



Albatross

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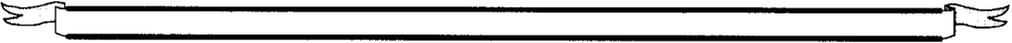
July 2005



Part of the fleet at Franklin early Sunday morning. June 2005

*Newsletter of the
Cruising Yacht Club of Tasmania*





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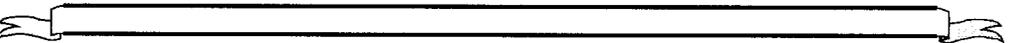
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EDITORIAL

Paul Kerrison

Obsession

Almost forgot the Club calendar hence a very short editorial. Hope there is something in here for everybody, a couple of great stories, and some food for thought. Cheers.

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Club Calendar

July

Tuesday 7th

General meeting 7.30/8.00pm Regatta Pavilion
Guest speaker. Mal Riley
day cruise to Snake Island

Saturday 16th

August

Tuesday 2nd

general meeting 7.30/8.00pm. Regatta Pavilion
Guest Spkr. Andrew Boon to Deal Island & back.
Anniversary Dinner overnight in Constitution Dock DINNER on board the Cartela Saturday evening.

Saturday/ Sunday 6th 7th

COMMODORE'S REPORT

Helen Stewart
MERIDIAN



There are lots of things to do in the next couple of months. Apart from the jobs on your own calendar, here are some Club items for you...

- Update your contact details on the back of the subscription form before you put it in the envelope to post.
- Consider nominating a cruise for Cruising Plaque or Cruise of the Year (see last month's Albatross for the criteria and form for these). Closing date for nominations is 26 July.
- Get a group of members and friends together for the Club's Anniversary Dinner in August – this being the CYCT's 30th Anniversary. The dinner will be held on board the *Cartela* – refer to Rear Commodore Wendy's column for more details. We look forward to seeing as many as possible to help celebrate this important occasion on the Club's calendar. For many members attending the Anniversary Dinner includes spending the night tied up in Constitution Dock – that's your boat tied up I mean. The docking is all arranged by Vice-Commodore Rosemary so you just need to be ready to go through the bridge at the appointed time and join in the fun.
- Nominate for a position on the CYCT committee for next year. There are several positions that will come vacant, including that of Commodore. The committee has been active in a range of areas, we've had a busy and interesting time this year, achieved some useful things for the Club and had a bit of fun as well! I have found it a rewarding and pleasurable experience being Commodore.
- Jot down any information you have about anchorages on the rugged and beautiful South Coast of Tasmania. The committee has nominated the publication of a cruising guide of the coast for the Club's Australia on the Map project. Think about the experiences you've had with anchoring, navigating, weather observations, hiking on beaches or visiting islands – your contributions will be appreciated and go towards a very useful publication.

contd. over

- Have a look at the Club's library. Warden Keith has just added the most recent addition – Kathy Duncombe's book about Bruny Island's Quarantine

Station – an interesting look at the history of the station. There are novels, non fiction, cruising guides for Australian and Pacific anchorages, a really useful range of technical books and even some videos. So, next time you're at a meeting do take the time to browse and borrow. And, as the library is provided for members, if there's a title you'd like to recommend as a useful addition to the library, please let Keith know.

The Club has purchased two first aid kits – there's one at the Mariners Cottage and a larger one at the Regatta Pavilion for meetings. We can also have it on site if we are having Club events away from the building. Peter Hopkins from MAST has advised us that the Kettering Public Jetty waling boards have been completed as part of the Recreational Boating Fund program. He has also advised us that we don't need to request a light on Butts Reef because there is a plan to put permanent marks and lights on a selection of Channel boating hazards.

The committee will be welcoming new members at the Mariners Cottage on the evening of Friday 1 July. The committee caters and it's a great way for new members to meet the committee and introduce them to the Club and the Cottage.

Nine boats and some road-trippers joined in the long weekend trip to Port Huon. We were guests on Van Diemen H and enjoyed the weekend thoroughly. Most boats went on to Franklin and some even went to Huonville, making the most of the calm weather and peaceful waterways. The Club was again the guest of the Huon Yacht Club where we enjoyed a barbecue at their clubhouse at Port Huon. Thanks to



Rosemary for arranging the weekend including dinner, moorings and marina and barbecue. It was really good to catch up with members Brian and Rosalie Kirby and Alan and Janet Bevan who are Port Huon residents.

REAR COMMODORE'S REPORT

Wendy Lees

KIAP

General Meeting 5th July

Mal Riley from the Weather Bureau will talk to us about Tasmanian weather patterns.



General Meeting 5th August

A presentation about their trip to Deal Island from Bob and Penny Tyson and Andrew Boon.

Anniversary Dinner.

Saturday 6th August the 30th Anniversary Dinner for the CYCT. This will be a Dinner Cruise on the **Cartela**. Should be a "magic" night! The cost \$50 per person plus drinks. The Cartela will depart Brooke St Pier at 7pm after mulled wine and savouries on club boats in Constitution Dock. A sit down meal on the top deck.

We will require numbers and payment before or on the 5th July meeting night. Payment to Andrew Boon the Treasurer please!
Do bring your friends and make up a party.

New Members:

Please make welcome to the club,

Roger & Anne Nichols.

Wendy.

Application for membership.

An application for membership has been received from;

Drew & June Burgess

“ JUNIE TOO”

These nominations for membership will be automatically accepted within 14 days of the date of the scheduled general meeting immediately following this publication of the Albatross, subject only to any member lodging an objection in writing to the secretary **NO** later than that date.

VICE COMMODORE'S CRUISE NEWS.

Rosemary Kerrison

Obsession

Now that winter is upon us the winds seem to have abated and although the days are shorter and colder early morning and late afternoon the middle of the day is perfect. This was the situation for the June long weekend. 9 club boats set out for Franklin on an overcast morning with a few showers of rain and arrived at Franklin after leaving **Van Diemen H**, (whose draft was more that the others), at Port Huon, to tie up at the new jetties at Wooden Boat Centre (of course having previously arranged this with management). The rain lifted and 30 members dined at Petty Sessions Café on Saturday evening. A delicious meal.



Fog greeted us on Sunday morning and this didn't lift until about 12 noon when a decision was made to go up the river to Huonville. A perfect trip with beautiful reflections and plenty of sunshine. I have never been to Huonville by water before and it is unfortunate that there is nowhere to tie up and impossible to anchor. The power lines that pass over the river are well above any club boats mast height or those who are able to navigate past Port Huon. As there was no wind, sailing was hopeless so a leisurely motor down to Port Huon was the order for the rest of the day. The fleet arrived at Port Huon Yacht Club around 3.45pm just in time to go ashore and have a barbecue. Many thanks to Brian and Rosalie Kirby and Janet and Allan Bevan for making us so comfortable by opening up their club to us and making our evening so pleasant. Again on Monday fog greeted us and made things a little difficult as we navigated using GPS back down the Huon River. The fog didn't lift until we were abeam of Beaupre Point. As the sun had quite a bit of heat by the time we got to Gordon, Paul decided to do a bit of fishing and then we finished off the weekend with a barbecue on shore at North Apollo in company with other club boats.

The Club is intending to run both a First Aid Course & VHF Radio Operators Licence Course. All members that are interested in taking part please advise me at the July meeting or failing that please ring on 03 6273 4192 so as I may organise some dates.

First notice from the Wooden Boat Centre about their next launch, which will be final one for 2005. December 15th is the date set aside and further information will

be printed in Albatross as it comes to hand..

As advised in the last Albatross. Nominations for **Cruise of the Year and Cruising Plaques** need to be to me by the closing date 26th July 2005.

There will be day trip to Snake Island for on the water events on Saturday 16th July.

Our annual Anniversary trip to Constitution Dock will be Saturday August 6th and we are asking Ports control to open the bridge at 3pm on Saturday 6th and again at 10.30am on Sunday 7th August. Boats will need to assemble in the vicinity at 2.45 so that we can go through as quickly as possible.

Happy cruising
Rosemary



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CIRCUMNAVIGATION

SATURDAY 29TH JANUARY TO TUESDAY 22ND FEBRUARY, 2005

DIARY

PROLOGUE

Glenn Cairns

I have long had an ambition to sail around Tasmania – or perhaps even do the trip in my own small power boat. When David offered me the East coast leg about Christmas I was pleased to accept, but when a few days before leaving he offered me the full trip I was delighted. I had some reservations about being away for up to a month on such short notice, knowing from previous experience that living aboard takes some adjustment. However, the chance was too good to miss. As my son Simon said, do it now while you have the chance to do it properly, lest you try it in less safe and organized fashion at a later date. The commitment was quickly made and I spent the last few days getting things organized and explaining to many incredulous people what I was doing, and why.



Our fearless skipper

The group was made up of:

David Coats: Owner/skipper of Aries

Graham Bald: longtime sailing friend of

David's from Adelaide

Peter Coats: David's cousin and sailing mate

from South Australia

Glenn Cairns: experienced trailerboater - sailing novice

Due to work and family commitments the full crew could not do the entire voyage.

The crew was to be:

Beauty Point to Macquarie Harbour

David, Graham, Glenn

Macquarie Harbour to Cygnet

David, Graham, Peter, Glenn

Cygnet to Hobart

David, Peter, Glenn

Hobart to Beauty Point

David, Glenn

ARIES is a 38 foot cutter-rigged yacht built in Adelaide in 1989. David bought her 4 years ago and sailed her to Launceston when he and Michelle relocated here at the beginning of 2003.

DAY 1: SATURDAY 29TH JANUARY

I was picked up by David and Graham at 7.00 a.m. as promised. The proportion of luggage in the form of liquids was a bit embarrassing, but I was just follow-

ing orders. Michelle dropped us off at Beauty Point and left us to it.

The Tamar was mainly fog covered with little wind. We were underway by 8.30 and motored down the river. By the time we cleared Hebe Reef we were unable to see land because of low cloud and poor visibility. We motored West with the wind slowly increasing, and on the nose. As we got along towards Port Sorell and Devonport we were able to motor/sail, but were gradually creeping inshore. With the wind increasing it became very wet at the helm. We were soon wearing full wet weather gear, and it was cold when steering.

The declaration that "I think it's beer-o'clock" at about 11.00 a.m. indicated the cruise was really under way. The provision a little later of a genuine South Australian "pie floater" was another sign that life on the water was going to be different.

About 6.00 p.m. we found ourselves in very close to Burnie, so decided to tie up at the commercial wharves and wait for the wind to drop later in the night. We were soon accosted by port security who, once they were convinced we were not green terrorists with designs on the Gunns' woodchip pile, were very accommodating.

We had some tea, a few drinks and turned in with the alarm set for 11.30 p.m.. The 3 hours sleep I achieved was to prove very valuable.

DAY 2: SUNDAY 30TH JANUARY

A rooster crowing at 11.30 p.m. caused me some initial puzzlement till I realized David's alarm clock was the cause. The wind had abated somewhat so we set off again motor/sailing, taking turns at the wheel. I got another 2 hours sleep from 4.00 till 6.00 a.m.. Soon after the lights of Wynward fell behind we had a colourful sunrise, but the sky soon clouded over again. David manufactured egg, bacon and tomato sandwiches for breakfast. The wind gradually built but we were able to get along past Stanley under sail.

Radio reports indicated much of the fleet was in Stanley overnight, but we only saw a couple leaving. We were determined to reach the Hunter Group as soon as possible to be up with the fleet. The last few hours were very uncomfortable, motoring directly into the wind and getting frequent dowsings when at the wheel. We arrived at Hunter Island and anchored in Cave Bay at 1.00 p.m..

Both Three Hummock and Hunter were very sizeable islands, apparently covered in thick scrub. This would be a great place to spend a few days in Truant, with plenty of anchorages to suit most weather.

Listening to the radio during lunch we heard fleet members discussing the pros and cons of when to leave for Macquarie Harbour. With the W wind forecast to go N-NW during the night and on Monday, the consensus built that it was best to leave the Hunter Group on Sunday and do an overnight sail to Strahan. The tidal flow in the Hunter Passage was predicted to be running W at 2.00 p.m., and

this was an important consideration.

We decided to go for Strahan and left Cave Bay at 2.00 p.m. – all that effort to get to Hunter Island, and then we stayed 1 hour! We had in front of us a sail of about 120 NM's – about 20 hours.

The trip through Hunter Passage and around Cape Grim was quite intricate, but David was very methodical and precise with his navigation and there were no anxious moments. Going NW around Bird Island we met the westerly swell for the first time – big swells which stood up a bit as the sea shallowed.

We cleared the passage and set a course almost due S. Dispensing with the motor we were soon sailing at 6+ knots with reefed mainsail, staysail and fore-sail. It was quite exhilarating sailing across the big swells at good speed. We cracked a beer to celebrate rounding Cape Grim – the first of the “corners” – but this was not such a good idea on top of the recently consumed lunch of spaghetti bolognese and the big rolling seas of the West Coast.

We had a good view of the wind farm on Cape Grim – I counted 37. They were an imposing sight but don't really do much aesthetically for this wild, pristine corner of the state.

About 5.00 p.m. I decided to have a sleep in preparation for the night sail, as I was already very tired. I went below and lay down, but immediately felt sick. Trying to ignore it didn't work and I was soon vomiting. This wasn't supposed to happen to me – I don't get seasick! I retreated to the cockpit to recover, but there was no such luck. The pitch and roll the sea of the west coast was imparting to the boat was more than my stomach could handle, and I felt wretched for the rest of that passage. I spent the rest of the night in the cockpit, taking what turns on the wheel I could as I usually felt better when having something to do.

Visibility down the coast was very poor, the moon being completely obscured. It was interesting to see the running lights of the other boats spread out across the ocean – at least we weren't alone.

DAY 3: MONDAY 31ST JANUARY

It was a long night's sail. As we went on the wind went increasingly directly astern of us, making holding our course (about 150) difficult.

By morning most other boats were nowhere to be seen as the fleet had spread overnight. We headed in towards Hells Gates and slowly approached under head-sail only. On the wheel for the last few hours I was feeling wretched, but improved under the thrill of approaching this fabled and historic entrance. David had studied the charts and anchorage advice, and took us through confidently. The swells were large and visibility poor as we approached, but conditions improved in the last mile. David took the wheel while Graham and I went for the cameras. The sea and coast were magnificently wild, yet somehow tamed by the lights and convict-built training wall – however did they build that?

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MARINE and SAFETY TASMANIA

Notice to Mariners

M50-05 Marine Farming Lease No. 78

Mariners are advised that marine farming Lease No. 78 has been re-located from Hawkers Point (Port Esperance) to Zone 25 (East of Lippias Point), D'Entrecasteaux Channel (AUS 173), as prescribed by the *D'Entrecasteaux Channel Marine Farming Development Plan February 2002*. In addition the lease area of Lease No. 78 has expanded from 5,164 hectares to 38 hectares.

The lease consists of all that area bounded by a line from points defined by coordinates (WGS 84):

Number	Latitude	Longitude
1	43° 22.9774'	147° 3.87024'
2	43° 22.6673'	147° 4.11684'
3	43° 22.3584'	147° 4.36248'
4	43° 22.2792'	147° 4.18662'
5	43° 22.5866'	147° 3.93546'
6	43° 22.8936'	147° 3.68472'

The lease will be marked by a Special Marker with light at 1, 2, 3, 4, 5 and 6.

Mariners are advised to transit with care in the area.

Notice to Mariners

M51-05 Electrical Cable - Deep Bay

Mariners are advised that electrical cable has been laid in the vicinity of a Marine Farm Lease in Deep Bay.

Entry point for the cable is:

43° 13.223'S 147° 05.442'E and it runs to a position across the seabed to 43° 13.484'S 147° 05.709'E.

Co-ordinates are in WGS84 Datum.

Mariners are advised not to anchor in the area.

Public Notices

NOTICE TO MARINERS

M57-05 PORT OF HOBART - MACQUARIE WHARF

Mariners are advised that the following navigation aids will be altered on or about 17 June 2006:

1. The two fixed green (vertical) lights at the Southern end of Macquarie Wharf 4 will be altered to two fixed red lights: (2 F.R. (vert)).
2. The fixed green triangle at the Northern end of Macquarie Wharf 6 will be altered to two fixed red vertical lights: (2F.R. (vert)).

2073467.05

CHART CORRECTION NOTICES AUS 171 & AUS 173

Once through it was declared beers all round, but I couldn't look at a beer, far less drink one. Now we were in flat water I fell into my bunk and didn't stir till we were tied up. My recovery was amazingly swift.

When I poked my head above deck I was amazed to see Hamer's Hotel – we were tied up at the wharf directly opposite, as close as one could get – now, that's what I call navigation! I began slowly with a cup of Earl Grey tea and some biscuits – much better, but very tired.

During the afternoon I had a few strolls along the waterfront and a snooze. A substantial David-special tea of sausages, vegetables and gravy completed the recovery process, and from 8.30 I had a great night's sleep.

DAY 4: TUESDAY 1ST FEBRUARY

Graham took a cruise up the Gordon from 8.30 till 2.30. David and I attended a

briefing on **Stormbreaker** at 10.00 a. m., to do with weather and navigation in Macquarie Harbour and the Gordon River – very interesting. I bought a chart of Macquarie Harbour for David – but I can borrow it back if I go there.

Later we went for a walk around the town. About midday rain set in (like peritonitis) and fell steadily for the afternoon. We did some reading and entertaining. At 6.30 we went to the hotel for dinner, courtesy of Graham – what



a fine man he is!

The outlook for the rest of the week was not brilliant – strong S winds, especially Thursday, and rain. Apparently a sponsor's function is being organized for Friday night, so the fleet may well move on Saturday. We are committed here till David's cousin Peter arrives late Saturday afternoon.

DAY 5: WEDNESDAY 2ND FEBRUARY

Dawn brought a cold, overcast and windy day. Being troubled with 'cruising constipation' – an occupational hazard – I made a special trip to the supermarket to stock up with cereal and fruit. In anticipation of strong winds we relocated to Mill Bay where we are now at anchor. The wind is howling in the rigging and the wind generator is roaring. This contraption makes even a half-decent wind sound like a hurricane!

Aries is an extremely well organized and presented boat. Davis is meticulous in having a place for everything, and everything in its place. Every conceivable situation or emergency appears to be provided for, including 4 First Aid kits, one

of which is designated for dental emergencies! I hope we don't get to use it!

We spent the day in Mill Bay, unrelenting wind but no rain. I finished the Op Centre book (very ordinary) and got into **The Simple Truth** – David Baldacci – which is much better.

Roast beef and baked veges for tea! I spoke to Christine, Simon, Georgia, Mum and AJ on the phone and later went to sleep to the roar of the wind generator.

DAY 6: THURSDAY 3RD FEBRUARY

We were woken at 5.00 a.m. by David as the anchor was dragging and we were rather close to 2 local boats on moorings. I quickly dressed and helped Graham manipulate the anchor while David repositioned the boat. We held securely in our new position. The others returned to sleep but I read. About mid-morning David thought it might be OK to motor up to the Gordon River end of the Harbour, but swiftly changed his mind after clearing the shelter of the bay and meeting the sloop coming down. We diverted to Strahan and anchored on the Regatta Point side of the harbour.

At midday we went ashore in the tender, and David and Graham did some washing. After lunching at the bakery we returned around the edges of the harbour checking out the boats. There is a huge and fascinating variety of watercraft about the harbour, including hi-tech cruise boats, large and robust fishing boats, yachts, nice runabouts, every conceivable age and style of river boat, many with eccentric cabins and additions, and old, open clinker-built skiffs and rowboats. People have a myriad of uses and requirements of their boats and they are represented in all their variety here. Who is to say whose way is right or best?

The wind going round to the E was a positive, but we opted to leave going down the harbour till morning. David declared happy hour and we had a very relaxing late afternoon and evening on the deck. The sun was warm, we were sheltered from the wind which progressively dropped out, and the activity on the harbour combined with the effects of the changing and waning light was intriguing and restful.

Speaking by phone to Simon in Launceston it appeared we had survived the storms well. The reports of storm damage around the state were startling, particularly in the north. David was lucky to have Aries at sea, as the Beauty Point marina and many boats have been substantially damaged. Sydney, Melbourne and Adelaide have all experienced record extremes of weather for February.

David produced chow mein for dinner – I suppose it was that because it had cabbage in it, but also I detected what had begun the journey as my bolognaise sauce! A very spicy and multicultural meal! The leftovers went into the soup pot for a later reincarnation.

DAY 7: FRIDAY 4TH FEBRUARY

At 5.00 a.m. a light rain was falling so David aborted the trip to the Gordon

River and went back to bed. Thus began a lazy morning on the boat – I began reading **The Jury**. After lunch we tied up on the outside of **Hindsight** and **Ill Eagle**, and so had access to the wharf. We spent time walking around town, visiting the hardware shop and filling the boat with diesel and water. Who would have expected that we would buy diesel in Strahan at \$1 per litre!

There were some problems with the boat which were frustrating, particularly to David. The 2 batteries which supply the “house” power discharged extremely quickly, despite frequent charging by motor and the input of the wind generator. As well, the motor had twice cut out when idling as a result of air in the fuel line. This was easily fixed, and there was no problem when the motor was running faster, but the reason why was unclear.



At 6.30 we adjourned to Hamer’s for the sponsor’s happy hour. It was very crowded. Some turned up in fancy dress, including a clown and a priest. I was surprised to see old school acquaintance Mel “Scorcher” Arnold behind the bar – he has been recruited by Federal to manage the hotel. He was friendly and affable as ever.

We started in the public bar but, because of the crowding, were asked to move to the bar adjoining the eating area. This was even more crowded so some of us returned to the first. The locals encouraged many of our number to move outside, but then the local policeman came along and pushed them inside again, threatening charges of consuming alcohol in a public place. A bit difficult! We solved our problem by securing a table in the restaurant and enjoyed some nice steaks.

We had adjourned to **Aries** and bed by 11.00, but sounds of partying could be heard till very late.

DAY 8: SATURDAY 5TH FEBRUARY

Following breakfast I went along to the shower block on the Esplanade for a shower. The steady stream of hot water was a welcome change from the spasmodic temperature fluctuations on **Aries!** Not that I would complain – the availability of any kind of hot shower on board was more than I had dared hope for.

With David and Graham I walked the foreshore track to the Regatta Point railway station and back. They then further investigated the electrical problem and thought they might have reached a resolution – vainly, as it turned out. **To be contd.**

Thinking About Safety

Reprinted from Ebb Tidings Journal Cruising Yacht Association of Victoria inc. Author Keith Fleming.

Some good can come from bad situations and the recent death of a South Australian yachtsman on the Victorian Coast is a prime example. Malcolm Halloran, aged 71 years had sailed his yacht TRULEE ELIZABETH from Adelaide to Port Fairy with crew and then single handed to Wilson's Prom.

He experienced some difficulty finding and entering Refuge Cove and rested up for a few days. On leaving in only average weather his boat was seen to be not sailing quite right. The next day it was found washed up on the beach at Woodside near Port Albert and his body was located in full wet weather gear on the beach nearby. Mr. Halloran was wearing full safety harness and tether. On inspection of the boat by the Water Police it was discovered that the stanchion beside the cockpit was bent near the top, the top life line had broken off the pushpit and that the swage on the Jackstay at the stem fitting had failed.

At the Coronial Inquest it was deduced that Mr. Halloran had been attached to the Jackstay by the tether of his safety harness and that he had apparently gone over the side beside the cockpit. The boat was on autopilot and kept sailing. The weight of the tether pulling downwards on the top lifeline first caused the stanchion to bend and then the rope tying the lifeline to the pushpit to break. Now at this stage Mr. Halloran would have been held against the side of the boat by the pressure of water and because the tether was caught behind the stanchion he would not have been able to slide down the stem of the boat and get back on.

Owing to his age and strength he certainly would not have been able to pull himself back on board over the side of the boat. It was probable that he drowned not long after going over the side. The water police did some possible reenactments and found that there was no way Mr. Halloran would have been able to get to the stem of the boat to get back on board. The harness was in excellent condition and there was no wear on the tether and the clip was still done up.

Some points of interest are that the swage let go on the end of the Jackline to which the tether had been attached, the rope tying the top lifeline to the pushpit had broken, and the top of the stanchion had bent. The tether was a standard 1.8m long and in good condition. The first question I ask myself is that if the Jackstay had been tight along the deck, the stanchion had not bent, and the rope binding the lifeline had not broken, would I have been able to slide the tether down to the stern of the boat to reboard? The chances are that there would have been possibly 2 stanchions between the side of the cockpit and the end of the Jackstay to pass the tether over to allow the snap hook to slide to the stern of the boat. I use the term Jackstay which is the same as Dockline or Safety line.

Now let's take the idea a bit further and say a person went over board near the bow of the boat. Is your Jackline inside or outside the mast stays? Would you be able to clear the tops of all the stanchions with your tether? Keep in mind that the boat could be travelling at around 5 knots on autopilot. There would be a lot of water pressure there.

The lifelines on many yachts are secured by light rope to the pushpit and the pulpit. This rope is usually quite number of layers thick but it is exposed to salt water and sunlight. Rope perishes over time in these conditions. When was the last time you replaced your lashings? Of course the ideal is to have 'pelican clips' at each end that are adjustable. How tight is your Jackstay and how good are the swages? It is a good idea when in the marina or on the mooring to fit your safety gear and clip onto the Jackstay and jump overboard. You will be able to see how far the Jackstay lifts off the deck and what effect it might have on the length of your harness. If the Jackstay is too slack you might find that the weight of your body will pull the clip over the top of the safety line. Now try to swim to the stem of the boat. The chances are you may not be able to reach the stem and this is in ideal conditions. Did your stanchions bend? Were you able to feed the clip or get it to slide down to the stern of the boat? Did you have a ladder over the stem or any method by which you could have climbed back on board? Boy, I bet I have got your interest now.

Let's look at a common scenario. It is dark, rough, and blowing like hell. You are single handed or 2 up and your partner is down below violently sick. You go forward to lash the jib to the lifelines. You are wearing a harness and clipped on to the Jackstay. A big wave knocks you over the side or you lose your balance and fall over. You are now in the water with lots of pressure. What can you do? Did you tell your crew that you were going forward? You should never leave the cockpit without some other member of the crew being in the cockpit and watching you. Did you remember to turn on the deck lights before you went forward? There is very strong wind and water noise, so would your crew, if they were not on deck hear your screams?

When you get to the mast stays does your tether get jammed up behind them? Are you strong enough (young and agile) to pull yourself back over the safety lines or even between them? Were you exhausted before you went forward? You may have fallen over the weather side of the heeled boat and have very little chance of climbing back aboard. Now we come to the important part. Should you be able to fall overboard?



David Coates aboard ARIES.

If you cannot fall overboard then the danger is reduced to gear failure. You are sailing along in the above conditions and keeping an eye out for other vessels. Are you tied on and if so to what? To start off with do you have an eye in the cockpit to clip onto? How long is your tether and will it allow you to be washed or knocked overboard? Who decided that a tether should be 1.8m long? Why not have 2 tethers, one short and one a bit longer? There is nothing on the boat that needs doing so quickly that you cannot change tethers? You cannot fix anything if you are over the side.



Let's look at the Jackstays How tight are they? How strong are their fixing points? Are they inside or outside the mast stays? how good are the swages? Do they run along each side of the deck? Who determined that the Jackstays should run along each side of the deck? I woke up to this problem in my early days. I say that the Jackstay should be down the middle of the boat. Who decided that the Jackstay should be at deck level? Wouldn't it be better say at about chest height? I have 2 Jackstays running up the centre line of the deck. One from the top of the doghouse to the mast and another from the mast down to the foot of the forestay.

The forward one is attached about chest height and the rear one just below the boom fitting. You can clip on from either side. I use a short tether that will not allow me to be washed over board. There is no problem hanging onto the mast while I unclip and reattach to the forward one. Both Jackstays are quite tight. The eyebolt in the cockpit is situated on the floor and allows me to reach all winches and sheets. I clip onto the Jackstay while still in the security of the cockpit. On very large yachts you just have a longer tether, still making sure you cannot be washed overboard.

If you are sailing shorthanded and have a standard tether then makesure you can regain the safety of the boat over the stern. Some very high windage boat hulls might present difficulty without a ladder of footholds in the transom. It would be a good idea to read this article while sitting in your cockpit.

The lessons to be learned from this fatal accident are that single-handed sailing can be dangerous depending on your age, health and physical fitness. That you should have the boat set up so that you cannot go overboard. An extra safety idea is to have the lifelines fully netted so you cannot be washed between them. **Do something about your safety.**

CYCT LIBRARY RECENT ADDITIONS JULY 2005

BOOK:- Bruny Island's Quarantine Station in War and Peace
By Kathy Duncombe

A very detailed account of the history of the Quarantine Station from first settlers in 1856, establishment in 1884 of a State maritime quarantine station to accommodate boat passengers, internment of German Nationals in 1914, quarantine of soldiers returning from the war in 1919 during the Influenza Pandemic and Plant Quarantine usage and techniques from 1955 - 1971.

There are many photographs and an extensive index of ships and people.

"In 2004 National Parks and Wildlife Service, who now manage the site, conducted several District Ranger working bees to ensure the site will be free from potential dangers, before opening the area to the public."

VIDEO:- The Complete EPIGLASS Guide to Boat Painting and Maintenance.

As well as being a hard sell for EPIGLASS's extensive range of products there are many useful comments and reminders with good pictures on what to do and what not to do.

"Elbow grease" gets only one mention but extra coats of paint, up to 7 coats of varnish, are often urged!

Length 50 minutes

Date: Wednesday, 15 June 2005 1:03 PM

The following is an extract from an email from Peter Hopkins to Phil Hebblethwaite details the lights and marks -

"Don't worry about a light on Butts reef, that is in hand we are arranging a new top mark and light there. We also will place a light on the Stb pile at Snake Island, replace the existing isolated danger mark at Taylors Reef, place a new mark at the reef going into Tinpot, upgrade the mark going into the Quarries repair the mark at Eggs and Bacon Bay and fit an East Cardinal top mark at Woodbridge. This work will hopefully be in place by June 30 if not soon after.

In regards to the Kettering Jetty, we would be pleased if you did write. Last summer a couple of letters arrived however nothing much happened unfortunately. My argument is that the number of recreational boats now outnumber the commercial boats probably 4:1 in Kettering. (if not more).

I think it is time some of the commercial people down there understood that the bay is no longer just commercial !"



Talisman II leading Neptune and Kiap Norfolk Bay



L.R. Windrush, Neptune, Obsession Norfolk Bay

Pendulum Cruises the South Seas

Pat Price.

Our yacht is called Pendulum. She is a Swanson 36, well fitted out for ocean voyaging and live aboard for a small crew. A cutter rig with furling headsails, a Fleming and autopilot for motoring and light wind sailing. Recently a radar and wind generator had been fitted. We know she was looking forward to the voyage.

The departure from the marina at the RYCT was a moving affair for me, displayed by my nearly falling overboard on boarding Pendulum to depart Tasmania. An interesting beginning as I had not cruised extensively for more than twenty years and harboured some insecurities concerning my ability to make a success of a lengthy voyage.

Crew for the first leg was to be myself and Hans, a good friend, avid sailor and known to all at the CYC. On the jetty were friends, family and CYC members including Helen. Also champagne and a lively early morning party.

Penny was to join Pendulum in New Zealand for a couple of weeks prior to departure for Tonga.

The plan was to sail to Opuia in New Zealand and then depart for Minerva Reef, Tonga, Fiji, possibly southern islands in Vanuatu, New Caledonia and a return to east coast Australia then Tasmania. Voyage timetable was commencement in early May with the remainder of the year available.

The leg to Opuia, a distance of about 1,300 km took 13 days and was relatively comfortable. We started with calms, then headwinds for days but not with large seas. We were able to generally lay the course but free sheet was at a premium. Distance travelled over the bottom was about 1,500 km. We did have a lovely run a couple of hundred miles out of NZ, broad reaching with a double reef in the main and the stay-sail at speeds exceeding hull speed. Unfortunately, it was all too short and back to headwinds.

We ate well as Pendulum's freezer was stocked with the best of fare prepared by Jackie, wonderful chef that she is. We also caught an albacore tuna at mid voyage that gave us a number of fresh meals.

Via HF radio we were able to maintain daily contact with Tascoast Radio who accepted our position reports and passed messages to family and friends. We also made contact with Russell Radio based at the Bay of Islands who were helpful with weather details.

Entertainment and humour was lively onboard but admittedly sometimes the quips were a bit sheepish along themes popular between Australians and New Zealanders. We were unable to purchase a NZ courtesy flag in Hobart and, with far too much disrespect, vowed to fly an ugg-boot in default. With respect. We soon pur-

chased the more appropriate bit of bunting. Readers please forgive Hans and his humour.

Vast numbers and varieties of seabirds entertained us for the first half of the trip but the second half was notable for bird absence. The days seemed to get shorter and the weather got warmer as we moved east and north. Though it was never really cold as expected.

We arrived at the main wharf at Opuia late at night ready for a Customs clearance next day. The sail into the Bay of Islands was made with a full moon and was most enjoyable and as always the landfall was very satisfying. Hans stayed on board for a couple of days with Pendulum berthed at the new marina. We explored Opuia and Paihia and thoroughly enjoyed this beautiful area.

At Opuia, Bill Wright recognised Albert Ross flying from the pennant halyard, took our photo and vowed to report our presence in NZ to the CYCT.

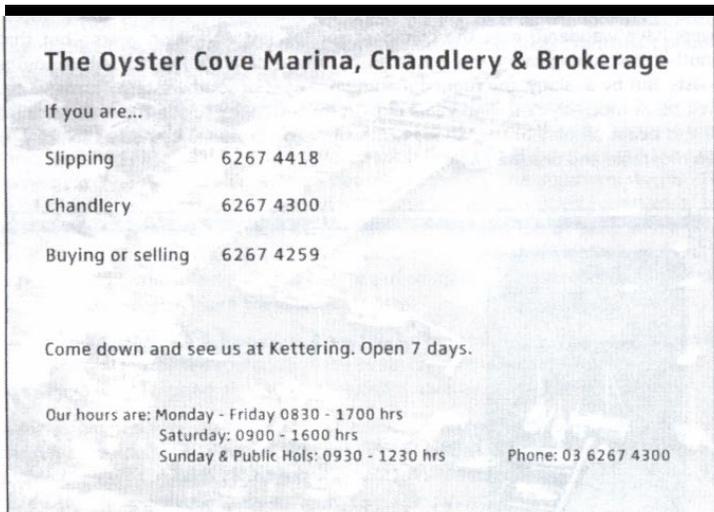
With Penny aboard. Pendulum explored the Bay of Islands and we can report that this is one of the best cruising grounds going. Spectacular scenery, excellent anchorages and lots of available shore walks. The weather was good considering the approaching winter.

Fresh crew arrived towards the end of our stay at Opuia and we readied Pendulum for the trip north to the Kingdom of Tonga.

Next - Minerva Reef and the Kingdom of Tonga

Regards

Pat & Penny



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Donald Sutherland Navigation Cruise 2005
Answers to crew Questions etc.

Section 1

Question 1 What is the object marked on the chart at 43 07 S, 147 16.7E
 ans. Yellow buoy

Q.2 For what are the following persons known.

Gavin Menzies	Author of 1421
Lord beaufort	Wind speed and sea state numbers.
Admiral Byng	Shot (for the encouragement of others.)
Harrison	First accurate chronometer

Q.3 What is a Falkirk Wheel used for?

Ans. Raising and lowering of canal boats..

Section 3 R&P

The red roadside reflector was attached to a gum tree.

The submarine cable notice had 6 black bars on the LANDWARD side.

Q.1 Which French Explorer did Louis XVI ask if there was news of while being led to his execution?

Ans. La Perouse.

Q.2 What is the advantage that a calcium alloy battery has over an antimony battery?

Ans. They hold their charge longer.

Questions For Crew

“Mariners be warned! A seaman with charts and sailing instructions is never alone, for at his elbow stand other mariners— perhaps long since dead— who speak to him through these publications” Marsden horden.

contd over

Q5.

Place the following explorers/ cartographers of the Australin coast with their appropriate vessels.

Ships.

BEAGLE, MERMAID, BRITOMART, ENDEAVOUR, VANSITTART, INVESTIGATOR, BATHURST, LADY NELSON.

People.

J. Cook, Owne Stanley, JL stokes, M Flinders, PP King, C Grant.

Ans.

BEAGLE	JL Stokes
MERMAID	PP King
BRITOMART	Owen Stanley
ENDEAVOUR	James Cook
VANSITTART	Charles Grant
INVESTIGATOR	Matthew Flinders
BATHURST	PP King
LADY NELSON	PP King

Q.6 What is the difference between a Pacific Gull and a Dominican Gull?

Ans. The red colours on the tip of the upper mandible on the mature Dominican Gull has a black edge to it.

Q.7 Stars names are often accompanied by letters of the Greek Alphabet. Why is this and what use is it to a navigator?

Ans. It is an indication of their brightness which aids their identification.

Q.8 In what constellation is the famous star Beetlejuice found?

Ans. In the Hitch Hickers Guide to the Galaxay(a play on wordsRe; BEETLE-JUICE on the shoulder of ORION.)

Q.9 If you face the wind on which hand is the Low pressure system found?

Ans. On the left in the Southern hemisphere on the right in the Northern hemisphere.

Q.10 Hens scratchings and mares tails make tall.....?

Ans. *Ships carry small sails.*

MINUTES OF CRUISING YACHT CLUB GENERAL MEETING

Royal Hobart Regatta Association Pavilion Queens Domain, Hobart 1 March 2005, 8:00pm

WELCOME

Commodore Helen Stewart opened the meeting and welcomed 24 members to the meeting.

APOLOGIES: Annick Anselin, Dave Davey, Chris Creese, Glenys Cunningham, Pat Locke, Roger Locke and Les Westman.

GUESTS Nil

MINUTES OF THE PREVIOUS MEETING

Minutes of the May 2005 CYCT meeting were published in the June 2005 edition of *The Albatross*.

It was moved that the minutes were a true and accurate record of the May 2005 meeting.

Moved, Paul Kerrison. Seconded, Leo Foley. CARRIED

BUSINESS ARISING. Nil.

COMMODORE'S REPORT

Commodore Helen Stewart reported that two proposals were being prepared by the club for funding through the MAST Recreational Boating Fund. Installing wailing boards on the North Symonds Bay jetty and navigation lights on Butts Reef in the Huon Channel.

GIO has offered the club insurance at the same premium as the previous year and this has been accepted.

Criteria for the Cruise of the Year and Cruising Plaques has been published in the June edition of the Albatross and nominations for the awards are required.

A letter has been written to the HCC in relation to the repair of the Club's Honour Boards and we are awaiting a reply.

Membership renewal notices have been forwarded to members and they are asked to update their contact details when they forward their subscription

Jo Westman has suggested that club members borrowing from the club library provide a book review for publishing in the Albatross.

Congratulations to the crews of Reflections and Kiap for their results in the Donald Sutherland Memorial Cruise. Thank you letters to go to the Oyster Cove Chandlery and Oyster Cove Slipyard that sponsored the event and provided the major prizes.

VICE COMMODORE'S REPORT

Vice Commodore Rosemary Kerrison detailed plans for the Queen's Birthday weekend cruise to Franklin detailing jetty availability, visit to the Wooden Boat Trust and plans for the evening meal. Activities proposed for Sunday included cruising up the Huon River to Huonville and returning to Port Huon for the evening meal at the Huon Yacht Club. No further cruises are planned for June.

REAR COMMODORE'S REPORT

Rear Commodore Wendy Lees advised that the guest speakers for the following meetings would be:

- 5 July 2005 - Mal Riley of the Bureau of Meteorology.
- 2 August 2005 - Bob and Penny Tyson and Andrew Boon will talk about their cruise to Deal Island.

The Club Annual Dinner is to held on the 6th August, as a dinner cruise on board the MV Cartela. The Cartela will depart the Brooke Street Pier at 7pm returning at 10pm. Cost is \$50 per head, drinks extra. All members are encouraged to attend and may bring guests. Arrangements are to be made for club boats to use Constitution Dock.

NEW MEMBERS No new members were present.

GENERAL BUSINESS

A Cavalier 32 is required. If anybody knows of one for sale please advise

Joe Westman demonstrated a small high intensity key ring LED light. The light would operate as a torch

flash or strobe. It is also waterproof.

GUEST SPEAKER

Rear Commodore Wendy Lees introduced David Bryan to talk about Incident Control Systems (ICS).

David outlined the use of ICS by the TasFire Service and indicated that the system was used internationally by many organisations that were required to respond to incidents and emergencies. He outlined the formation and responsibilities of the Incident Management Team and the form of structure that could exist under the Incident Management Team. The span of control is five therefore, in a situation requiring a large number of field units, five field units form a sector under the control of a sector commander. Three to five sectors form a division under the control of a Divisional Commander. The structure is flexible whereby the IMT may control a few field units to where more than a hundred field units could be deployed.

The shift during the time that field units are deployed is 12 hours. This allows for better continuity however fatigue becomes an issue if the field units are deployed for prolonged periods.

The IMT may be supported by a communications team when operationally required. The IMT is involved in reporting, briefing, planning and actioning. Logistics form a considerable part of the IMT's role in addition to field operations. Getting heavy equipment to a site to support field teams could take 10 or more hours. Arranging meals and accommodation for the field teams is also an important function of the IMT.

David gave examples gained from his experience with fire fighting and responded to many questions from members. He stressed that safety of the crew was paramount and that many judgements and decisions were made by the crew on the ground.

All activities are recorded, recording is paper based. The crew use T cards that report time on, task, sector and time off.

In summary David explained that many activities could be arranged by using the ICS principles and adapting the methodology.

The Commodore thanked David for the overview.

NEXT MEETING

The next general meeting will be the at the Royal Hobart Regatta Pavilion on 5 July 2005 at 8.00pm.

CLOSE The meeting closed at 9.40 pm.



CYCT turns 30
Be among the crowd at Constitution Dock and
later aboard the CARTELA.
Come along and enjoy the fun
AUGUST Saturday the 6th
Party starts on the boats in the dock around
1700hrs