. The current cost to ABBA is \$7.15 per logo. There is no intention for this to be an ABBA uniform so the choice of style and colour is totally yours. If you are seen wearing the logo while building, working on or using your boat or anywhere for that matter it might get people asking questions and wanting to join our association. You are free to deal direct with Image Embroidery but please ensure you get an itemised invoice showing a separate price for the logo and present this to Bruce Cadee for reimbursement. Bruce Cadee is happy to take orders and liaise with Image Embroidery if you so wish.