



Albatross

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Windclimber

*Newsletter of the
Cruising Yacht Club of Tasmania*



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Editorial

Thankyou to Helen Stewart, Andrew Boon and Dave Davey for their contributions to this month's Albatross. I don't know what I would have done without you.



We all wish Helen and Phil an enjoyable and safe journey as they set off on their great adventure. No doubt the new dodger will be greatly appreciated.

David and I have really enjoyed being in *the land of the long weekend* enabling us to make two cruises with cyct members and although the weather wasn't perfect, good company and magnificent scenery certainly added to the experience.

Other members would love to know of your sailing excursions over the summer. Why not write a small article for the Albatross? Remember, if no one contributes any stories, the next volume will be very small indeed.

I look forward to being inundated with anecdotes, informative articles and photos for the next edition.

Happy and safe sailing

Di Catchpole

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Commodore's Comments



Welcome to one and all and to this edition of the Albatross.

It does not take long for a month to pass.

Great cruising was had by all who ventured out for the Australia Day long weekend. Wonderful weather, beautiful scenery and a splendid sight as all the boats gathered in Tin Pot Bay. There was good fishing to be had, a great BBQ and warm enough for some brave souls to go swimming! We departed early Sunday morning for Partridge Island and on to the Cape Bruny Light. We were trying to catch a couta or two. Let's say we will leave this to another time. Not even a strike!

The barbeque at the Mariner's Cottage was very well attended and it was a pleasure to catch up with Dorothy Darden of 'Adagio' who was home for a short visit. I had a chance to talk to her about cruising the inside passage of Alaska and Canada. Joy and I will be the taking this cruise in May this year but on 'MS Volendam' not on 'Charon'. 'MS Volendam is 63,000 gross tonnes and and 780 feet long and caters for approximately 1400 guests.

Club membership continues to grow and it was great to welcome to Wendy and Malcolm McDougal and present the Club burgee to them at the BBQ. We hope to see them out on the water enjoying cruising.

Joy and I welcome into our family Jazmin Wendy Bryan, born 21 February 2006. Our crew is growing! Just as little Reuben has met some of you on cruises, I am sure you will see little Jazmin out there enjoying cruising with her grandparents.

Yours in safe cruising

Commodore David Bryan AFSM

Vice Commodore's Report

What a wonderful spectacle of Club boats, 20 plus 3 others in all, who took part at various times over the four day, break in January to The Quarries. Some even took advantage of the weather to go to Cloudy Bay for lunch.



Friday night was spent at The Quarries but as a N-NE wind started to develop on Saturday morning we moved to South Tinpot for the evening. The beautiful weather broke on Sunday morning with much needed rain falling. The die-hard members could not be put off and took part in a barbecue in Apollo Bay between many showers

Two weeks later 12 boats went to Norfolk Bay on the Saturday morning in light winds, spending the evening in Monk Bay. As the forecast wasn't good and we had new members on their 1st club cruise and some smaller boats to consider it was decided upon returning to the Channel area across Storm bay before the strong winds began was the best option. Quarantine Bay offered good shelter for the rest of the long weekend.

REMINDER: Clean Up Australia Day - Sunday 6th March 2006.

Port Cygnet Regatta is on March 11th, 12th & 13th and the club will go here for the Saturday festivities. Port Cygnet committee have organised a meal on Saturday evening for members to attend for a nominal charge. Could I have numbers for those who would like to attend this function so that I can pass them on to the organisers?

With the right weather conditions we can either travel over to Great Taylor Bay or go further up the Huon River for the Sunday before returning up the Channel on Monday morning.

Sunday 27th March will be a day cruise to Legacy Beach.

I am looking for someone who is going to Maria Island for Easter to take over my role as Acting Vice-Commodore as I will be in Victoria paddling. Could you please either approach me at the March meeting or phone me for details.

Happy sailing

Rosemary

REAR COMMODORE'S REPORT



The February meeting of the club was well attended by members, prospective members and friends. The weather this year was cool and mild and we were able to enjoy barbecuing in the park. I'm not certain of the total number attending; I counted 49 people on one occasion so it was a good turn out.

7 March

The guest speakers for the March meeting are Julian and Kay Robinson. They will share their experiences and give an insight to cruising by catamaran. I regret that I will be unable to attend, however Andrew Boon has offered to introduce our guest speakers.

4 April

The guest speaker for April is Malcolm Sutcliff. Malcolm is employed as an instructor by St John's Ambulance. He will speak to members about first aid in a marine environment. I would encourage members to attend as it is some time since the club has conducted first aid training. Of course we all hope that we won't need to use first aid, however it is important that when first aid is required that the proper and timely response is given.

I am interested in hearing whether there are any members who are interested in getting together on a Tuesday evening (other than normal general and committee meetings) at the Mariners' Cottage to do chart corrections. If members are interested please let me know.

Milton Cunningham
Rear Commodore

<p style="text-align: center;">Prospective Members</p> <p style="text-align: center;">Kevin and Christine Hussey 57 Wingara Rd Howden</p>
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MERIDIAN GETS A NEW DODGER

Q. What time is it when an elephant sits on your fence?

A. Time to get a new fence.

We knew our canvas dodger had met its metaphorical elephant when we stitched up around the portside front window where the stitching had rotted – we gently pulled the thread tight and it cut through the canvas. Actually we knew it well before this (it leaked in the rain) but the sight of canvas shredding was the clincher.

Okay, so you need a new dodger. Do you use what is already there or start from scratch, replacing the whole thing with something else? Phil had given this a lot of thought as he saw the dodger elephant coming and as our list of things to do on the boat was well under control (really?) he swung into action.

We had designed the dodger's lines using a side-on photo imported into a drawing program (oh I love computers) and with some tweaking we could see that a solid dodger would work visually. At this point I bowed out and became an interested on-looker, official photographer and purchaser of fibreglassing products.

For those of us who really have no idea how to build a solid dodger using the plywood and fibreglass technique, the next bit is really interesting. First you take off the old dodger and make a rib-frame for the new one.

Cut the ply to shape for the various components – roof, front, and two side – and then bend the ply around the outside of the frame and screw it to the frame in panels so you've got a box that has a top, two sides and a front, all aesthetically curved. You then paint the outside with resin and lay another set of panels over the first forming a strong laminate glued together, and screw them firmly into place. Allow to dry, still attached to the frame.



At this stage I should say that all the work has been done while we have been living on board at the marina. This marina is like no other and presently you have to clamber down a 15-foot bank and squelch through the mud/silt to your dinghy and then row out to the marina berth rather than access it through a conventional gate. However, I'm not complaining, just adding some additional background to the story. All the materials are brought to the boat via the dinghy.



In order to make rounded corners for the corners of the dodger, Phil cut 10mm strips of plywood, laid them side by side on a length of PVC sewer pipe, held them in place with gaffer tape and then epoxied them up. Allow to dry. The corners were then sanded, put in place and fibre-glassed with strips of glass tape and resin.

So now you've got the dodger, nicely prepared by sanding and fairing for the sheets of glass mat and resin. The resin is brushed over the ply, and the sheets laid over it, wetting the mat out by working in all over. Then comes the messy job of sanding back the work to make it smooth for a second coat of resin. This bit creates lots of fine, nasty dust that gets in everything.



After the second coat of resin goes on and dries you have to decide on the windows. Think about it a lot, then measure twice, cut once. We draped the old dodger canvas over the new to have a look at the shapes and proportions. Then, using a mains'l batten as a flexible ruler (the main was at the sailmaker being maintained) Phil drew a potential window outline on the dodger. This was then traced onto paper, cut out and put in place to give the idea. The front ones were fairly straightforward but the side windows needed a bit of consideration. The paper patterns proved really useful and after a couple of alterations we were satisfied that the shape suited our requirements and the design of the dodger and boat.

What we needed included "wall space" for some pockets for binoculars and other "people stuff", an instrument panel, concealed wiring, cockpit lighting as well as plenty of light!

Out with the jigsaw and in went the window holes; the light came flooding in after several days of a feeling like we were entering a cave. The jigsaw was put to work again, trimming the edges to the final outline to fit the deck, cabin and cockpit. Off we went to order the acrylic window panes to be cut and drilled ready for installation.



The next part of the job was going to be messy and so Phil took the dodger, now able to stand up on its own safely, down to an empty pontoon, far away from other boats. A 25mm rebate was cut around the external edge of the windows in which to set the “glass”.

Away I went to get more packets of microspheres (white powder which is sold by the litre and seems to be lighter than air) so that Phil could encase the conduit along the inside corners for wiring and form the internal corners. Holes were left in the corner junctions to ease the threading of wires. These solidly encased conduit sections had the added benefit of providing additional stiffening for the dodger. He found it easier to finish off the holes using Builders Bog, which stuck to everything and was easier to work with.



A length of retired jib sheet was used to form a drip lip along the roof edge overhang. This will also serve as a handgrip along the back edge of the dodger. It was continued down the sides to help channel water away from the cockpit. It was screwed on and then given several coats of resin and mat. Allow to dry.

The inside of the dodger and the window rebates were painted with resin to seal them, ready for sanding and painting. The windows were collected and the rebate was given a final trim for optimum fit. It was given two coats of undercoat and two of enamel.

It's interesting to write about this; the work has taken 20 days and there are still a couple to go more before it's finished and fitted. Some additional stiffening battens in the roof may be required because we need it to be strong enough to stand on. The *Albatross* deadline is yesterday though and time has beaten us.

Helen Stewart

QUARTERMASTERS STORES

Contact Barry Jones 62725660

For Bucket Hats	\$10ea	Caps and Beanies	\$10ea
Burgees	\$11ea	Cloth Badges	\$10ea

Wooden Boat Festival 2007

Contact: Australian Wooden Boat Festival
GPO Box 713
Hobart 7001
Ph: 62231 6407 Fax: 6231 5388

Registrations close on 31 October 2006

Checklist for open water passages

The following list was drawn up at Reflections' crew debrief after last year's trip to Deal Island. The action on me is to have it printed and laminated, which will be done before we leave for Port Davey!

'Open water' is an intentionally vague description, but after we lost our dinghy on the seaward side of Marion Narrows, the passage from Maria Island to Dunalley definitely qualifies. As could a trip up the Channel, depending on the forecast or actual weather conditions.

Reflections' checklist:

1. Put the rubber ducky on the foredeck, securely tied down.
2. Replace the cowl on the anchor locker vent with the waterproof cover plate (our anchor locker drains into the bilge).
3. Turn the cowls on the saloon doraide vents to face aft (normally forward for ventilation at anchor).
4. Close down the vent in the heads.
5. Close down the vent over the galley.
6. Secure all movables, including those down the tunnel bunk.
7. Make sure that the latch on the drawer under the oven is in the locked position.

Remove mobile phones etc from the shelf adjacent to the companionway – 'cause they'll get wet!

Our list was drawn up assuming that we were underway and had completed all of the other necessary preparations (jackstays, lifebuoys, dan buoy, lights, etc in place). It also reflects actions that we did not take at some time during the trip. A more complete Offshore Checklist was published in the Dec 2005 edition of 'The Mainsheet' by the CCCA. I will include their items and make up a complete customized list for Reflections.

Here is the CCCA list:

“On Deck

- All deck openings are closed and latched; hatches, vents including anchor and cockpit lockers.
- Ensure anchor tied down in locker or to bow roller.
- Fit and secure jack lines.
- Life rings fitted and drogue, whistle and dye markers attached. Is ‘Life Sling’ bitter end tied off?
- Flashing light with new batteries tied to life ring?
- Dan buoy tied to life ring?
- Do the above three items have the boat name, number , reflecting tape on them and are free to go?
- Is all deck gear lashed down? ie life raft, dinghy, boat hooks, sails.

Install removable inner forestay and runners (as required) for No. 4 and storm jibs.

Down Below

- Bring life harnesses/vests to cockpit, clip harnesses to strong point, NOW!
 - Fasten floorboards, drawers, lockers and bunk tops securely, in particular battery locker.
 - Fasten lee cloths on bunks and netting over shelves.
 - Release stove gimbals.
 - Are grab bag, EPIRB, knife and flares handy to cockpit?
 - Have you received the latest weather forecast?”
- Have you told someone where you are going? (added by AB)

Andrew Boon

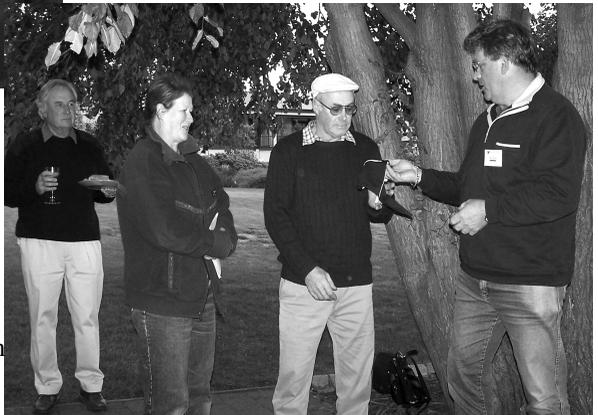
Exhibition

The Tasmanian Museum and Art Gallery exhibition titled
Islands to Ice: The Great Southern Ocean and Antarctica
opens on 8th March 2006

AUSTRALIA DAY LONG WEEKEND CRUISE



BARBEQUE AT MARINER'S COTTAGE



Presentation of Burgee to new members Wendy and Malcolm McDougal

Cruising Notes: Quiet Corner, Adventure Bay

Meridian visited Adventure Bay at Christmas time and we spent three days in Quiet Corner. It was the nicest stay we have had there because the north westerly wind flattened the swell – it was a pretty and peaceful anchorage for a couple of days. As an example for the cruising guide I sat down and followed the template provided in an earlier Albatross.

If anyone has can add to this information, please do and send it to Dave Davey. As you can see the information is much more than just barebones notes about the anchorage itself. Imagine you are visiting cruising crew that has never been there before and has no idea what to expect of the place.

Quiet Corner, Adventure Bay

Quality of shelter in relation to wind directions

Shelter in south to nor-nor west. Quiet Corner has an easterly to south easterly swell in most conditions. North westerlies and westerlies may flatten this and the bay provides shelter in these conditions. A bridle may help point the bow into the swell and make life onboard a bit more comfortable.

Nature of bottom, holding, depths

Sand bottom, there may be weed but it is visible in the clear water. Holding good in the sand. 4 to 5 metres, depending on how far you are anchored in. Gently sloping bottom in anchorage area. Beware of the rocks on the north eastern point, but they are visible.

Access by road

Adventure Bay Road to beach with vehicle access for boat launching. Boat ramps near the jetty and near east cove.

GSM mobile phone coverage

None (February 2006)

CDMA mobile phone coverage

Yes, not strong but can be obtained with a little patience

VHF signals (channels, repeaters)

Depends on conditions and radio

HF signal quality (e.g. any local interference)

Good to Coast Radio Hobart 4.620 MHz

TV station reception (channels, signal quality)

Worth checking on the night, may be watchable. East cove is better for reception.

Public wharves

A jetty is over to the eastern side of the bay at East Cove.

Good dinghy landings

There is a small sheltered beach in the north west end of Quiet Corner. Locals keep their dinghies on this beach. High tide may mean getting the feet a bit wet while rockhopping round to the main part of the beach and the road.



Shopping (groceries, bakery, alcohol, chandlery, hardware)

The Adventure Bay store carries a wide range of groceries, ice, hardware, fishing gear, minimal chandlery and has an ATM. Alcohol is available from the Bowls Club (not open on Mondays or Wednesdays.)

Fuel, LPG and water availability

Petrol, diesel and LPG at shop. Water can be purchased in 5 and 10 litre casks, see 16.

Slipway, marinas (and communication, e.g. VHF? phone)

None

Services (post office, public phone, land transport)

Post office and phone box at the shop. Showers available at Captain Cook Caravan Park, registration at the park is required. Health Centre 6293 1143 at Alonnah. No bus service.

Points of interest on land

Australia's first explorers visited Adventure Bay and Bligh Museum is well worth a look. Site of Captain Cook's tree at Blackfellows Point. Monument to Furneaux.

Fresh water sources

The village of Adventure Bay relies on tank water and so tap water is precious and not freely available. Cooks Rivulet is contaminated and should not be used until Council notification (February 2006). Check its condition at the shop or caravan park.

Walking tracks

Walk out to Grassy Point and on to Fluted Cape. Hinterland of the bay contains other walks. Walk into Mavista rainforest is well marked but others need to be looked for.

Sailing clubs

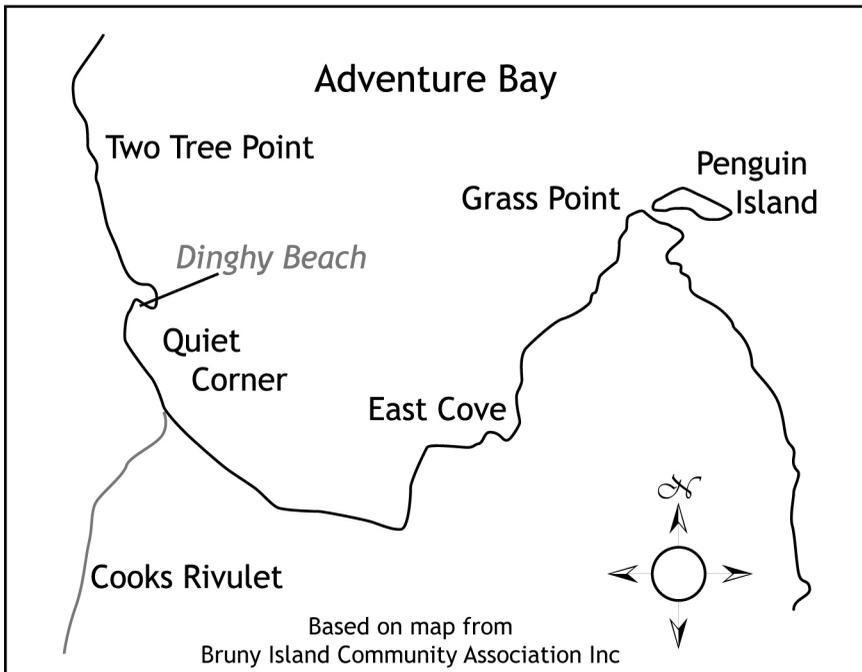
None. Bruny has a boat club based at Alonnah.

Marine Rescue – channels monitored, hours/days of operation

Ch 16. Kettering Coast Guard, Coast Radio Hobart and Tascoast radio services

Fishing

Locals are keen fishers and judging by the boating activity there is good fishing in the bay.



UPDATING AUSTRALIAN CHARTS

As with almost any printed source of information (and this article refers only to printed, not electronic, charts), a navigational chart issued by the Naval Hydrographer is out-of-date before it reaches its intended users. The reasons for this are many:

- Existing navigational aids are frequently altered, by the managing authorities and by nature
- New navigational aids are established and some existing ones are removed.
- Topographical information is revised by new surveys, by satellite data, through reports from navigators, and even due to man-made changes such as land reclamation.
- Errors in existing charts are discovered by navigators. These errors can range from relatively minor issues like the characteristics of lights or navigational marks, to more serious ones like islands or other hazards missing.
- New hazards are introduced, such as bridges, overhead or undersea cables, drilling rigs, fish farms etc.
- Legislative changes can introduce exclusions to particular activities.

The Hydrographic office is well aware of such problems. Even if you purchase a new chart, depending on where you purchase it, changes may have been marked on it, or a list of corrections you need to apply yourself will accompany the chart.

But what about older charts? To maximise their value, they need to be updated (or of course replaced which can be an expensive undertaking if many charts are involved). To enable such changes to be made, *Notices to Mariners* are issued by the Hydrographic Office. Local authorities (e.g. MAST) also issue such notices, but the authoritative ones come from the Hydrographer, and normally include those issued by local authorities.

The formal *Notices to Mariners* come as printed A4 booklets issued every fortnight. The individual notices vary substantially both in number and complexity. They instruct the navigator on the changes to be made to a particular chart. These instructions follow a fairly rigid format, to "insert", "delete", "replace", "move" etc. particular chart features usually referenced by latitude and longitude. Extensive changes are effected with "block corrections", in which a portion of a chart is printed in the *Notices* and can be pasted onto the chart being corrected. Changes to blocks of text on the chart are usually handled this way, e.g. changes to instructions regarding the use of GPS observations, or advice on fisheries, military operations, tides, exclusion zones, etc.

"Tracings" are also available. These can be overlaid on the chart being corrected and accurately position features to be changed.

Electronic versions of the notices are also made available on the Hydrographer's web site <http://www.hydro.gov.au> in the form of PDF files which enable the *Notices*

to be printed or used off the screen. Notices going back to 1997 are available in this form, though the block corrections are available only from 1999 onwards. Printing the block corrections presents technical problems. It is critical the printer being used is correctly calibrated so that the printed block precisely matches the chart to which it is being applied. A more serious issue for the typical yachtsman is that the inks used in the most common ink-jet printers are not waterproof.

The Hydrographer also offers an e-mail update service where the *Notices* for individual charts will be sent to you as they arise.

The printed *Notices to Mariners* are provided without cost, but will not be posted out by the Hydrographic Office. They can be picked up at most chart agencies, and some will post them out for a fee to cover costs.

Why update charts?

I've heard it said "We're lucky in Tasmania that things don't change, so charts don't need to be updated." If you only sail in a restricted area and only in daylight, this *might* be a safe enough attitude, but even our local navigational aids do change, and to be unaware of those changes can lead to confusion, especially if you find yourself having to move at night in adverse conditions and (as an example) encounter a light you have not seen before.

But the premise that Tasmanian charts don't change is incorrect. Whether the changes are ones you regard as important is a personal matter. I was recently checking the updates for Aus 176 (Port Davey and Bathurst Harbour), which is a relatively recently released chart in its present edition. Amongst minor issues was a block correction in which the entire plan of the Bathurst Channel was replaced. Comparing the old and new showed a range of changes from an island name to the position of some coastlines.

When not to update a chart.

A chart that has been replaced by a "New Edition" presents real problems to navigators wishing to update an old edition by using the *Notices*.

- A chart may be issued in a New Edition because the changes required to update an existing one are so extensive as to be impractical. In such a case *Notices* covering the changes may simply not exist.
- The New Edition may be a "Metric Chart" replacing a "Fathoms Chart". It is difficult to apply *Notices* applicable to a Metric Chart to a Fathoms Chart. This is particularly true of block corrections (partly for reasons mentioned below).
- The New Edition may have different coordinates, e.g. be precisely in agreement with GPS observations. Alterations such as to insert a new feature in a *Notice* intended for the New Edition will be difficult to apply to the superseded edition without accounting for the displacement.

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- The New Edition may have different coordinates, e.g. be precisely in agreement with GPS observations. Alterations such as to insert a new feature in a *Notice* intended for the New Edition will be difficult to apply to the superseded edition without accounting for the displacement.
- The New Edition may have a different scale. This will make block corrections almost useless.

In most cases it is best to replace the chart.

How to tell if a chart is up to date

Each notice has a unique number within the year of publication, and each references the most recent previous update (or the fact that it is the first notice applicable to a New Edition). When charts are updated the notice number should be applied to the list of notices to be found in the lower left margin of the chart. As an example, Aus 176 which was published in late 2002, and was updated for the first time in 2005, if up-to-date should as of this writing be annotated: 2005-245-317-628- meaning that notices 245, 317 and 628 of 2005 have been applied. Lists of cumulative notices are published in the *Notices to Mariners* twice per year (April and October), so one never needs to check back through recent issues for more than 6 months (13 issues). Each issue lists the charts affected in a table on the inside front cover, so it is easy to scan through recent issues for notices applicable to a chart of interest. You only need to find the most recent one in that way, since the back-referencing of each notice to the previous one gives you a history back as far as you need to go, provided that does not extend beyond the release of a New Edition.

Once you know the most recent update, you can compare its number to the list of *Notices* that have been applied.

Summary

For a chart to have maximum usefulness it needs to be accurate and up-to-date. If it is not, the consequences can be quite upsetting. I recall being called on watch while sailing on the Queensland coast on a friend's boat. Soon after taking over, a light appeared almost dead ahead. It's characteristics were not to be found on the chart in relation to our notional position. Two conclusions were possible: there's a new light; we don't know where we are. In the midst of numerous islands on a dark night, the latter possibility was not attractive!

Dave Davey
Windclimber

Mulberry



Windy Wirra



Willyama



Windclimber





Windrush