



Albatross

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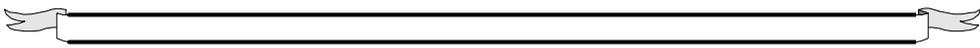
December 2004



Van Diemen 'H' enjoys light conditions heading for Great Taylors Bay

*Newsletter of the
Cruising Yacht Club of Tasmania*





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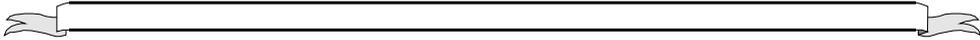
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Editorial

Dave Davey

This issue features articles of the kind I'd really like to see more of: a great local cruising article by Rod Barnett (*Scot Free*), a "my boat" piece by Paul Kerrison (*Obsession*), and a story dreams are made of by Dorothy Darden (*Adagio*).

Greg Peart (*Carinda*) has suggested some other themes of interest. First, historical segments along the lines of "Did you know that"? – brief but colourful historical pieces about early cruising, near escapes, disaster, or unusual experiences and unusual vessels. *Club* maritime history buffs take note! Second: "How we weathered the storm - some heavy weather experiences and tactics ... dos and don'ts ... in and around the Tasmanian coast." We've probably most had experiences we might not want to repeat, and/or would do differently next time. Let's share them.

And as we are in the cruising season, do take notes on anchorages you visit. Write up your favourites, but notes of any kind will help in the *Club's* efforts to extend and improve cruising guides.

On the mechanics of submission: I'd prefer to receive contributions in an electronic form. Good printouts can be scanned, but errors can be introduced in optical character recognition. I can handle most of the common file formats – MSWord, OpenOffice, LaTeX, troff, PDF, PostScript, RTF, HTML and good old plain text come to mind. WordPerfect users should save files in MSWord or RTF format. Email is preferred (because I can receive it wherever I happen to be) but floppy disks or CDs are fine.

Have a great summer, safe cruising, a Merry Christmas and Happy New Year. And keep the articles coming!

Dave

Windclimber



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Commodore's Comments

Helen Stewart

Meridian

My Vaseline-on-the-rails idea as a bird deterrent was not one of my better ones. While it did stop the birds perching, it also made a mess and we got so sick of wiping petroleum jelly off our hands and our clothes that I cleaned it off. So much for that idea.



There's nothing like a group of people for problem solving. While walking in the drizzle back to Taylors Reef from a delightful visit to the Cape Bruny lighthouse, other people shared their ideas with me. Glad Wrap over the solar panel sounded good. The flip side to this was that if it didn't keep the birds from landing on the panel, at least it would make it easier to remove the guano! Sort of like an oven bag in reverse. Another idea was a more up-market version of the plastic bag method – "service station flags" – the multicoloured flags that come in streamers and are used to decorate servos and car yards. This idea came with a testimonial and the name of the shop that sells them so we'll give it a go. The Glad Wrap has been put into practice. I'll keep you posted.

We have received good news for those people who use the Kettering public jetty. The MAST (DIER) minister, Bryan Green, has advised us that the submission we lodged to have waling boards put on the jetty has been successful. It should make coming alongside a bit easier. At the same time, we are writing to MAST to make a formal complaint about the inaccessibility of the jetty due to some boats not observing jetty etiquette and preventing the public from using it.

I recently attended a meeting at MAST about moorings in cruising anchorages along with cruising representatives from other southern clubs. The revised draft protocol reads as follows (the changes are in bold Italics).

Protocol for Mooring Applications in Cruising Areas

MAST in consultation with the Tasmanian Yachting Association has developed a policy in dealing with new mooring applications in cruising areas as follows –

- All new applications from persons that are not adjacent landowners for positions in cruising anchorages will be refused by MAST.
- Applications for any area outside recognised mooring areas, or an area in which there are no or only a few existing moorings, will be forwarded to ***Tasmanian Yacht and Cruising Clubs and Associations*** for comment.
- Applications by landowners for a mooring adjacent to their properties may be allowed, with the proviso that its ***position does not generally interfere with traditional anchoring locations*** and future renewal will be dependent on the mooring owners continued ownership of the adjacent property.

- Existing moorings are transferable only to adjacent property owners.

Typical cruising areas – Bruny Island (Sykes Cove, Shelter Cove, Apollo Bay, Missionary Bay, Alexander’s Bay.) West Arm (Tamar River). The meeting decided to look at areas such as Coles Bay , East Shelly and Port Cygnet as trial areas for cruising moorings. The general thought was that cruising moorings should not be located in areas such as Mickeys, Tinpot, Partridge, Quarries etc.

The MAST Board will be asked to consider those areas mentioned above for a trial period once legalities have been cleared up.

Have a wonderful Christmas and a safe and happy new year.

Good cruising, Helen



<i>Club Calendar</i>	
November – Sunday 28 th	Picnic/BBQ - venue decided on day
December – Tuesday 7 th – Saturday 11 th – Friday 31 st	General Meeting and lighting of out of date flares Evening Christmas function New Year’s Eve BBQ - venue to be advised
January – Saturday 1 st – Saturday/Sunday 15 th /16 th – Saturday/Sunday 29 th /30 th	New Year’s Day BBQ - venue to be advised Partridge Island Ford Bay/Little Fancy
February - Tuesday 1 st – Saturday 26 th	BBQ at Mariner’s Cottage Day trip
March - Tuesday 1 st	General Meeting to be held at the Tasmanian Fire Service Training Depot - Cambridge

Vice Commodore's Report

Rosemary Kerrison

Obsession

Four days of sunshine, walks, barbecues and good friendship was the scene set for the 21 boats that partook in the break over Show Weekend. *Windrush* who had Glenys and Milton Cunningham on board as crew, *Meridian*, *Scotfree*, *Awittaka*, *Enigma*, *Talisman II*, *Pandora*, *Shibumi*, *Hellebore*, *Oriole*, *Alida*, *Kiap*, *Barquero*, *Van Dieman H*, *Neptune*, *The Cape*, *Charon*, *Windclimber*, *Sotalia* and *Iris*, joined *Obsession*. On Friday some members ventured over to Cloudy Bay Lagoon via a track from Mickeys Bay while others tried to find an old saw mill near the moored boats. Saturday saw 27 members walk to South Bruny Light from Taylors Reef Beach. The first part of the walk was done in sunshine but unfortunately a little rain caused most of us to look like drowned rats by the time we got back to our boats, but nothing that a few dry clothes and a nice hot drink couldn't fix. Many sampled tasty pieces of abalone at the barbecues on shore thanks to Helen Bridgland and Paul Kerrison.



The weekend of 13th and 14th November was attended by *Windrush*, *Talisman II* and *Obsession* who transported a group of Friends School Students to Drip Beach on Saturday and were joined by *Hellebore* who had been at Copper Alley Bay. The students camped on shore and crews joined them for a barbecue on Saturday Evening. Drip Beach is a lovely anchorage for those like me who have never been to this bay. Good holding ground with 2 lovely clean beaches on which to walk.

December 11th is our Christmas Party at DSS and on Sunday 12th December there will be a day trip and barbecue at a venue to be decided at the time.

New Year's Eve for those wishing to join together, a club BBQ will be arranged at a suitable venue no further south than Stockyard Point on the day, weather permitting. Listen on Channel 77 at 11.05, 12.05 and 15.05.

Partridge Island will be a destination for 15th and 16th January and Ford Bay or Little Fancy for 29th and 30th January. Note there will be no long weekend in January 2005.

I wish you all a safe, healthy and Merry Christmas and a Happy New Year

Happy sailing. Rosemary

Rear Commodore's Report

Wendy Lees

Kiap

December Meeting

Tuesday 7th December: General Meeting and then Colin Finch from MAST will supervise the lighting of your out of date flares at approx. 8pm on the Regatta Pavilion lawn. Please wear thick gloves for flare lighting, preferably leather. Could members record the number of their flares successfully lit and the number you are unable to light. There will be supper at the close of the meeting — please bring a plate of food to share.



Christmas Function

Tables are filling fast — please book soon. You are assured of a glamorous night with great food and drink, \$35 a head. Please pay the treasurer Andrew Boon at the General Meeting December 7th.

February Meeting

This meeting is 1st February 2005. In lieu of a General Meeting it will be a barbecue at 6 pm at the Mariners Cottage, Battery Point. Please bring your meat, food, drinks and utensils. The committee will provide tea, coffee and a cake for desert.

A VERY HAPPY CHRISTMAS AND GREAT CRUISING

Wendy

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BURGEES \$11 ea.

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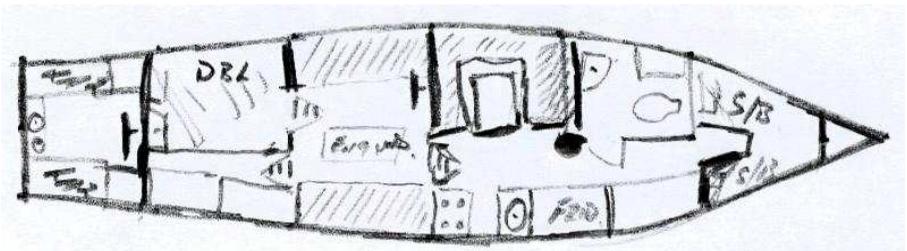

*Other items available include East Coast Anchorages \$5
History of the CYCT the first 21yrs \$5,
D'Entrecasteux Waterways 2nd Edition \$16.
Lapel badges \$4.50
And a couple of odd sizes in Polo Shirts make Barry an Offer*

My Boat**Obsession****Paul Kerrison**

Obsession is a John Pugh "Windhover" design built at George Town and launched in 1976 by the owner builder Richard Edmunds - a motor sailer of 10.8m LOA, of steel construction, hard chine and reverse sheer. She was originally powered by a 25h.p. Salanzi motor and sloop rigged.



During the 1990s she had a complete refit which entailed fitting a pilothouse over the open centre cockpit, a complete interior refit, the removal of the reverse sheer, and the hull extended by 1 metre forming a rear cockpit, with outside steering. During this time she was also repowered with a Nanni 43h.p. diesel engine.



Walking through from the bow we have two berths forward, enclosed head with shower to port, U shaped saloon also to port with galley opposite, step up to

pilothouse with seating/single berths each side, with stowage and water under, with the engine and diesel tanks under the cabin sole, stepping down to an aft cabin with double bed, and nav. station opposite. On deck there is a comfortable rear cockpit with deep lazarettes, dinghy davits and boarding ladder.

Obsession has cruised most of Bass Strait, the Kent and Furneaux group of Islands, including the east coast, with her previous owners. Since coming to the South of the state she has cruised the south west to Port Davey and Bathurst Harbour on two occasions, and also several trips to the south east up to Wineglass Bay.

She carries approx 310 litres fuel, 600 litres water and cruises at a comfortable 6.8 kts. Since becoming the owners of *Obsession* in January 2001 we have covered more than 3800 nautical miles around the southern waters of Tasmania.



New Members

An application for membership has been received from:

Wendy & Bill FitzGerald

Grace

Sailmaster 30'



New member details . . .

Peter & Janet Hill – *Oriole*

We moved to Tasmania from Orange in NSW one year ago. My sailing experience is limited to dinghy sailing as a teenager and the ownership of a 33' ketch in Sydney for a couple of years. Gaining experience and sailing skills, and understanding the local conditions is a priority.

We purchased *Oriole* last August, and have undertaken a cruise to Port Arthur, Hobart, and mucked about in the Huon and the Channel.

Oriole was designed by Richard Taylor and built by Cuthbertson in Hobart, launched in 1973. She is Huon pine hull, celery top decks and coach house.

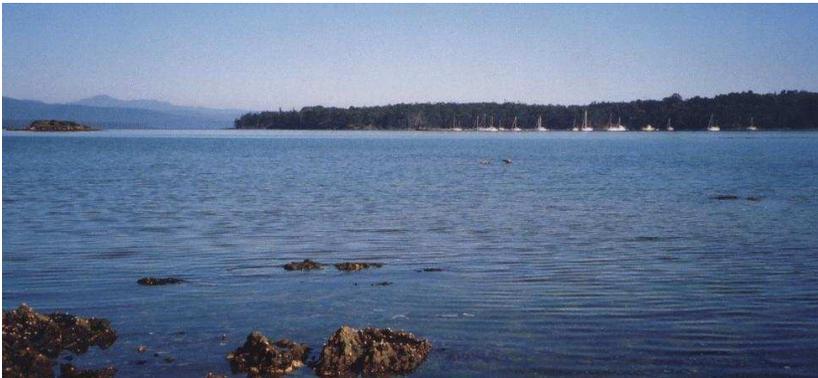
Peter Hill

A trip to Great Taylors Bay

Rod Barnett, *Scot Free*

On Thursday, Royal Hobart Show Day, October 21st 2004, David Lane and I arrived at DSS at about 1015 hours to bring *Scot Free* into the jetty to load with stores for the trip. For ease of manoeuvring, we left the dinghy attached to the mooring while we accomplished this. Something to do with memories of a previous incident at Kettering in May, when the painter got wrapped around the prop shaft. We picked up the dinghy again at 1100 hours and set off in a very light northerly down river.

Because the distance is some 35 nautical miles and we wished to arrive at our anchorage in daylight we alternately motored and sailed as conditions dictated. The new motor I had installed since the last trip, a twin cylinder Beta Kubota of 13.5 HP gives a cruising speed of 6.5 knots, much better than the previous motor's 5.2 knots. At the entrance to the Channel where we were once again sailing we were overtaken by *Jenna* a lovely wooden cutter, which I suspect was built at the Franklin Wooden boat school. Sailing remained good until somewhere south of Barnes Bay where flat conditions dictated the use of the iron foresail once more. However a nice following breeze sprang up around Satellite Island and we raised the spinnaker. The breeze freshened and we sighted *Meridian* ahead of us, under all plain sail. Helen Stewart said that *Scot Free* looked quite impressive as we raced up behind her at 7.5 knots, about her maximum speed. David was getting quite worried on the helm as the spinnaker can be quite a handful if conditions deteriorate, but as we neared our final destination the wind died making things easy.



The fleet in Mickeys

photo: Keith Wells

We joined 23 other yachts anchored in Mickeys Bay for the evening at about 1840. A quick row around the anchorage detected the folks ashore at a BBQ, which we happily joined with our porterhouse steaks for the food and company.



Perfect BBQ conditions

photo: Keith Wells

The next morning we motored slowly nearer the shore on the south side of Mickeys Bay and participated in a pleasant walk with many other *Club* members to Cloudy Bay Lagoon on the other side of a neck of land. While lazing there a couple of group photos were taken, which I hope to see in the *Albatross* some time.



Paul Kerrison surveys Cloudy Bay Lagoon

photo: Keith Wells

We returned to the yacht for lunch before heading to the south side of Great Taylors Bay under sail. Anchoring there on a perfect day we walked the 3.5 km to the South Bruny Lighthouse.



At the lighthouse



photos: David Jones

The views were splendid and we could see what we believed to be South East Cape, as well as views to the other side of Bruny Island. Upon our return we took advantage of the good sailing conditions for a sail around the bay, before joining many other yachts which had anchored in the southern part of Great Taylors Bay for the second night. Most folk were on shore when we arrived, but as David had prepared a casserole we elected to heat it up on the ship's galley, and eat it with a glass of wine or two. The shore activities looked quite romantic with flickering flames in the fading light, a bit like a bunch of pirates must have done in the Caribbean in an earlier era.

The forecast for Saturday was for cloudy conditions becoming wet, with a southerly, followed by fine still air on Sunday. David and I agreed that to make things easier we would leave that day and stay at Barnes Bay overnight. We left in light headwinds at about 0840 and tacked across the Bay a couple of times, until just north of Mickeys where the wind turned in our favour, though still light. We then raised the spinnaker. Conditions gradually freshened and then deteriorated. Further up the channel, just before midday, we tried to jibe but botched it, getting the spinnaker wrapped around the forestay in the attempt. This proved fortuitous, as we pulled in the spinnaker the wind increased noticeably and I suggested it was time to reef the main while we were at it. With by now driving wind and rain we turned the boat into the wind having handed the spinnaker but reefing was still not easy. However we managed, and then turned back on course once more and rolled out a small amount of jib. (The boat has roller reefing on that sail.) With this small amount of canvas we were back on hull speed, but the yacht much more manageable. We remained in this configuration until just north of Barnes Bay which we passed at 1400 at 7 knots, and had come so quickly we elected to keep going. The wind eased shortly afterwards and we shook out the reefs.

As we left the channel at 1500, we passed several yachts in the Bellerive to Kettering race. Turning up the Derwent our speed increased and steering became difficult with a two way sea, one from the Channel and one from Storm Bay. One of the faults of the Compass 29 design is that the rudder is not far enough aft for effective control, making steering difficult in certain following seas, especially if a bit over canvassed.

We poled out the jib and sailed wing and wing until the wind became too much. Unfortunately in trying to pull in the jib pole, it went over the side and disappeared into the depths of the Derwent. It wasn't a sad loss as the clips were slack, which is why it fell off and it was bent. So at some stage I will make another slightly stronger one. After this we were sailing on the port tack, with David on the helm trying to 'surf' the waves. He is very proud of the fact that he managed to reach 8.8 knots at one stage, well above the hull speed. We stopped to furl all sails off Sandy Bay at 1630, not a bad run from Dennes Point, in only 90 minutes.

The wind was too strong to make it wise to approach the jetty so we elected to pick up the mooring and wait for a while over a beer and a game of cribbage. David had thoughtfully brought a pack of cards. Within half an hour the wind died and we motored in and unloaded. Upon returning the yacht to the mooring three lovely porpoise came up to the boat and then wandered through the moorings. A fitting end to a magical sail.

A sequel to the trip occurred on Sunday, when upon preparing breakfast at home I found the bread, eggs etc. had been left on the boat, so a row was required prior to that repast. The weather bureau was correct with their forecast and I was able to enjoy the row in glassy conditions to pick up breakfast, while watching the junior sailors rocking their dinghies to the starting line.

Rod Barnett

Great Taylors Bay Photo Album



Look! *Kiap's* got a spinnaker.



That's not a spinnaker. **This** is a spinnaker!

photos: Erika Johnson



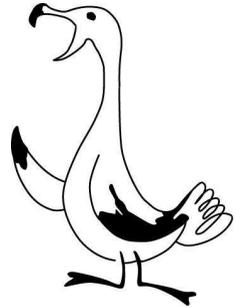
photos: David Jones & Helen Stewart

Albert Ross tells....

On returning to Lighthouse Beach from South Bruny Lighthouse, the bay was empty except for a couple of big powerboats and one of our walkers became quite agitated, and was heard to exclaim, "where are the boats? they must have dragged while we were away". Pity we still had another 15 minute walk to Taylors Reef and the boats.

Albert was flying overhead and glad his heart was when he saw the large fleet of boats anchored down at Great Taylors Bay during the show long weekend. He noticed a man passing a data CD from his boat to a man on another boat. As the transaction was about to take place, the CD fell into the water. Albert wondered whether this was a new backroad of the information super-highway the interwet.

Albert was amused recently to hear the committee discussing the NSW legislation about sewage discharge from cruising yachts in that state's waters. The comment was made that the legislation was so strict that cruising people would have to "hold on" until they got out of NSW waters. One witty committee member quipped "There'll be plenty of calls for pan pans if that's the case."



Albert spotted this picture in the interwet, but has not found the story that must go with it. He will include the best explanations/captions in a future column. Please send them c/o the Editor.

New Zealand to Southeast Alaska aboard *Adagio* **Leg One: New Zealand to Bora Bora, French Polynesia**

Dorothy Darden

Adagio

The rising tide gently floated *Adagio* off the Opua Marina boat ramp where the house moving truck had left her at low tide. It all happened earlier than expected. High tide was officially at 10pm, but she floated at 8:30pm. She is lighter than usual, with empty water and fuel tanks, few provisions, and also as a result of our taking off a lot of heavy books and items we had not used during our first three and a half years of cruising.

After cruising in New Caledonia and Australia, we had sailed *Adagio* from Hobart, Tasmania, back to her boat builder, Allan Legge, in the Bay of Islands for repairs and upgrades. Now we wanted to cruise aboard our sailing catamaran in the waters of southeast Alaska and British Columbia.

We rejected the idea of shipping *Adagio* to Vancouver. Instead we invited friends to crew for us and looked forward to some exciting blue water sailing, invaluable experiences, and exotic destinations. *Adagio* could do it. Could we? We believed that with the right complement of crew, we would have a safe and enjoyable voyage. Our fantastic Kiwi friend and catamaran sailor Vanessa accepted our invitation to crew from New Zealand to Tahiti. Our Australian friend Callum, sailor and diver extraordinaire, agreed to join us in Bora Bora and stay aboard until Sitka. Our circumnavigator friend Bill planned to join us in Hawaii for the leg to Sitka, one that he had made three times already.

Steve purchased a used Iridium satellite phone, so we would have telephone contact with the rest of the world at all times. We subscribed to a medical service which provided us with instant medical advice at sea for all of our crew. Most importantly we hired Rick Shema of Weatherguy.com to help us with the weather routing.

Choosing our route had been a topic of our discussions with many of our experienced cruising friends over the past year. Some described how they had sailed due north through the islands of the western Pacific, then over the top of the Pacific high to Alaska. Inspired by John and Amanda of *Mahina Tiare II*, we had chosen a route from New Zealand via the Austral and Society Islands of French Polynesia, then to the Hawaiian Islands, with our final destination at Sitka, southeast Alaska. Such a routing breaks the 7,500 nautical mile voyage into three almost equal 2,500 nautical mile passages, with landfall in first world countries for effecting repairs if necessary, restocking our provisions and taking on and letting off crew. Our plan was to make first landfall in the beautiful Austral Island of Raivavae, but it was not to be.

Vanessa spent several days helping us prepare the boat for departure before we took on one thousand litres of duty free diesel fuel. During several day sails we showed Vanessa "the ropes", before a frontal passage brought wind and rain, whetting our appetites for our tropical destinations and signaling that it was time to load aboard *Adagio* the final supplies of fresh produce and meats.

As we sailed past Cape Brett, two bottle nose dolphins named Badjelly and Two Step swam out to say goodbye to Vanessa. She had made good friends with the dolphins over the years as part of her tourism business Carino Sailing and Dolphins aboard her beautiful red sailing catamaran *Carino*.

We departed the Bay of Islands, New Zealand the first week of June, with a five day forecast for rough seas, mostly swell from the Southern Ocean with some wind wave. The first night found us sailing with first reefed main and full jib, before following winds in the 20s. Under the sky bright with stars an egg-shaped moon rose up from behind the edge of the sea. At sunrise the sky became pink astern, a very soft pink with powder blue below, as the sky brightened ahead. The sun sent its rays streaking skywards from behind silver-lined clouds, and I put on my sun glasses, at 7:20am.

By day three, the sun was shining and the wind was from the south, allowing us to sail a broad reach directly towards our destination. Our initial course had taken us due east from New Zealand along 40° south latitude to stay south of the Kermadec islands. Good progress was being made – 400 nautical miles in two days, in bumpy seas and through a few small rain squalls. Albatrosses circled. Some days there were five all at the same time. I attempted to capture their grace in my camera, but the waves kept rolling us around.

A big high pressure system, positioned to the west of New Zealand, gave us a good weather window forecast for four more days. If we could keep up our speed, we might just be able to ride the high all the way to Raivavae.

It was really wonderful having a third person aboard. We each stood watch for three hours, then rested for six hours then were back on watch for three hours and so on. It might sound like a lot of sleep, but most of the sleep was light, due to the motion and the noise of waves against the hull. The quarter moon, quite bright in the sky ahead, provided a visual reference, and helped to maintain our situational awareness by other than our electronic instruments. I loved it that we sailed into the sunrise in the morning, and into the darkness at sunset. When we crossed the international dateline, it was yesterday again.

About five days out of Opuia, getting emails out became a challenge. We sailed out of Sailmail HF radio range - too far from Oz and not yet close enough to Hawaii. Also we had no luck connecting to any of the Ham Winlink stations, though we tried a dozen. So for a while we had to use the Iridium sat phone and Inmarsat-C for email.

The *Adagio* crew stayed well-rested, well-fed, warm (with electric under blankets on the beds and diesel heat), and smelled good after hot showers. We were looking forward to seeing the low pressure system lurking to the SE of us finally get unstuck and move off. It had been sending swell waves towards us giving us a total sea state on the beam of some three to four metres high.

Adagio surfed from time to time at 13 knots boat speed in 30 knot gusts in squalls,

under starry skies. Bright, sunny and dry days stayed with us until strato-cumulus clouds moved in. Wind speed stayed mostly 15 to 22 knots, stronger than forecast, allowing for some fast sailing until we had to put the brakes on.

Speed up: Our tactics had been focused on minimizing the effects of a tropical low which was forecast to form near Fiji and then move down across our track. Since we could not predict the low's track with precision we had to allow for the possibility that it would cross our track west of Raivavae. So we put up full main and reacher to make as much easting as we could, and to have the option of 'hiding' in the safety of the high pressure system which was over New Zealand and strongly ridging out towards our position.

Slow down: The weather models converged enough to give us more confidence in their forecasts. We changed our tactic to slow down until we were confident the low was passing ahead of us to the east of Raivavae. We stowed the reacher and reefed the main, aiming to hold our speed down to 5 to 5.5 knots until we reached an aim point of 33° S 162° W, on June 14, when we would alter course direct for Tahiti. Forecasts called for moderate winds but a continuing strong swell during our trip to Tahiti. Three metre seas continued and a Royal albatross followed in our wake, swirling and dipping its wing tips. The following day a black browed albatross was circling. The sun was setting earlier and earlier each day, as we had decided to not reset our clocks.

The brand new vectran line that served as our reacher traveler failed as the splice came apart. We stowed the reacher with all hands on deck. Once again, it was wonderful to have Vanessa aboard to help. We replaced the line with the old spectra reacher sheet run through a snatch block on the starboard bow and cleated off to the port bow. This rig would probably hold if we needed to put the reacher back up. Boat speed still exceeded 8 knots under jib and full main, when the true wind speed was 14 knots but dropped to 7 knots when wind was at 11 knots.

While on watch we listened to audio books. With Vanessa handling more of the fore-deck work, I could concentrate on meal planning and cooking, and still stand my share of the watches. The wind veered and backed, as we sailed into and out of squalls which brought little rain until June 13 when *Adagio* received a thorough water blasting. The winds eased a bit after the rain, and we enjoyed a brief respite from the seas.

The big fat high pressure system over NZ provided us with fine SE winds in the 15 to 20 knot range. The low pressure system no longer posed a hazard, so *Adagio* lifted her petticoats and carried us once again swiftly across the bounding main. We would sail directly to Tahiti, hoping to arrive by the weekend, and could practically smell the fresh baguettes. Under spinnaker during the day and then under our giant reacher during the night hours. The improvements to our mainsail furling system had been well tested and we are delighted to report that we can indeed reef while sailing

downwind!

Having sailed out of the territory of the albatrosses, we were soon being accompanied by beautiful black and white storm petrels, enjoying the warmer air temperatures, bright sunshine, fair weather cumulus clouds and rainbows. The sunrises and sunsets were something to behold. Steve was alarmed one night by what appeared to be a large cruise ship on the horizon, all lit up, but not being detected by our radar. Then he realized it was the rising crescent moon behind low clouds!

Winds were forecast to stay "fresh" and seas in the three to four metre range. Unfortunately with two wave trains, the seas were rather "bumpy", and we were thankful to be aboard a wide catamaran which does not rock and roll, and we could continue to make good speed. The cockpit stayed dry in spite of seas washing up the front windows and over the top of the coach roof. When we wanted to work on deck, we turned the boat downwind and the foredeck stayed dry.

By Wednesday, June 16 we were still under the influence of the strong high pressure system, which was ridging to the southeast. Northeast of the high was a convergence zone with poor visibility in showers and isolated thunderstorms. We would have to cross the convergence zone to get to Tahiti.

After we had set the first-reefed mainsail and jib, a small squall came through and blew 32 knots. The jib tack shackle distorted and came loose. Steve and Vanessa went forward to replace the shackle while the wind abated to 15 knots.

The weather forecast called for winds SE 20-25 knots with gusts to 35 knots, rough to very rough seas, as we crossed the S. Pacific convergence zone. We kept an eye on the barometer. A squall brought winds up to 34 knots and rain. *Adagio* surfed at a boat speed of 16.5 knots. The barometer was falling.

When I relieved Vanessa at the nav station on Thursday, the winds were in the 30s, but soon decreased to the high 20s. It had been blowing like this all morning. Seas rough, but on our starboard quarter. Squalls were all around. The sun was trying to peep out from behind a cloud ahead. The wind had become a bit less changeable. No squalls nearby. Vanessa said that in the guest cabin she felt as if she was sleeping under water, with the sea flowing beneath the hull and waves washing over the deck above her berth.

Beginning Thursday evening the squalls became more frequent, bringing winds in the high 20s and low 30s with rough seas. The barometer continued to fall as an area of gales slowly moved across our course. We tried to keep the apparent wind angle at 90°, but due to the rough seas, we frequently sailed at 100° apparent, to take the pressure off of the sails and rig. But for the problem of a small island, Maria Island, to leeward of us, this would have been just fine. In the conditions that we were experiencing, proximity to an island, to windward or to leeward of it, is not a good idea, due to the danger of very large waves. We tracked a large ship as it crossed our

course 16 nautical miles astern. During my watch I tried to decrease some of the eleven miles we had fallen below course, by keeping the apparent wind angle close to 90°. There must have been too much pressure on the sail. We should have reefed again.

In a squall with gusts exceeding 32 knots, *Adagio* surfed to 18 knots of boat speed. Heavy rain squalls were frequent. The wind backed and then veered repeatedly. The boat was being thrown all over the place and seas were sweeping over the coach roof.

Two hours later all hands were standing in the saloon at the change of the watch, and we heard a flapping noise. Looking up through the hatch in the coach roof we saw that the mainsail had torn across the middle. All hands on deck! We suited up and prepared to furl the main as best we could. Steve manned the lines and winches, Dorothy peered into the front of the boom, shouting instructions to Steve from time to time to raise the boom a bit more, and Vanessa helped Steve in the cockpit. The sail came down nicely, but we had to raise the outboard end of the boom 12 inches. Fortunately, the leech line had not parted and was guiding the aft portion of the sail into the boom and around the mandrel. The sail was torn above and below one batten, which was still attached to the leech line. The last three battens Dorothy had to push to starboard because they were bowed with the convex side to port, so they would go into the boom. It is amazing that we were able to furl the torn bits of the sail so smoothly, and the still intact leech line made it possible. The sail was torn from leech forward about 3/4 the width of the sail half way up with the first reef in. One very long batten had completely torn away from the sail fabric above and below it, and the batten remained in its "pocket", which remained attached to the leech line. When we had furled all but about 1.5 m of the sail there was a loud **pop**, as the furling line came apart from the webbing on the mandrel. Steve secured the mandrel with the pawl pin. Within hours of furling the mainsail, the gales subsided and the sky cleared.

We continued sailing under jib and engines in 4 to 5 metre seas, and winds in the high 20s, so it was a bit rocky and rolly, but we were all fine, standing our watches, and getting rest while off watch. I baked a loaf of bread in the bread machine – our favourite: whole wheat and dried cranberries. Next we baked banana bread with chocolate chips to cheer up the crew.

A few hours after we had stowed the torn main, and turned on the engines, the port engine overheat alarm sounded, so we turned it off, planning to investigate the cause when conditions were a bit more settled. In spite of her shortened sail plan, *Adagio* continued to make 200+ mile days. Squalls surrounded us and the seas were large but fairly regular. Occasionally a beam sea would slam the starboard side of the boat, or a wave would hit the underwing. *Adagio* handled it well, and it was amazing to see how much motion and noise we had become accustomed to. Outbreaks of

sunshine. Drops of water coming in at the top of three maybe four of our front windows. The barometer continued to fall. The weather fax showed that the convergence zone of squalls was passing near Tahiti.

We approached Tahiti on a bright sunny day, surrounded by dark blue seas with curly white tops, rising up over our starboard transom then passing under *Adagio*, sometimes noisily. *Adagio* leaned and dipped gracefully and then surged ahead. The surrounding clouds were dissipating, so there was not much chance of a rainfall to wash the salt crystals from the decks. The tall mountain peaks of Moorea were sighted first, and two hours later, the loom of the island of Tahiti was visible on the horizon.

In reinforced trade winds of 25 to 30 knot winds, we manoeuvring our "tennis court" alongside the concrete wharf with just one engine, and dinged the port bow slightly. The harbour master allowed us to tie alongside the new wharf as we were unable to manoeuvre to "Med-moor" on the Yacht Quay where the other cruising boats were tied stern to the dock.

We dined on mahi mahi fish at an outdoor cafe, and returned to the boat before dark to get some well-earned rest. As soon as we were in bed, the cat burglars arrived. We set off our light alarms to scare them away. But they kept coming. One guy tried to break in to one of the overhead hatches in the salon while Steve was shining a searchlight in his face. It was not a pleasant experience. Finally they stopped and left us in peace. In the morning the boat was covered with muddy barefoot prints. We had stowed everything and locked all hatches, so all they took was Vanessa's favourite Team New Zealand hat. We found that the cat burglars who were trying to break into the boat were more stressful than was our recent ocean crossing.

Papeete is a necessary evil, with noise and dust, and major construction projects changing the harbour all around. Nonetheless, we were happy to have arrived in port after a safe passage. And we were very grateful that Vanessa was with us. She is one terrific person, a very skilled sailor of catamarans and monohulls, easy going personality, bright, intelligent, just the best!

On Sunday morning Steve walked to the patisserie to buy us breakfast tarts and *pain au chocolat* (chocolate croissants). Monday we checked in to the country, delivered our mainsail to the sail loft in town and located a Yanmar mechanic to help Steve troubleshoot the problem with the port engine.

The gigantic French/Polynesian *super marché* provided us with two hours of entertainment, looking at the shelves full of exotic imported French goods, mountains of excellent produce, cooler shelves full of New Zealand meats, more coolers full of French cheeses, bakery shelves full of baguettes and pastries, and aisles of bikinis, seashell jewelry, and a whole range of department store stuff. We provisioned mostly with fresh produce, with the baguettes stuffed into our backpacks.

By Tuesday afternoon we were motoring the five miles across the "Sea of the Moon" to anchor in Cook's Bay on the island of Moorea for some R&R.

Cook's Bay is surrounded on three sides by sharply peaked mountain spines of ancient volcanoes, fluorescent green in the misty rain that was falling. There are small resorts dotted along the shore and a paddling canoe center at the head of the bay.

Anchored in one of the most beautiful anchorages in the world, we have been happily working on boat tasks, getting the outboard motor to run smoothly, doing a few rigging tasks, as the weather was partly sunny, and partly showery.

In search of a snorkeling spot, we took *Adagio* out to the anchorage near the reef at the mouth of the bay, but could not find a place to anchor that looked safe, among the eight or so other boats already anchored there, so we returned to our anchorage at the head of the bay. Not long afterwards, a small squall came through, with winds of 30 knots. Better not to be hanging around reefs in that kind of wind.

After a quick trip back to Papeete to collect our repaired mainsail and new crew member Callum Watts, and buy more provisions (including 20 *pain au chocolat* and 17 French tarts, pamplemousse (Polynesian grapefruit), fresh pineapples, melons, green tomatoes (they ripen quite quickly in this climate), 4 baguettes, frozen duck breasts, and many litres of fruit juice, we were planning to sail overnight to the islands of Taha'a and Raiatea. But after phoning the French met service for their English language weather forecast (40 knots of wind, thunderstorms, big seas), we decided to stop instead in the now familiar anchorage of Cook's Bay and wait out the storm.

We set 50 metres of chain and 10 metres of bridle in 20 metres depth, but in bucketing rain and wind gusts of 40 knots plus, we were awakened at 2am by the GPS anchor drag alarm. Just before 4am the storm was upon us, and we had anchored in 20 metres of depth with not enough scope on the anchor rode. So it was all hands on deck, and in rain and wind, and dark of night, we retrieved the anchor, moved into shallower water, more protected from southerly winds, and deployed 50 metres chain and more than 50 metres of nylon rode. Our crew Vanessa and Callum managed the anchor windlass and bridle, while Dorothy payed out the rode from the anchor locker, ensuring no tangles or hockles would jam in the windlass. Steve used the engines to position the boat from inside, as he watched the crew working on deck through our gigantic windows. We formed a bridle out of our two reacher sheets, tied to the nylon rode with rolling hitches.

After the anchoring was completed, we re-fortified ourselves with *pain au chocolat* pastries heated in the oven while we waited to see how the boat would lie to anchor. The weight of the chain helped keep the anchor dug into the mud, and the nylon rode provided stretch to cushion the pull on the anchor in the gusts. There were no

swells because we were anchored towards the head of the bay and the length of fetch over the water was only about a kilometre. I could feel the boat surge forward and back as the nylon anchor rode stretched in the 40 knot gusts and recoiled as the wind eased. We maintained our position, as we could see on the radar where Steve had set up variable range marker rings, showing us precisely our distance from shore and from the other boats. By 6am the sky began to brighten, and the sun was soon shining through the clouds of a clearing sky with rainbows painted across the fluoro green cliffs from which waterfalls cascaded. The wind was still blowing in the 30s at 7am, and we were happy to be safely anchored in a sheltered bay rather than on the high seas, sailing towards a reef-ringed island.

Our new crew member, Callum Watts is a professional deep sea saturation diver. That means he regularly dives to depths of 120 metres, in a dive suit through which warm water is circulated, and breathes a mixture of helium and oxygen. He is also trained to operate remotely operated deep sea vehicles (ROVs). He told us that one day when he was waiting on the bottom of the ocean for gear to be lowered down to him, a spider crab 4 feet high walked past him. During another deep dive, he walked onto the back of a 15 foot wide manta ray which was buried under the sand. The ray began to swim, and Callum rode, as on a flying carpet, he says, until he fell off the back!

Vanessa and Callum immediately acquired each other as targets for the Aussie and Kiwi humour that those of us who do not live in the Antipodes find it difficult to understand. They teased each other mercilessly, and Steve and I frequently would be at a loss to even understand what they were talking about.

On June 28 we raised anchor, put two reefs in the mainsail, and departed Cook's Bay for 125 nautical mile sail to the islands of Huahine and Taha'a, before winds of 25 knots. Twice a large fish struck one of our fishing lures, but we were sailing too fast, and the line broke. Dorothy and Vanessa baked a loaf of banana cake with chocolate chips and walnuts, a treat for late night watch standers.

Just after 9pm we anchored in Baie de Pueheru on the northwest corner of ile Taha'a in 24 metres depth. Vanessa and Callum tied icicle hitches to connect the bitter ends of the bridle line to the nylon anchor rode. We deployed 50 metres of chain and about 50 metres of nylon rode. We had considered anchoring in several other bays, but did not like the reefs located near the centers of these bays. The Baie Haamene was described in the guide as experiencing *Rafales violentes* when the wind outside the bay was 20 knots or so. The cruising guide writes that we should find 8 to 12 metres deep water over a sandy bottom in some of the bays, but all the bays are 24 metres deep or more. We had considered anchoring near ilot Tehotu where the snorkeling was said to be quite good, but instead we chose to anchor *Adagio* in a safe cove, and take our dinghy *Allegro* across the channel for snorkeling expeditions among the islets which dot the fringing reef.

Astern of us the mythical island of Bora Bora provided an extraordinarily beautiful foreground as the sun set ablaze between the two mountain peaks which form the island's famous profile. On June 30, as we were raising our anchor, two cruising boats anchored ahead of us in the narrow bay, and we had to ask a sailboat from Aberdeen to motor forward so that we could bring up our chain and anchor which was beneath their boat. We exited the lagoon through the pass in the reef against a two metre swell, in 20 knots of wind, and quickly dogged the front window hatches as blue water washed over our large front windows.

After a fast sail under our big reacher, from Taha'a to Bora Bora, we picked up a mooring belonging to the Bora Bora Yacht Club in the small bay just south of Point Farepiti. The full moon was rising in the cleft between Mt Paihia and Mt Oteman, the two highest peaks on the island, once again bringing us an extraordinary sunset. The Bora Bora Yacht Club is a funky, thatched roofed building with a dock for dinghys, a very welcoming staff, a lovely garden, and cold beers. The host and hostess recommended a good restaurant, called in our reservation, and arranged for the restaurant to carry us in their van to and from the restaurant. Callum treated us to the four star restaurant, Top Dive, in a beautiful traditional style hatched roof building with soaring ceiling, white marble floors and azure swimming pool, provided us with a meal fit for a Polynesian king – the best of France and Polynesia! A performance of Polynesian dance and song, by dozens of dancers in a large outdoor arena, part of a week-long festival entertained us on Thursday night.

In preparation for provisioning for a departure for Hawaii, we browsed in the several small grocery stores and the small roadside vegie stands. The woman behind the seafood counter offered to hold several fresh baguettes for us, fresh from the oven. Steve discovered an internet cafe/bakery called *l'Appetisserie*, from which we ordered lots of *tarts au fraise* (tarts made with California strawberries) and lots of *pain au chocolat*.

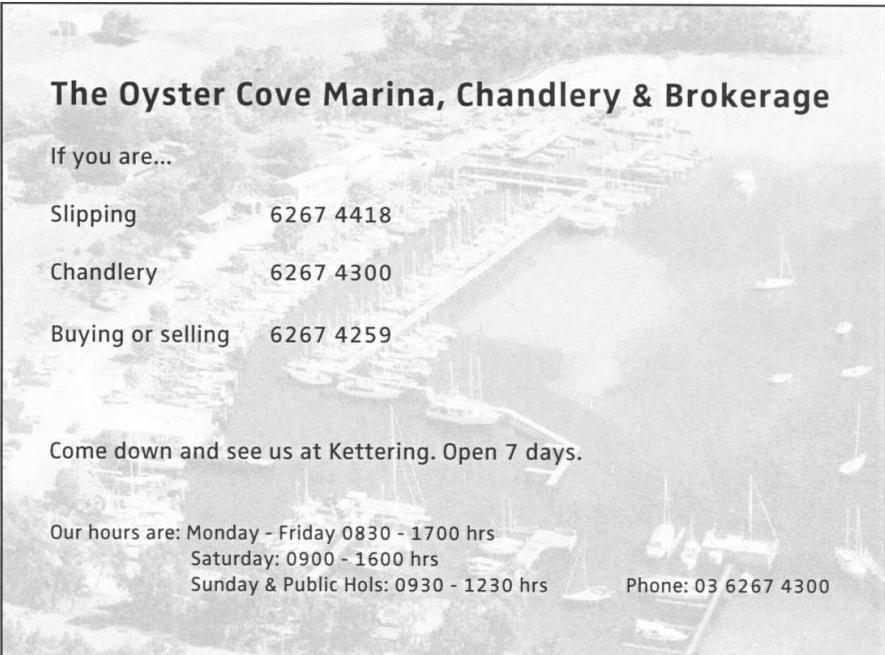
Vanessa and Callum worked above and beyond the call of duty, patching with epoxy the several dings in the hull from the concrete wharf in Papeete, cleaned the hulls and polished all the stainless pulpits and fittings on deck. Our speedy expedition dinghy, *Allegro*, carried us to the south end of Topua Iti island, close to the "Manta Ray Pit", for views of moorish idols, regal angelfish, butterfly fish lemon peel angelfish, and the highlight: groups of spotted rays, cruising the depths, outlined against the white sand bottom. Vanessa described a close nose-to-nose encounter with a spotted ray at the edge of the channel. "Giant moray eels" were abundant, slithering between the rocks.

By rental car we drove around the island, inspecting other anchorages and seeing how the locals lived. Many waterfront cottages had on the beach either an outrigger canoe or an outrigger dinghy, which the locals hoist out of the water using simple manually operated wheel lifts. We celebrated the 4th of July in the lively company of

American cruisers, aboard the Amel Super Maramu Millenium 53' s/v *Doodlebug* from Santa Fe, New Mexico.

Vanessa decided to continue on with us to Hawaii, and Callum planned to stay aboard all the way to Sitka. Our weather router advised us that July 7, our grandson's seventh birthday, would be a good weather window for departure, after the passage of a cold front. We needed to resume our voyage "North to Alaska" while the seasons were still favourable.

We will send you accounts of parts two and three of our passage after Christmas.



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Tales from the Foc'sl

"Do you know where all these rocks are?" asked the nervous passenger as the fishing boat ploughed through agitated waters. "Nope", replied the old skipper, "but I know where they ain't!"

- submitted by Brian Kirby

St. Louis-Arzviller Lift Lock

Brian Kirby

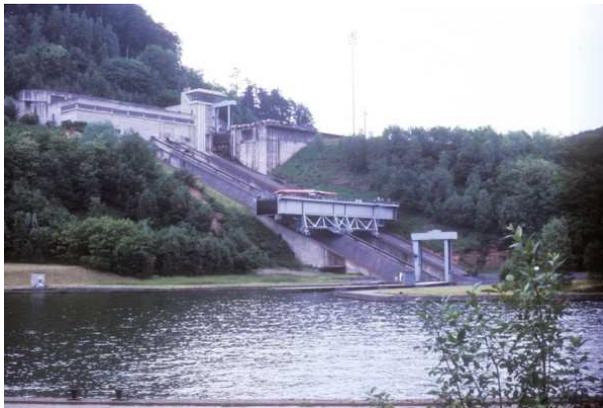
Neil McGlashan's interesting description of canal cruising in England and particularly the details on the Falkirk Wheel (November 2004 *Albatross*) took me back to a six months cruise *Rosalie* and I did 20 years ago through Holland, Belgium, France and a short cruise on the Rhine in Germany.



It was a voyage of many firsts for us. First time owning a launch, first time a steel boat, first time with 2 motors and first time on the canals.

There are about 7,957 km of navigable canals and rivers in France alone (compared with 12,467 km in 1879) so we really only scratched the surface. Nevertheless, we went through 650 locks on this trip, many with lock keepers, but others operated automatically by controls hung over the canal or by electronic eyes (I can still see the crews of "Tupperware" boats frantically waving frying pans to activate the electronic beams!)

We went through 4 tunnels (Arzviller 2306m, Niderviller 475m, Foug 866m, and Mauvages 4877m), on aquaducts over rivers, and 3 times through the Arzviller Lift, which I would like to describe as a follow-on to the Falkirk Wheel description. The St. Louis-Arzviller inclined plane was opened in 1969, replacing 17 locks.



The lift lock on the move.

After considering various existing types of vertical lifts, water slopes and longitudinal lifts, an international competition was held and a transverse lift was eventually selected. It is a single water filled caisson or tank able to accommodate a peniche (barge), fitted with 32 flanged wheels running on a pair of rail tracks, it travels up or down a 108.65m path angled at a 41° slope (44.55m height difference). Electrically operated guillotine gates seal the ends of the tank, which weighs 850 tonnes when



The rails and counter-weights.

filled with water. Two sets of wire cables run from the tank, over a pair of winch drums at the top and back to 2 counter weights.



In the lock.

Travelling at a maximum speed of 0.6m per second, boats take about 25 minutes for the transfer from one level to the other compared with 8 ½h, previously for working through the locks. When the basin is at the bottom about 20cm of water is pumped out, and up she goes as the counter weights descend. At the top the water is pumped back in and down goes the basin. Our boat was 38ft long and the basin can accommodate three vessels of this size.

Sewage legislation flushed out¹

John Tyler, Ard Righ

The Queensland Government issued new Sewage Management legislation in January this year, NSW introduced similar legislation in 2001 and 2003 and the Great Barrier Reef Marine Authority is currently introducing its own regulations for sewage discharge in the National Park. It will not go away and while each authority has its own regulations, they are very similar.

I was fortunate to meet with Matthew Aston, a Project manager with the Great Barrier Reef Marine Park Authority. The notes here have been summarised from the conversation I had with him and from the several documents available from various Government organisations who have policy on this topic. John Emery supplied a large amount of information for this article, thanks John.

Please remember this information is incomplete and has been interpreted by me – a non expert. What I have attempted to provide is an overview for visitors to both Queensland and NSW. So, take this information as a guide and read up on the detail yourself before you leave.

Why bother?

Why would we control sewage when we sailors are minor players in the whole scheme of life? When you consider that a Whale and many other marine creatures will discharge a lot more waste into the water than any of us could in a lifetime of sailing, why would we bother trying to control waste from our boats? Because marine life, grass beds and corals in particular have adapted to the natural supply of nutrients, and if this balance is upset, then quite significant changes will occur in the immediate area. Of course, rural run off is a far greater contributor to pollution and nutrient load than a few yachts, and the Great Barrier Reef Authority is looking into their policies of controlling this into the sea near rivers and other areas of run off. Much of the effort appears to be expended in reducing nutrient loads and visual pollution rather than worrying about health. The salt in normal seawater kills many of the bacteria and human pathogens present in sewage fairly quickly. In fact, some bottled drinking water has been found to contain more nasties than normal seawater. Also, these regulations and legislation have been written to control pollution from all ships at sea, and we have been caught up with this. No matter which way you look at it though, nutrient loading does upset the natural balance, especially when introduced into more sensitive areas.

What is *Treated* waste?

The definitions of treated waste are somewhat complicated, and what class the waste belongs to can only be verified by a laboratory. There are three classes of

1. This article first appeared in the *Mainsheet* of the CCCA and was provided to the CYCT by John Tyler (CCCA Commodore). Another article in the *Mainsheet* details the installation of a holding tank, including the cost in dollars (about 2000) and labour (about 3 weeks).

treatment, A, B, and C. These classes specify permissible levels of Oxygen, dissolved chemicals (for example phosphorus) and visual pollutants. Grade A and Grade B systems macerate, disinfect and remove some nutrients from the waste, while Grade C usually only macerate and disinfect the sewage.

In general marine toilets came in three categories.

1. **Those that pump directly into the sea with no treatment.** These include toilets fitted with a macerator (a mincer that chops the solids into fine pieces). These have severe restrictions on where they can be used.
2. **Those that pump into the sea with differing levels of treatment.** These include the Lectra-san unit that uses electricity and sea water to generate Hypochlorous acid to disinfect the sewage. These have fewer restrictions on where they can be used.
3. **And finally, retaining all effluent in a holding tank.** These include inbuilt holding tanks and Porta-Potti type portable toilets. These can of course, be used anywhere, as long as they are emptied in accordance with the various laws.

Where can you pump out or discharge directly into the ocean?

In NSW no direct discharge of untreated sewage is permitted any where. There are locations where even treated sewage is not allowed, including most of Pittwater (especially The Basin, Refuge Bay and America Bay), Sydney Harbour, within 500 metres of any aquaculture, bathing, mooring, and anchoring areas, people in the water, beaches and marinas. At present the only sewage treatment approved for discharge into NSW waters is Lectra San. But no discharge, even from these, is permitted in the no-discharge zones.

In Queensland, no-discharge areas include Marinas, canals, boat harbours, Noosa River and designated marine parks. Untreated sewage may no longer be discharged in smooth waters, Hervey Bay and northern Moreton Bay from July 1, 2005. Also, no untreated sewage may be discharged within 1852 metres (1 nautical mile) of any aquaculture fishery. Where allowed, all waste must be passed through a macerator. There are other restricted locations and you should obtain the complete and up to date list from Maritime Safety Queensland.

Untreated sewage may be discharged in the Great Barrier Reef Marine Park from a vessel that has 15 persons or less on board, providing the effluent has passed through a macerator. However, for this condition to be satisfied, the discharge of sewage from the vessel must also occur outside of a boat harbour, canal or a marina; or more than 1,852 metres from the seaward edge of an aquaculture operation.

On-board sewage treatment systems to be certified

The owner of a vessel operating in navigable waters is guilty of an offence if the vessel is fitted with an on-board sewage treatment system that is not a certified on-board sewage treatment system. The owner of a vessel must ensure that any on-board sewage treatment system on the vessel:

- a. is fitted in accordance with the manufacturer's instructions, and
- b. is maintained in good condition, and
- c. does not exceed its maximum treatment capacity as specified by the manufacturer.

As the treatment system is only certified by the manufacturer, then it is important that their documents are retained and any certification labels be kept. Many of the certified treatment modules will be too large for the normal club yacht.

While the size of holding tanks is specified for various classes of commercial vessels, recreational craft are not covered as yet. There are locations where treated sewage may be discharged in Queensland.

Requirements for grey water tank

While not a lot of attention has been given to this, management of Grey water is included in the laws controlling waste and pollution from ships at sea, including yachts. **Grey water** includes galley waste and shower, sink, basin, washbowl and bath water from a vessel and any other waste water from a vessel, but does not include waste from a toilet.

Grey water tank means any permanent container or receptacle on a vessel that:

- a. is designed and constructed to receive discharge from any galley, bath or shower on the vessel and to retain the discharge for disposal at a waste collection facility, and
- b. is separate from any holding tank if the waste collection facility to be used requires faecal matter to be discharged separately from any grey water.

Requirement for the proper discharge of galley waste

In NSW, A person must not discharge or deposit the contents of a grey water tank on a vessel into or onto any navigable waters or the bank or bed of any navigable waters unless the contents are discharged or deposited:

- a. into a waste collection facility, or
- b. in accordance with an environment protection licence issued under the *Protection of the Environment Operations Act 1997*

Penalties apply for non-compliance. \$750 on the spot fines apply for an individual. If

the matter goes to court the penalties go up to \$250,000. The legislation is policed by the Waterways Authority. It is not necessary for the Waterways officers to witness an offence before taking action. They can inspect a vessel, take water samples and issue *Prevention notices*.

Maintenance of grey water tanks

The owner of a vessel must ensure that the grey water tank on the vessel is maintained in a good and serviceable condition. Specific materials are listed for constructing Grey water tanks.

Boat Users Urged to be Whale Wary

Boat users are being urged to be aware of whales and of what to do if they strike one following several collisions in recent weeks.

Department of Primary Industries, Water and Environment Senior Marine Biologist Rosemary Gales said with warmer weather leading to increased activity on the water, the chances of boats striking whales also increased. "There has been two cases lately of boats striking whales, one near Bruny Island and another in Bass Strait," she said. "Obviously they were unintentional but it is still important that people report these to the whale hotline."

"If the strikes are reported immediately it provides us with an opportunity to check the area to see if the whale is injured and if it is still in the area. At least it can provide us with the information so we can monitor the area in case the whale is badly injured and strands in the area."

Dr Gales said that vessel collision has been an identified threat to whales and so it was important for boat users to be extra wary when they are in known whale hotspots. "There are certain times of the year and certain areas where whales are more often recorded and so if boat users are aware of these times and areas and use extra care then it can assist in reducing the number of collisions," she said. "Currently we are receiving frequent reports of both Southern Right and Humpback whales travelling along our coastline towards their summer feeding grounds."

It is also important for people to be aware that there are guidelines in place for boat traffic designed to minimise any adverse impacts on whales and also ensure human safety. These require boats under power to approach no closer than 300m, and those not under power to approach no closer than 100m. The aims of these guidelines are to minimise harmful impacts on cetaceans by ensuring that their normal daily and seasonal patterns are maintained in the short and long-term, and to ensure people have the best opportunity to enjoy and learn about the animals through observation that is successful for people and cetaceans alike.

The whale hotline number is 0427 942 537 = 0427 WHALES.

Department of Primary Industries, Water and Environment
Further information:
Tasmanian Government Communications Unit, Phone: (03) 6233 6573

Fire on board

Helen Stewart

Meridian

For us it happened quite simply. *Gamelyn* had a gimbaled two-burner metho stove. The stove fitted neatly under a hinged countertop in the galley. The "stove locker" had an open front and the base formed a tray about 100mm deep with a stainless steel sheet on its bottom so the stove had room to swing but was still contained. The stove held a litre of metho in its tank, which was mounted at the back of the stove – all combining to be a standard configuration that was well designed but simple.

The fire happened when we had just left Eden on our way north a few years ago. It was a pleasant evening and I was cooking spag bol (funny how you remember these little details) as we sailed up the coast. It was about 6pm and I got the sauce underway and went up to the cockpit to join Phil. About five minutes later I went to check the meal's progress and found that the burner had gone out. Thinking that the tank had run out metho, I turned off the burner and refilled the tank, which was almost empty. I had done this many times before and saw no reason to have a light on in the galley; I knew where the metho bottle and the funnel were and it was a simple job, even in the dark with the yacht underway. I then relit the burner, adjusted it to simmer, put the pot back on to cook and stuck my head through the companionway to talk to Phil for a moment.

I turned back and saw the under-stove tray was having a flambé all of its own. I realised that metho had continued to trickle out of the tank when the flame had been blown out (not just all used up as I'd originally thought), was sloshing around, but fortunately the fire was contained in the tray.

Then came my second mistake; my first one being not to have turned on the light to refill the bottle – if I had I would have seen that there was metho in the tray. It was "only a metho fire" and I thought I could just douse the flame with a bath towel, not realising how much liquid was in the tray. I turned the burner off and tried to mop the metho with a towel. This did not work and in a flash the flame had flickered over the top of the towel and it was then that I called for assistance. Phil appeared, grabbed the galley extinguisher and gave the flames a good dose of its powder, which did the job properly. I certainly learnt how much white powder an extinguisher contains and Phil didn't even use it all.

What I did seems stupid in retrospect. Even though metho burns with a cool flame, the flame is fluid-borne and while the fluid can run, so can the flame. Trying to smother it with a towel didn't work. The towel didn't burn and nor did my hands, but my cheeks do now when I think of what could have happened.

Minutes of the General Meeting of the Cruising Yacht Club of Tasmania held at the Tasmanian Fire Service, Cambridge 7.30pm on Tuesday 2 November 2004.

APOLOGIES

Helen Stewart (Commodore), Milton Cunningham (Secretary), Judy Boon, Bev Morrison, Doris Newham, Ken Newham.

WELCOME

- Vice Commodore Rosemary Kerrison chaired the meeting in the Commodore's absence and welcomed 28 members to the meeting.
- The meeting extended its sympathy to the Commodore and hoped that she recovers from her illness soon.
- The fire training, theory and demonstration session scheduled for the evening was cancelled due to wet weather. After considering possible future date options, the meeting rescheduled the event until the CYCT meeting on 2 March 2005.
- An advertisement will be placed in the Albatross to advise members of the rescheduled event at the Tasmanian Fire Service, Cambridge.

VISITORS TO THE CLUB

There were no visitors in attendance.

MINUTES OF THE GENERAL MEETING 5 OCTOBER 2004

Minutes of the October 2004 CYCT meeting were printed and circulated in the October 2004 edition of The Albatross. It was moved that the minutes were a true and accurate record of the previous meeting.

Moved Barry Jones Seconded Paul Kerrison Carried

COMMODORE'S REPORT

Due to the Commodore's absence, there was no report presented.

VICE COMMODORE'S REPORT

- The cruise held 21-24 October 2004 was a most enjoyable and successful event. There were 21 CYCT *Club* boats that participated during the four-day period. The Vice Commodore thanked *Club* members for attending and making it such a success.
- The next *Club* event is scheduled for 13-14 November 2004. Boats are to meet at 10.00am at the entrance to Oyster Cove and cruise in company to Copper Alley Bay for the weekend.
- A day cruise to Little Peppermint Bay is scheduled for 28 November 2004. A barbecue will be held near the Wreck.

REAR COMMODORE'S REPORT

- The next general meeting of the CYCT will be held at the Regatta Pavilion, Hobart, commencing at 8.00pm on 7 December 2004. Colin Finch from MAST will be the guest speaker. Colin will demonstrate the correct operation of emergency flares on the lawn outside the meeting house at the Regatta Pavilion in Hobart. *Club* members are permitted to use their out of date flares.
- The CYCT Christmas Dinner will be held at the Derwent Sailing Squadron, Marieville Esplanade, Sandy Bay on 11 December 2004. Rear Commodore Wendy Lees advised that the Squadron had given permission for members tie their boats to the jetty

overnight on 11 December 2004. There is a possibility that there may be two berths available. A sheet was circulated during the meeting for members to advise their attendance at the Christmas Dinner. As Rear Commodore Wendy Lees will be interstate at the time of the Christmas Dinner; Cheryl Price will stand in for this event.

NEW MEMBERS

New Members Peter and Janet Hill were welcomed as new members to the *Club*. It was decided to present Peter and Janet with their burgee at the December 2004 meeting.

GENERAL BUSINESS

· Stephen Newham advised that the Kettering Yacht Club had written to MAST regarding fishing boats using the public jetty in Kettering for prolonged periods. It was suggested that the CYCT may wish to write a similar letter to MAST. After discussion, it was moved that the CYCT also write to MAST.

Moved Stephen Newham Seconded Keith Wells. Carried

· Phil Hebblethwaite advised that the issue of the fishing boats being tied up to the Kettering public jetty was raised at a recent MAST meeting.

NEXT MEETING

Next meeting will be held at the Regatta Pavilion, Hobart at 8.00pm on 7 December 2004. The Chair encouraged all members to attend.

The meeting closed at 8.45pm.



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