



Albatross

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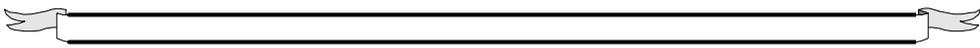
November 2004



Windclimber catches the sun in Barnes Bay
snapped by the Commodore

*Newsletter of the
Cruising Yacht Club of Tasmania*





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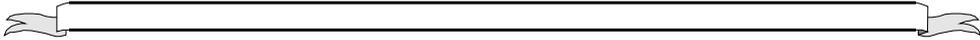
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Editorial

Dave Davey

Windclimber

To write or not to write. That is the question. In trying to encourage members to write about their cruises, the view that "I can't write anything about our cruise to X that members do not already know." is a common reaction. But from the perspective of new members, silence on the subject of popular cruising destinations is a disappointment. And I doubt that even members with considerable experience of the Tasmanian coast would be uninterested in others' reactions.



Compare this to hearing a friend say "I flew to Brisbane last week." Do you react with "I don't want to know about it - I've been to Brisbane"? More likely you want to learn how they reacted to a place you know; whether they had good weather, found good places to stay, had rated places you like, had discovered new attractions.

Another parallel derives from my experience as a professional scientist. "Experts" in an area are often confronted with lectures or papers from other "experts", and some people wonder whether there is a tendency for disinterest. But the opposite is the case. It is interesting to learn how others think about things you know and ideas you hold, and also how they express those thoughts. You inevitably encounter new perspectives, reactions, contradictions, and opinions.

One of the attractions of cruising is that destinations are rarely the same. We have probably mostly had good experiences at places where others have been miserable, and *vice versa*. And of course the getting there is rarely the same. So don't hold back.

cheers, Dave

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Commodore's Comments

Helen Stewart

Meridian

As Phil and I chatted and ate lunch sitting in the car at Con Dock recently, my gaze happened upon a seagull perched on the bow rail of *Hear Say*. As I watched, the seagull slid ever-so-gently forwards toward the deck, adjusted his grip on the rail and then started to slide again. It was not so much a slide as a rotation. I watched, idly distracted, for a moment. And then it hit me. The seagull was rotating, slowly but surely, however much he tried to hang on. His claws could not grip the steel tube. Perched on the stainless steel bow rail he was finding it difficult to get a grip. Good thing. My mind got a grip and I knew what I needed to do to solve one of life's frustrating problems.



Cormorants, seagulls, and their larger cousins, pacific gulls, are the bane of our life. They treat our yacht as a two-ended public toilet. Specifically, our solar panels are dumped upon regularly with bucketloads of guano. If we could sell it we'd be rich. It sticks like concrete, and doesn't dissolve in the rain. The bow fares no better than the stern, and the black hull shows it up badly. We've tried several methods to keep the birds off, particularly the solar panels. Our first line of defence was fishing line. At the stern we strung it between the radar arch and the backstays, creating a complex maze of semi-invisible trip-lines over the panels, designed to fluster and deter the creatures that mess up our boat. Alas, this was to no avail. We gave up when we were returning to *Meridian* one afternoon and watched from the tender, infuriated, while the birds stepped nimbly over the network of line, high-stepping as though they knew exactly where to tread to avoid it. So we got on board and scrubbed (well… Phil scrubbed and I stowed the groceries).

We tried nylon ties on the pulpit to act as spikes, but they didn't seem to work. The apparent behaviour of these birds is that, once they have established somewhere they feel comfortable to go to, they have no reservations about returning again, and again… Our zoological efforts were to no avail either. We put a tin cat, with marble eyes that are supposed to glint, in the rigging. Apparently the wily Kettering birds don't recognise a potential predator when it's poised, ready to strike, at their favourite roosting space. They also completely ignore the rubber snake that has been basking on the edge of a solar panel.

Our next plan was to use the tried and true plastic bag system. When we kept *Gamelyn* on the same mooring, a streamer of plastic bags fixed firmly to a line stretched from the mast to the other end of the boom was tied on every time we departed. This system worked well and we know that a neighbouring boat uses the system successfully to this day. On *Gamelyn* we had a solar panel but we were able to tilt it at an angle large enough to leave birds less inclined to land on it, let alone use it as a public lavatory. The bags flapped and rustled enough to keep the birds at bay, preferably Peppermint Bay. On *Meridian* though, the boom is not the problem as

much as the boat's ends, and so we have introduced complex systems of bags on strings, trying to cover most eventualities. So far it is working reasonably well, however the solar panels are fairly well screened even from vestiges of sunlight with the myriad bags festooned over them, and the batteries still get little or no benefit from the sun. At least it has cut down on Phil's guano-scrubbing activities. Then, out of the blue, came the Vaseline idea. The Constitution Dock image of seagulls rotating deckwards on bow rails inspired the idea of spreading a coat of petroleum jelly onto our rails. If they find it hard to hang on to uncoated rails I thought, "Imagine how hard it would be if the rails were smeared with Vaseline!" which sticks to surfaces almost as well as their own product. Purposefully I smeared it on every stainless steel tubular fitting above deck level.

Unfortunately, some of it wiped off onto my jeans, and Phil's jeans, and our hands as we used the rails for what they were designed for. But the bulk of it stayed there to do the intended job. Last Saturday we made our first post-Vaseline visit. The anchor no longer had vertical smears of white stuff down it and the bow was unsmeared as well. The coaming around the stern was free of it, and with the plastic bags streamed over the solar panels flapping madly, the panels were clean as well. Well, almost. One edge of one panel was not reached by the plastic bags and it had been used. Success is not far away now.

Enough of life's little challenges. After Keith Wells' entertaining and picturesque slide presentation entitled "17 boats in three months" taken as he and his wife Sue travelled through Europe in the early 1990s, the November and December general meetings are taking a different tack, with hands-on approach to boating issues. We are fortunate to have access to such a knowledgeable range of speakers who are able to provide us with useful information. Bring your most out-of-date flares to the December meeting, there will be the opportunity to ignite them and experience flare use, first hand, weather permitting. The Tas Fire Service training has kindly been arranged by Dave Bryan and his colleague Phil Douglas who are training officers with TFS. Dave and Phil came to the committee meeting to give us an overview of the program for the November meeting and to establish what we wanted to learn more about. They are providing a comprehensive demonstration and those of us who have experienced a fire on board will agree that there is much to learn. There will be extinguishers and fireblankets for sale on the evening and I urge everyone to take stock of the equipment they carry on their boats and to take into account the expertise available on the evening.

Database

We are looking for someone who has practical experience in developing a database for the membership list. We need to be able to filter and sort the data to create a variety of reports, including the membership list, labels and mailmerge letters. It is not too complex and the software is most likely to be Microsoft's Access. The reason we need to change to Access from MS Works is because we need to create the

membership list as a pdf for the printers and Works doesn't seem to be able to do this. The job also needs to be readily taken up by people with limited computer skills without to many complex steps. If anyone is able to help with this, please would they contact me at <helenstewart@tassie.net.au>. The data have been entered.

Good cruising, Helen

Setting sail simpler for southeastern Tasmania¹

Planning for weather contingencies for a boating trip along Tasmania's Mercury Passage should now be safer and easier thanks to a new Automatic Weather Station at Maria Island. Dr Sharman Stone, Parliamentary Secretary responsible for the Australian Bureau of Meteorology said a new Automatic Weather Station (AWS) has been installed at Point Lesueur on Maria Island. This will mean more reliable weather information for the southeastern coast of Tasmania.

"The new AWS will capture detailed weather information including wind speed and direction and temperature, humidity, pressure and rainfall every three hours" Dr Stone said. "All weather observations from Maria Island will be displayed on the Bureau's web site at www.bom.gov.au as are observations from all other Automatic Weather Stations across the country. Knowing what to expect from the local weather and the unique wind conditions of the Mercury Passage will take some of the guesswork out of planning a boating trip."

Senator John Watson welcomed the news and said the new AWS would provide enhanced weather forecasts for both maritime users and the general public. "The southeastern coast of Tasmania is a popular location for both commercial and recreational boaties, including many small craft," Senator Watson said. "Data from the AWS will help forecasters prepare better coastal waters forecasts for the safety of maritime users and also provide valuable information for the local community and visitors who frequent this popular holiday destination."

Dr Stone praised Senator Watson on his commitment to ensuring that the local community of southeastern Tasmania benefited from improvements to the Bureau of Meteorology's extensive network. "Maria Island is part of the Bureau of Meteorology's network of more than 500 AWSs nationwide and Senator Watson has worked hard to include southeastern Tasmania as part of this network," Dr Stone said.

1. Joint Media Release The Hon Dr Sharman Stone, Parliamentary Secretary to the Minister for the Environment and Heritage, Federal Member for Murray & Senator John Watson, Senator for Tasmania (27 June 2004)

Vice Commodore's Report

Rosemary Kerrison

Obsession

Opening day saw many club boats and members out on the river. The sail past proved to be very orderly with a nice steady breeze keeping those sailing moving smoothly. Afternoon tea was held at Bellerive Beach with many boats rafting up. Unfortunately a heavy rain squall broke many of the fleet up sooner than expected.

Some members returned to the Channel area and gathered in Quarantine Bay on Sunday for a barbecue.

Hope to see many boats taking advantage of the show weekend break. *Obsession* will be listening on Ch 16 for any calls as well as giving the normal 10.05 am and 11.05 am destination reports each day of the weekend.

Copper Alley Bay will be the destination for the weekend of 13th and 14th November and a day trip with a picnic or barbecue at Little Peppermint Bay near the wreck on Sunday 28th November.

In this issue of the Albatross there is a cruising calendar for the next 12 months which I think you will find an interesting. A variety of areas have been covered to include New Norfolk, Wooden Boat Festival, Norfolk Bay as well as many areas in the channel. You may find this handy to keep on your notice board at home or as a reference on board your boat.

Happy cruising

Rosemary

Happy sailing, Rosemary



<i>Club Calendar</i>	
November – Tuesday 2 nd – Saturday/Sunday 13 th /14 th – Sunday 28 th	General Meeting to be held at the Tasmania Fire Service Training Depot - Cambridge Copper Alley Bay Picnic/BBQ at The Wreck - Peppermint Bay
December – Tuesday 7 th – Saturday 11 th	General Meeting and lighting of out of date flares Evening Christmas function

Rear Commodore's Report

Wendy Lees

Kiap

November Meeting

To be held at the **Training Depot of the Tasmanian Fire Service** at Cambridge, Tuesday 2nd November at 7.30pm." The Depot is on the north side of Cambridge Road, at the corner of Maxwells Road, just west of Chickenfeed (See map below.) Please come along and join a very interesting night of Demonstrations: fire extinguishers and positioning of same on your vessel; use and storage of flammable liquids; hands on with fire extinguishers. Please wear warm clothing.



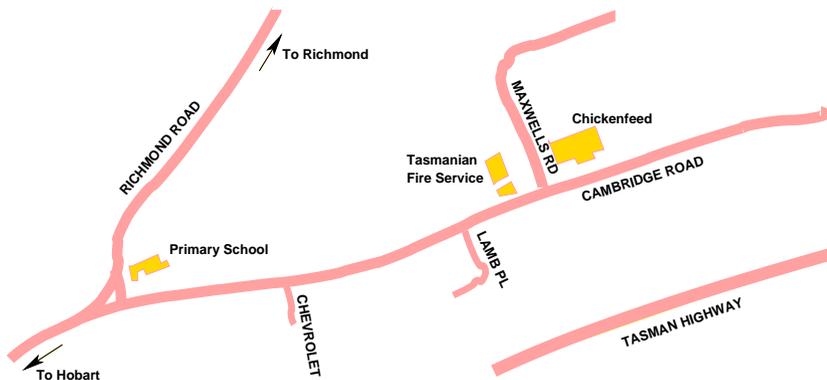
December Meeting

Tuesday 7th December. General Meeting and then Colin Finch from MAST will supervise the lighting of your out of date flares, approx. 8pm. This will be on the Regatta Pavilion Lawn.

CHRISTMAS FUNCTION

Our Christmas function will be at the Derwent Sailing Squadron, Saturday 11th December at 7pm. A three course meal with choices will be provided with complimentary wine on your table. Aldo Fabian, Guitarist, will play for us during the evening. The cost will be \$35 a head. Come as glamorous as you like. Do book a table soon. Bring your friends. Payment to the Treasure. Andrew Boon, by December meeting.

Wendy



The Falkirk Wheel

Neil McGlashan

As children in the 'forties my siblings, cousins and I used to enjoy playing with and rowing our granny's tired and heavy old dinghy on the stretch of the Kennet and Avon canal that was then navigable near the Dundas aqueduct in the Limpley Stoke Valley near Bath. We could then never have conceptualised the vast network of canals that had criss-crossed England to carry bulk freight, especially coal, in the era before the railways. Far beyond our rowing range to the east, the navigators (later "navvies") built a "ladder" of some thirty locks near Devizes to carry the barges over the national drainage divide of the high Salisbury Plain and on to Reading and London.

John Rennie's workforce was augmented by prisoners-of-war from the Napoleonic wars and the naming of Caen Hill (anglicized to "Cane") for the locks and Dunkirk Hill for the main road to Chippenham reflects their origins in France.

Another canal link closely analogous to this one cutting across southern England was one built across the narrowest neck of Scotland, and it also had to face higher land between the drainages of the River Clyde on the west and River Forth flowing east. Indeed this restriction of width of terrain had been recognised long before by the Roman Emperor Antoninus whose wall (c. 140 A.D.), less famous than the similar structure of Hadrian further south, aimed to control north-south movements of local people either for trade or pillage.

The Edinburgh and Glasgow Union Canal which opened in 1822 and was built close to the line of Antonine's Wall was made up of two portions of different heights which met near Falkirk in a series of locks. These canals had also necessitated the building of aqueducts to cross major streams and even a canal tunnel as well as numerous road bridges. This navigation too was killed by competition from railways and, in the century from 1860 onwards, parts of the old alignment were destroyed by increasing subdivision of land for housing; especially at the Glasgow and Edinburgh ends.

The recent upsurge in community interest in recreation has had immense effects on the canals of nineteenth century Britain. Among many others, both the Kennet and Avon and the Union Canal have had millions of pounds spent on rehabilitation, and a holiday industry has grown up of longboats for hire on these long disregarded routes, which often run through miles of pretty countryside.

Inevitably the major difficulty in re-opening the Glasgow to Edinburgh alignment was the difference of height between the two portions of the canal, about 115' at Falkirk, where new housing precluded re-use of the eleven locks of the old system. This has recently been overcome by the Millennium funded Falkirk Wheel. This is the world's first and only rotating boat lift. It works on an adaptation of Archimedes' principle by balancing a downcoming boat afloat in a puddle of water against an upgoing

ditto (See figure 1).

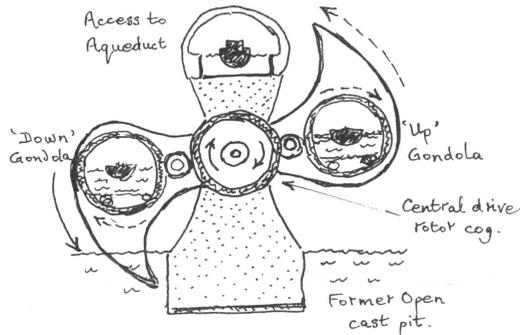


Fig.1.

The circular movement of the two arms (or "spokes") of the wheel is driven at the centre by ten hydraulic rams. Because of the precise balancing of the two loads astonishingly little power - about 1.5 kw or enough to boil two kettles of water - is used per rotation. Each pair of arms supports one "gondola" at each end full of water plus whatever boats or barges will conveniently fit. Each gondola is kept level by gravity as it moves but also, as additional surety, by a subsidiary system of cogs and wheels.

As if all this were not wonder enough, the Falkirk Wheel stands in a water basin which was formerly a derelict open-cast coal mine (See figure 2). The engineering feat has thus become an environmental benefit as well. Even further, the wheel itself is now a tourist attraction, both to see and to travel upon, as part of a hire-barge journey across lowland Scotland.

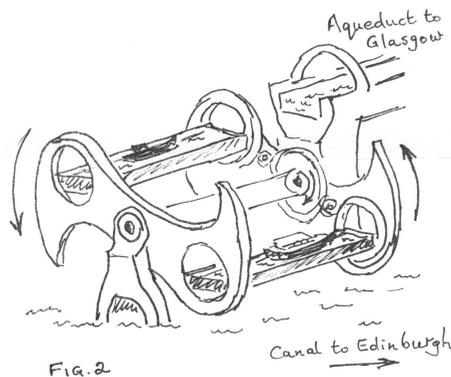


Fig.2

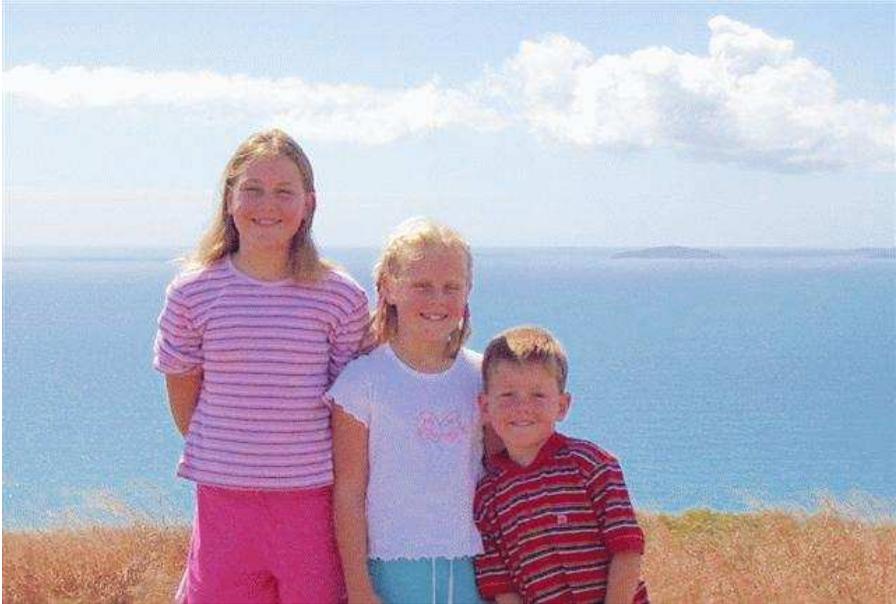
See also www.thefalkirkwheel.co.uk for clearer diagrams in colour.

***Perwinji's* travels #8**

The Davison Family

Hi all

Its raining and every one is ecstatic about it. It hasn't rained since left Hervey Bay when we spoke last. Suzie and the kids have all left me and heading for Hobart whilst I'm sitting in Yeppoon (Next to Keppel Island).



After leaving Urangan (Harvey Bay) we travelled to Bundaberg and met up with *Karanell* in midtown marina which was *Perwinji's* old stomping ground, and we where met by a number of people who new Anne and Noal (Previous owners). We went through the Bundy factory which the kids thoroughly enjoyed and we stocked up on supplies.

The next night was spent at the head of the Burnet river where we departed for 1770 which was interesting as we entered at low tide. A few sunny days were had prior to heading off to Lady Musgrove Island, which is only 35 Nm off shore. This is a spectacular place, sitting in the lagoon with just a small island on the western side. The water is as clear as clear, and aqua blue. We anchored in 7 metres of water and the coral looked is if it was just under our boat. A lovely night with calm weather was enjoyed. This was the first experience for the kids to swing around the bommies (coral reefs) and experience all the different coloured fish, whilst the island makes a beautiful walk with its tropical plants and dense forest.

On our way back from Lady Musgrove we saw a whale which was great, as we hadn't seen any in Hervey bay. Luckily Suzie was on deck a few hours later and spotted an other one, as we had to stop and let it go by. Hitting whales is a real hazard, as we know of three people who have and one of them lost their boat.

That afternoon we arrived in Pan Cake Creek. The next morning we went looking for the trail up to the Bustard Head light house. Unfortunately we could not find it. A nice walk in any case.

From Pan Cake Creek to Gladstone is only about 15NM and most of it is behind Curtis Island through the shipping channels. We caught up with fellow travellers at the marina and spent a few days poking about. The next 30 NM would prove to be interesting as we decided to go up "The Narrows" which is a channel up the inside of Curtis Island and which exits out into Keppel bay. The channel goes over the "Cattle Crossing". The only problem is at low tide it is used to transfer cattle to and from the island. In fact the land is exposed by 2 to 3 meters at low tide. Needless to say the tides are in excess of 4 meters in this area. With the safe navigation of the channel we anchored at the top end of Curtis Island on the tropic of Capricorn (not quite as exciting as crossing the equator).

The following day we made Keppel Bay marina and caught up with *Cee Kay* where Karen and Col invited us into their home where we are currently. Samantha Cole and I went to Urangan on the tilt train to collect the Van which grandma and grandpa brought up a few months before. At about this time Suzie and I were looking at houses and pondering moving up here permanently.

Over the last few days we took a little drive up to Townsville (1450km) and stopped in at all the marinas on the way. Airley Beach has certainly changed. It was nice to catch up with *Sir Swagman & Karanell*.

Suzie and the kids have just left and should arrive in Hobart on Friday whilst Mark Davison arrives in Rockhampton on Saturday to give me a hand to take *Perwinji* to Mooloolaba. *Perwinji* will be placed on the market for the next few months whilst I return to Hobart over the next few weeks. Around Xmas time I'll return with crew for the delivery trip back to Hobart if she has not sold.

So where to next? We have no idea.

The children and parents have had a ball and this trip will go down in the memory bank and recalled as a reminder to what life is all about.

Cheers, Davison Family

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2004-5 Club Events

	November	December	January	February	March	April
Mon	1					
Tue	2 General mtg			1 BBQ Cottage	1 General mtg	
Wed	3	1		2	2	
Thu	4	2		3	3	
Fri	5	3		4	4	1
Sat	6	4	1 BBQ	5	5	2
Sun	7	5	2	6	6	3
Mon	8	6	3	7	7	4
Tue	9	7 General mtg	4	8 Com.mtg	8	5 General mtg
Wed	10	8	5	9	9	6
Thu	11	9	6	10	10	7
Fri	12	10	7	11	11	8
Sat	13 Copper	11 Xmas party	8	12 Wooden	12 Norfolk	9 Quarries
Sun	14 Alley	12 day BBQ	9	13 Boat	13 Bay	10 BBQ
Mon	15	13	10	14 Festival	14 Cruise	11
Tue	16 Com.mtg	14	11 Com. Mtg.	15	15 Com.mtg.	12 Com.mtg.
Wed	17	15	12	16	16	13
Thu	18	16	13	17	17	14
Fri	19	17	14	18	18	15
Sat	20	18	15 Partridge Is	19	19	16
Sun	21	19	16 Partridge Is	20	20	17
mon	22	20	17	21	21	18
Tue	23	21	18	22	22	19
Wed	24	22	19	23	23	20
Thu	25	23	20	24	24	21
Fri	26	24	21	25	25 Easter	22
Sat	27	25	22	26 Day Trip	26 Cruise	23 New
Sun	28 L.Peppermint	26	23	27	27 to	24 Norfolk
Mon	29	27	24	28	28 Recherche	25 Cruise
Tue	30	28	25		29 Bay	26
Wed		29	26		30	27
Thu		30	27		31	28
Fri		31	28			29
Sat			29 Ford Bay			30
Sun			30 Little Fancy			
Mon			31			
Tue						

2005 Club Events

May	June	July	August	September	October	
			1			Mon
			2 General mtg.			Tue
	1		3			Wed
	2		4	1		Thu
	3	1	5	2		Fri
	4	2	6 Anniversary	3	1	Sat
1	5	3	7 Dinner C. dock	4	2	Sun
2	6	4	8	5	3	Mon
3 General mtg	general mtg 7	general mtg 5	9	AGM	4 General mtg.	Tue
4	8	6	10	7	5	Wed
5	9	7	11	8	6	Thu
6	10	8	12	9	7	Fri
7	Franklin 11	9	13	10	8	Sat
8	12	10	14	11	9	Sun
9	13	11	15	12	10	Mon
10	14 Com.mtg.	12 Com.mtg.	16 Com.mtg.	13 Com.mtg.	11 Com.mtg.	Tue
11	15	13	17	14	12	Wed
12	16	14	18	15	13	Thu
13	17	15	19	16	14	Fri
14 Navigation	18	16 Day Trip	20 Day Trip	17	15	Sat
15 Cruise	19	17	21	18 Day Trip	16	Sun
16	20	18	22	19	17	mon
17 Com. mtg.	21	19	23	20	18	Tue
18	22	20	24	21	19	Wed
19	23	21	25	22	20	Thu
20	24	22	26	23	21	Fri
21	25	23	27	24	22	Sat
22	26	24	28	25	23	Sun
23	27	25	29	26	24	Mon
24	28	26	30	27	25	Tue
25	29	27	31	28	26	Wed
26	30	28		29	27	Thu
27		29		30	28	Fri
28 Day Trip		30			29	Sat
29		31			30	Sun
30						Mon
31						Tue

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Cruise to the Southwest and More

Sotalia

Our overwhelming thoughts for the summer of 2003/2004 were that we were incredibly lucky to have a wonderful array of unspoilt cruising grounds on our doorstep. In addition to being beautiful, the anchorages are not crowded. *Sotalia* and crew had planned to sail around to the Port Davey area immediately following ringing in the New Year with friends in Barnes Bay. We had a delightful week cruising down the channel and Recherche Bay but the westerlies stopped us from getting around the corner to the West coast. Since we were not on a time schedule it did not worry us and we had a delightful sail back to Kettering to wait for the right weather.

The fact is if you get the weather right it is only two daylight (in summer) sails to get to Port Davey from Kettering or nearby areas. The sail to Recherche is 40 miles and Recherche to the anchorage in Spain Bay about 65 miles. In late January the weather finally was perfect. We had a wonderful sail down the channel to Recherche Bay and were ready for an early start the next morning. The key is picking the right day to go around and since easterly weather is rare around here we decided that the best plan was to motor around in calm conditions. We believe any boat which can maintain 5 knots can easily arrive in daylight.

For this trip we had decided to use fuel from our forward tank which still had fuel in it from Indonesia, it seemed clean enough and it was time to use it and get fresh fuel into the tank.

An hour or so along the track to SW Cape the engine did a splutter and then quit, it was obviously a fuel problem so I changed both filters - which is always a thrill rolling away in the swell. The engine came to life for a while but again stopped.

Rolling around in the swell was not the place to deal with all this, so we slowly sailed back into Recherche bay. It is great to have a boat that will sail along nicely in almost no breeze. We did have a current, but getting back and safely anchored took some time.

A local fisherman did offer us a tow which was very kind of him but we were comfortable with our ability to get back and to safely anchor under sail.

Once anchored up I took to the fuel system and found plastic clogging the fuel manifold that distributes the fuel from two tanks, I guess this muck came on board during our time in Asia but it was a bit of a surprise as we always use a BAJA filter to filter all fuel coming onboard. (A BAJA filter is an aluminium tube that fits into your fuel deck filler. Inside the tube are three removable screens and a water trap at the bottom. It is amazing what stuff you find in the screens, and sometimes the fuel is so dirty you can see the screens clogging almost immediately in which case we usually reject the fuel and go looking for another source.

After a bit of work we were ready to go again and felt confident that we had the

problem under control. It was getting pretty late in the day so we elected to clean up and go again the next day.

Our next attempt at the trip to Port Davey went without a hitch. It is really worth waiting for good weather then it is a very easy passage. It was a lovely day and we enjoyed the scenery.

Our very old Garmin GPS was really beginning to show its age and its years of use. For some time now the screen has been failing with horizontal lines appearing on the display. Originally it was no big deal and if you looked at the display long enough you worked out what you needed to know, but once past SW Cape and heading up to Port Davey we could only make out the degrees of latitude and longitude - no minutes or seconds. Another thing to add to the list.

Our course to Port Davey was straight forward, with land marks visible the entire way. After rounding South East Cape we headed between De Witt Island and Flat Witch Island, sailing quite close to De Witt on our starboard side. We decided to have our first night in Spain Bay. The approach needs to be cautious to avoid Nares rocks, which are submerged and not easy to sight. We had calm conditions, so, decided to motor between Swainson Island and the islands off Forbes point; then our course was set for a point just off the northern tip of Hay Is. We were anchored by 3pm.

We have sailed in many places but the whole Port Davey/Bathurst Harbour area filled us with awe and wonder. During our stay which was peak season, we only counted 10 boats in the whole area. Each day we were able to swim and hike a different anchorage in areas which are pristine. Many days we had to pinch ourselves to believe we were still so close to home. We shared anchorages with *Club* boats and with friends from Kettering but always had a multitude of anchorages to pick from if we wanted a quiet night. I am sure there are many *Club* boats that know the area much better than we do. We feel we only began to scratch the surface of an amazing place but look forward to many more trips to one of the most special places on earth.

Not long after we arrived the electric anchor winch seemed a bit reluctant to do its job, a bit of prodding and off it went, but one day it just stopped. Electric anchor winches do not enjoy a good environment up in the damp anchor locker and I had my fingers crossed that we did not have a burnt out motor. It turned out to be a corroded cable connector between the motor and the foot switch and could you believe I had on hand a ready made replacement. A couple of minutes work and the replacement cable was installed and we were back in business. You cannot have too many spares.

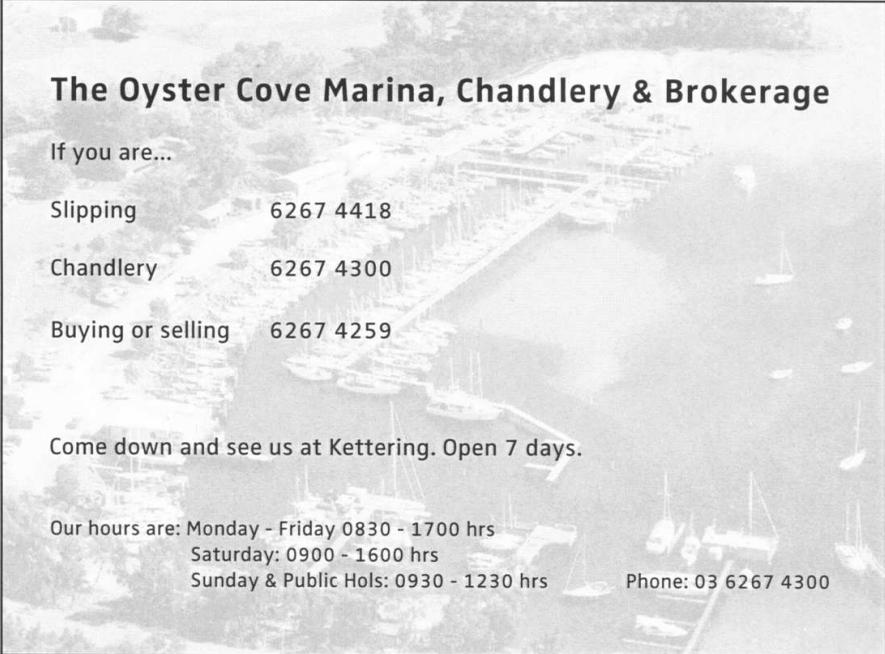
Our favourite anchorages were places where we felt secure enough to leave the boat to go walking, and a good spot to have a swim: Bramble Bay, Clyte Bay, Frog's

Hollow and Spain Bay. The ever faithful CQR anchor did the job and we did not have any problems dragging even on the few very gusty days.

It was a shame to see several yachts not displaying proper anchor lights. "Chicken-feed" solar garden light are not up to the job and I also think masthead anchor lights are of limited assistance in close quarters as boats close to you do not look up. They are looking ahead especially if they have a cockpit cover of some sorts.

Our trip home was easy. We motored in no wind to near SW Cape and then the breeze arrived and we had a great sail back to the east coast. We poled out our headsail which makes the boat very stable down wind and the miles clicked away.

John & De Deegan
Sotalia



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17 BOATS IN 3 MONTHS

Keith and Sue Wells

A Boating Odyssey

While holidaying in UK, Holland and Scandinavia in 1991 we came to realise early on that we were "collecting boats". This is what my presentation to the Club was all about.

I couldn't help but include some photos of the scenery as we passed by as well as commenting on the virtues or otherwise of these boats.

The following list is of all the boats that we actually went on board for a sticky beak, accommodation, travel or all three!

1. Canal boat 40' - Wales
2. Irish ferry - Fishguard to Rosslare
3. Arthurstown car ferry - Ireland
4. Irish ferry - Dublin to Holyhead
5. Cutty Sark - Greenwich, England
6. Gypsy Moth - Greenwich, England
7. Canal boat 60' - England



40' Canal boat in Wales



60' Canal boat in an aquaduct - strange place to see a boat!

8. Canal boat 20' - England
9. Amsterdam - Tourist canal boat
10. Baltic ferry- Finland to Sweden



60' Canal boat entering a lock. Keep your fingers inboard!

11. Ferry - Narvick to Lofoton Islands - Norway

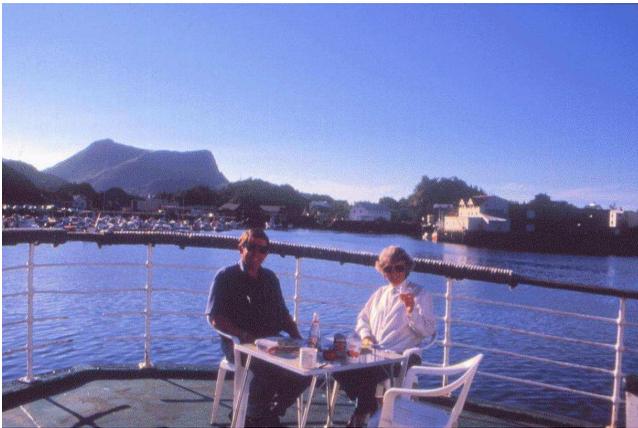


Fishing boat and harbour at Svølvæere in the Lofoton Islands



Luxury and relaxation on the ferry across the Baltic

12. Svølvæere Harbour - Hostel ship - Norway



Dining on the Hostel Ship's quarter deck

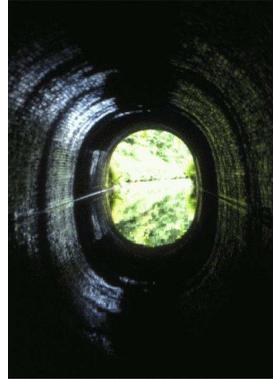
- 13. Fishing boat for hire - Norway
- 14. Moskenes to Bodo - Norway
- 15. Oslo Harbour - Hotel boat - Norway
- 16. Ferry across Oslo Harbour to Viking Museum - Norway
- 17. Train ferry - Sweden to Denmark

As I said, the scenery gave us some exciting inspirations, particularly for house

building materials (Cotswold limestone) and the name of a boat - *Windrush* (Cotswold river).



The river "Windrush" in the Cotswolds



Tunnel on one of the canals



New Members

We are pleased to welcome new members

Peter & Janet Hill

Oriole

36' Motor Sailer



**N.B. Change of November Meeting time and venue
- See page 6**



BEACONS OF THE SEA

Erika Johnson

Lighthouses hold a fascination for many people, quite apart from their intended purpose of guiding mariners through dangerous waters.

An organization dedicated to the preservation of these beacons of the sea is Lighthouses of Australia Inc. With members living all around Australia it is largely an internet-based organisation. Their web site www.lighthouse.net.au has a wealth of information about lighthouses around the Australian coastline and offshore in Australian waters.

The group recently held a get-together in Launceston. For many members it was the first time they'd met face to face. The weekend was timed to coincide with the travelling exhibition "Beacons of the Sea" at the Queen Victoria Museum while Sunday's events included a guided tour of the Low Head Pilot Station and Lighthouse.



Low Head Lighthouse and Fog Horn

The original Low Head light tower, built by convicts in 1833, was designed by John Lee Archer. Mr W. Hart of Launceston provided the light apparatus "6 dozen lamps, including reflectors @ 3 shillings and six pence each". The Notice to Mariners, published in the Launceston Advertiser on December 19th 1833 said

IMPORTANT TO MARINERS

TO THE EDITOR OF THE ADVERTISER

Sir, -

The Light House on the Low Heads at the entrance of this port being now completed, it is lighted pro tem by a number of small lamps each having a tin parabolic reflector. The lantern is placed about 135 feet above the level of the sea and has the following magnetic bearings,

Hebe Reef - N. 85° E.

West Head - N. 71° E.

Windmill, George Town - N. 32° 30' W.

Barren Joee or Tenth Island - S. 41° 30' W.

Five-mile Bluff - S. 49° W.

I am Sir, your obedient Servt.

MAT. CARLING FRIEND.

Port Officer.

However, the tower was poorly constructed and after 50 years was falling into disrepair. A new tower, designed by Marine Board architect Robert Huckson, was constructed of double brick in 1888. It was originally painted white but a red band was added in 1926. The present 19 metre tower with an elevation of 43 metres has a range of 23 nautical miles, Group Flashing (3) every 30 seconds. An auxiliary red light, installed in 1898, covers the nearby Hebe Reef.

With fog so often an impediment to ships traveling up the Tamar a foghorn, purchased from Chance Brothers in Birmingham, was installed in 1929. The original installation consisted of two air compressors (one a standby) powered by two Gardner kerosene motors (one a standby) supplying air to two joined air receivers, each of a capacity of 7.5 cu.m to an operating pressure of 35 lbs/sq.in. An air operated timing mechanism controlled operating and sounding valves which produced the unique tone of the Diaphone which could be heard at distances up to 20 miles. In the late 1930's, electric power was brought to the Light Station and Fog Horn and one of the Gardner motors was removed and replaced with an electric motor. However, with the increased use of electronic aids to navigation the Foghorn was decommissioned in 1973.

The installation lay forgotten until early 2000 when the Low Head Progress & Heritage Association, in conjunction with the Parks & Wildlife Department, set about



Chris Creese has a go at starting the Gardner

restoring what was, by now, the only remaining operational example of a type G Diaphone in the world. That their work was successful was shown with a demonstration of its powers which had us plugging our fingers in our ears!

Our final destination was the Low Head Pilot Station which commenced operations in 1805. As we watched the orange hulled pilot boat head out of the river to a waiting ship we were reminded that it is the oldest pilot station still operating from its original site in Australia. Today the building houses an excellent museum.

Although the lighthouse is still under Commonwealth control, the whole complex is now managed as a whole by the Parks & Wildlife Department. Future developments will include B&B accommodation and a shipwright in residence.

So, next time you're up north it's well worth paying the light station a visit especially to hear the foghorn which is sounded every Sunday at 12 noon.

Minutes of the General Meeting of the Cruising Yacht Club of Tasmania held at the Regatta Pavilion 8:00pm on Tuesday 5 October 2004.

PRESENT

Commodore Helen Stewart and 39 members.

APOLOGIES

Lyn and David Jones, Bev Morrison, Judy Boone, Jarque, Richard Brabzon.

GUESTS

Jackie and Malcom Holt (Canada)

MINUTES OF THE GENERAL MEETING 7 SEP 2004

The minutes of the General Meeting as published in the Albatross were confirmed. Moved Phil Hebblethwaite, seconded Dave Davey, CARRIED.

BUSINESS ARISING

Nil

MINUTES OF THE 29th ANNUAL GENERAL MEETING - 7 SEP 2004

The minutes of the AGM were confirmed as published in the Albatross, with the addition of, "Helen Stewart resumed the Chair after her re-election as Commodore".

Moved Rosemary Kerrison, seconded Paul Kerrison, CARRIED.

COMMODORE'S REPORT

- The Commodore stated that the first committee meeting of the year was very busy and indicated that the Club is to continue in the direction that it is headed, by providing a relevant and interesting program of events for members including guest speakers, hands-on opportunities for members to be involved in furthering their experience in matters relating to cruising and boating generally and to provide entertainment and opportunities for what we do so well - that is, cruising in company.
- Editor Dave Davey has requested members to provide articles for the Albatross. He has commenced collecting information on anchorages in Tasmania and invited all members to write about their favourite anchorage/ s. The Commodore encouraged all members to participate in the Editor's offer.
- A club handbook detailing the roles and duties of the Club's office bearers is being prepared by Helen and it anticipated that it will be available soon. This handbook can be used for future Committees.
- The Committee has committed to the updating of the Club's history in preparation for the Club's 30th Anniversary. The history should be updated every five years.
- Several CYCT members attended the MAST Recreational Boating Funding Meeting at the MYCT on 8 September 2004. The funding decisions are not yet known but members will be advised when information comes to hand.
- There is a need to update the Club's membership database. A request was issued for a member who has experience with report generation on Microsoft Access, willing to help with this task, to contact the Commodore.
- It was reported that Opening Day was a success with a number of Club boats

joining in the sail past.

- Congratulations were extended to Stephen Newham on his re-election as Commodore of the Kettering Yacht Club and to Richard Brabzon as Vice Commodore.

VICE COMMODORE'S REPORT

- Rosemary Kerrison reported on Opening Day.
- The meeting time for the Club cruise during the Royal Hobart Show weekend is at 10:00am in Little Oyster Bay on Thursday, 14 October 2004. It is expected to cruise (sail) in company to Great Taylors Bay.

REAR COMMODORE'S REPORT

- 2 November - The meeting is to be held at the Tasmanian Fire Service training facility at Cambridge commencing at 7:30pm.
- 7 December - Flare Demonstration - members' out-of-date flares can be fired
- 11 December - Club Christmas function.

PRESENTATION OF CRUISING PLAQUE

The Commodore congratulated and presented a cruising plaque to Barry Jones in recognition of his cruise to Port Davey on Lalaguli.

NEW MEMBERS

An application for membership was received from Janet and Peter Hill.

GENERAL BUSINESS

- The location of the Tasmanian Fire Service, in Cambridge was described as being opposite Chickenfeed.
- The Committee has rescheduled its meeting to be held three Tuesday nights prior to the general meeting. There will be a corresponding change to the deadline for submitting articles into the Albatross.

GUEST SPEAKER

The guest speaker for the evening was Keith Wells whose subject was "17 ships in Three Months" . As a number of people had not been present at the earlier presentation, Keith recommenced the presentation at the beginning. Club members enjoyed sharing his experiences travelling on canals in Wales as well as the ferry trip to Ireland but were left wondering what the Coast Guard collected en route! Returning to Greenwich, England with a visit to the Cutty Sark Museum and views of Gypsy Moth IV and then via Holland to Scandinavia where the scenery in the Arctic Circle was astounding. It was enlightening to learn that former passenger ferries were used as hostel/hotels.

NEXT MEETING

The next meeting of the CYCT will be held at the Tasmanian Fire Service, Cambridge on 2 November 2004 at 7.30pm.

Meeting closed 8:50pm