



Albatross

Volume 32

No 11

December 2006



Dyfken enters the Derwent

Photo: Dave Davey

*Newsletter of the
Cruising Yacht Club of Tasmania*



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From the Acting Editor

I would like to thank the wonderful people who shared their experiences and expertise by writing articles for the Albatross and wish all Club members and your families a happy and safe Christmas and New Year.



Happy Cruising
D Catchpole
Willyama

Calendar of Events

Next Meeting: 5th December at 6.30pm
Venue: Coast Radio Hobart at the top of the Queen's Domain

Christmas Function
Venue:105 Otago Bay Rd, Otago Bay
Date:10th December from 2pm

Table of Contents

Commodore's Comments.....	2
Vice Commodore's Report.....	4
Rear Commodore's Report.....	6
Minutes.....	8
Club History.....	12
What Cruisers Do -when they aren't cruising.....	19
Christmas Greetings from Meridian.....	27
There is a use for mobile phones!.....	28

COMMODORE'S COMMENTS

A warm welcome was extended to four new members at our November meeting. There was a wonderful turn up - almost 60 members who heard Erica Johnson speak on three Hummock Island and Craig Jackman from the Marine Police on the rules and regulations for fishing.



The Show weekend saw 9 boats make it to Mickey's Bay, then Taylor's Reef before the wintery change came through. The snow, hail and cold southerly winds certainly made us go for extra clothing as the outside temperatures were around 3.9 degrees. Another three boats went to the Quarries and one to Aitkens Point.

Whilst returning from Taylor's Reef to Aitken's Point we sighted two buoys floating close to Simpson's Point about twenty metres from our boat. The only thing we could see clearly were the orange markings on the buoys. This reminded me of what our last guest speaker, Robert Grey had been speaking about in sea rescue - how hard it was to see people in the water and the chances of survival in such rough conditions.

We did have a pleasant, relaxing four days away, despite the weather. We were in the company of my cousin and his wife with whom we had travelled to Canada and Alaska and Joy had had 1600 photos printed while the half price special was on. There was lots of reminiscing.

I would like to thank Lindy Jones for her very committed and dedicated work as secretary of CYCT and we all wish David and Lindy a happy and fulfilling retirement.

A big thanks to Margaret Jones for taking on this important role of secretary within the club this year.

Our thanks also go to Di Catchpole as our Albatross editor during the past fifteen months. She has done an excellent job although not an easy one, particularly in getting all the reports in on time for the deadline.

I attended the launch of the Hydro Three Peaks Event at the RYCT last week. There is a cruising division for this event. There are running crews available and anyone interested in participating can contact the race director on www.threepeaks.org.au. I will also have some brochures available at the December meeting which is to be held at Coast Radio Hobart on the Domain.

Richard Johnson from the DSS has called on all boating clubs on the Derwent to meet at the DSS to discuss the proposed closure of the Bridgewater Bridge navigation span, which would prevent all sailing boats and cruisers from going to New Norfolk. Keith Wells, Barry Jones and Dennis Lees will be representing the CYCT.

The Christmas function is fast approaching. Please give consideration to supporting this event at Barry and Margaret Jones' property on the 9th December.

I would like to take this opportunity to wish all our members a safe, happy and joyous time over the Christmas - New Year period and hope to see you out on the water.

Yours in safe boating,

David Bryan AFSM

We welcome
NEW MEMBERS

Paul and Caroline Dutton
With children Thomas and Sarah

VICE-COMMODORE'S REPORT

My term as Vice Commodore hasn't started too well – I have yet to front up to a cruise, although not for want of trying. The Hobart Show weekend cruise was originally destined for Great Taylor Bay. I re-scheduled it as a round-Bruny Is trip (to check out some of the new areas in the D'Entrecasteaux Waterways replacement publication), but the weather had other ideas. As I had just returned to work after 4 weeks leave, I didn't take the 4-day break. I worked the Thursday and Judy and I left the DSS after lunch on Friday 27th November. We were late and had a slow trip down and although we intended to join Kiap at The Quarries, we decided to stop at Aikens Point for the night. Friday night was a bit breezy. D'Entrecasteaux Waterways accurately says that the Aikens Point anchorage is OK to SSW; the southerly caused us to swing around a bit. The hail kept us awake for some of the night. On Saturday morning we had a look around Simpsons Point. We saw wall-to-wall white water and decided to head home rather than bash into it.



So I apologise to the 10 or so boats who did get to Great Taylors Bay (I heard calls from The Quarries, Mickeys Bay and Taylors Reef) and congratulate you on your perseverance. I understand that the Commodore is getting a longer extension lead so that he can run his 240V heater in the forward cabin next time the weather is a foul as it was then.

From here on the weather must improve. I have revised the Cruising Calendar, corrected errors and added a few more destinations. See the Club website for the latest version (<http://www.cyct.org.au>).

December is always busy so I haven't listed a day trip. I have had some enthusiasm expressed for the New Year trip to

Recherché Bay so I hope to see as many Club boats there as possible. I plan to sail down on Saturday Dec 30 and will call on VHF 16 at 1005 and 1105 so call in and have your say on where you think we should spend the first night out. Reflections' last trip from Recherché Bay to the DSS marina (in May) took 8 ½ hours, so that might be useful if anyone is travelling from Hobart. Reflections will probably head for the East Coast from Recherché Bay so if anyone else is out for an extended cruise, you are welcome to join us.

On Sunday January 14 I have scheduled a day trip to Legacy Beach, for a swim. At this stage I won't be there (again!) as I hope to be walking the South Coast from Melaleuca to Cockle Creek from Jan 13 to 20th. Killora Bay is an alternative destination if Legacy Beach is unsuitable.

On Australia Day, Friday January 26th, we plan to head to Port Arthur. Again, listen for a call on VHF channel 16 at 1005 and 1105, switch to channel 77 and call in to confirm the destination.

The Australian Wooden Boat Festival is on in February so I haven't listed a day trip. On February 24/25, there is an overnight cruise to The Spit. I recently took part in a race for Mottle 33s as part of Geilston Bay Boat Club's November Sail Day. The race was organized by Nigel Grey (Bahloo) and nine Mottles fronted the starter for a most enjoyable race. CYCT boats entered included Bahloo, Carinda, Odin and Reflections. Nigel is hoping to arrange a cruise for Mottles late in February in the Mary Anne Bay/Richardsons Beach area, so we might be able to combine forces.

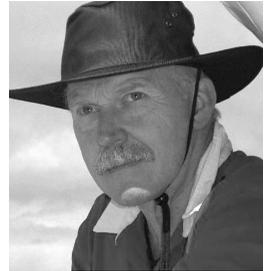
I would like to wish everyone a very happy Christmas and a safe New Year. Please take care, whether on land or on the water.

Andrew Boon

REAR COMMODORE'S REPORT

At the November 2006 meeting, Constable Jackman of the Tasmania Police Marine Division gave members an overview and update of the fisheries legislation and how it impacts on amateur fishermen.

Many of our club members undertake fishing activities while cruising in the channel area and his talk was of interest to many of our members.



Erica Johnson gave an interesting talk about the settlement of Three Hummock Island which was accompanied by some very good photos of the island. Three Hummock Island is the largest of the Hunter Group off the far north west coast of Tasmania. Although remote and in Bass Strait it should be considered as a cruising or holiday destination. Many of the beautiful locations on the island were shown in Erica's selection of photos. For me it brought back memories as I had lived on the island for approximately three months in the early 1970s while installing a microwave repeater station on South Hummock, the highest point on the island.

Thank you both Erica and Constable Jackman for interesting presentations.

Tuesday 5 December 2006 (*Note starting time*)

Visit to Coast Radio Hobart's facility at the Queens Domain.

To enable members to view and listen to the 1903 sched conducted by Coast Radio Hobart, the club meeting will be held at the facility at the top of Queens Domain at 1830 (6:30 pm), after a briefing by Barry McCann.

A barbecue will be held after the meeting and tour - please bring your own everything (food, refreshments, plates and cutlery) - tea and coffee will be provided.

Saturday 9 December 2006

CYCT Christmas Function, 105 Otago Bay Road.

This promises to be an interesting club event as approximately 54 club members have committed to attend. We will also be joined by some members of the Wooden Boat Club who also share the Mariners' Cottage facility with us.

Barry and Margaret Jones have kindly offered their residence as the venue for the function. Members should start to arrive at about 2.00pm using parking as indicated by Margaret and Barry in the detail given in this issue showing directions on how to get there.

.A feature of the main meal will be a spit roast that will be prepared by fellow club member Roger Locke.

Thank you to those members who are assisting Barry and Roger prepare for the event and those who are preparing salads.

The cost is \$15 per head, which includes food only, members and guests are to provide their own drinks (other than tea and coffee which will be provided by the club). If members could pay me at the December meeting it would be appreciated otherwise please forward payment to the Treasurer before the event. As always, we need to know definite numbers for catering prior to the event so please let me know by phone, email or in person.

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6 February 2007

Barbecue Mariners' Cottage

6 March 2007

Hans Van Tuil will be our guest speaker who will give an insight to the refitting of a cruising boat.

I am looking for guest speakers for 2007 so please let me know your preferences.

I would also like to take this opportunity to wish all members a very merry Christmas and a prosperous New Year and have an enjoyable and safe festive season.

Milton Cunningham
Rear Commodore

Minutes of the General Meeting of the Cruising Yacht Club of Tasmania held at the Derwent Sailing Squadron, Sandy Bay at 2000 hours on Tuesday, 7 November 2006.

WELCOME

The Commodore David Bryan opened the meeting at 2000 hours welcoming members and guests totalling 62.

APOLOGIES

Les and Jo Westerman, Roger and Pat Locke, Lindy and David Jones

GUESTS

Dane Cunningham, Cliff Murray (N.Z.), Elaine Aliston, Erica Johnson, Constable Craig Jackman. Jane Dykstra, Jacques Renard & Rob Davies

MINUTES OF THE PREVIOUS MEETING

That the Minutes of the 3 October, 2006 General Meeting, as published in the November edition of the *Albatross*, were a true and accurate recording of that meeting. Moved Mike Temple-Smith, seconded Rod Barnett. **Carried**

BUSINESS ARISING

Dave Davies reported that The D'Entrecasteaux Waterways is in draft form. Some work is still to be completed on some anchorages but it is hoped that it will be printed and available before Christmas.

Arch Rock is to have a new navigation light.

COMMODORE'S REPORT

The Commodore recorded the Club's appreciation to Lindy Jones for her efficient secretarial work and wished she and David pleasant holidays.

Commodore David has been invited to the 2007 Launch of The Three Peaks Race on 16 November.

Nine Boats braved blustery weather during the Show weekend trip to the southern Channel area and 3 boats to the Quarries.

VICE COMMODORE'S REPORT

Christmas Party is Saturday, 9 December at 105 Otago Bay Road. \$ 15 per person with drinks not included. Instructions for venue will be in the next *Albatross*. Assistance will be required early in the day.

REAR COMMODORE'S REPORT

Cruises for November are to explore anchorages in the lower Huon River. November 25 & 26 is a cruise to Adventure Bay to check possible anchoring sites (all subject to weather conditions.)

Suggestions for further cruises next year are welcome. Revised centre page for cruising events will be available in December *Albatross*.

GENERAL BUSINESS

Membership: Annick reported that all contact details of members are up to date.

NEW MEMBERS

Commodore David Bryan presented Burgees and D'Entrecasteaux Waterways to New Members,

Mike Webb & Penny Webb

Helve & Neville Camm

Neil Croll & Katrina Gonda

To Andrew Boon he presented a Flag Officer's Burgee.

Ian Madden presented Club Badges to Helve & Neville Camm.

Bill Wright presented a large Club Burgee which had belonged to Derek Farrar and flown on his yacht Tudor Rose to the Commodore.

GUEST SPEAKER

Milton Cunningham introduced Constable Craig Jackman from the Marine Police.

Con. Jackman gave an informative and interesting talk on the changes to the regulations governing the sea fisheries in and around Tasmania.

He advised that all members should check on new rules for 2006. Current Fishery information booklets are available from Service Tasmania. He warned of the fines imposed for illegal catches. The description of his daily work gave an insight into the dedication of the officers who guard our valuable sea resources under some very difficult conditions.

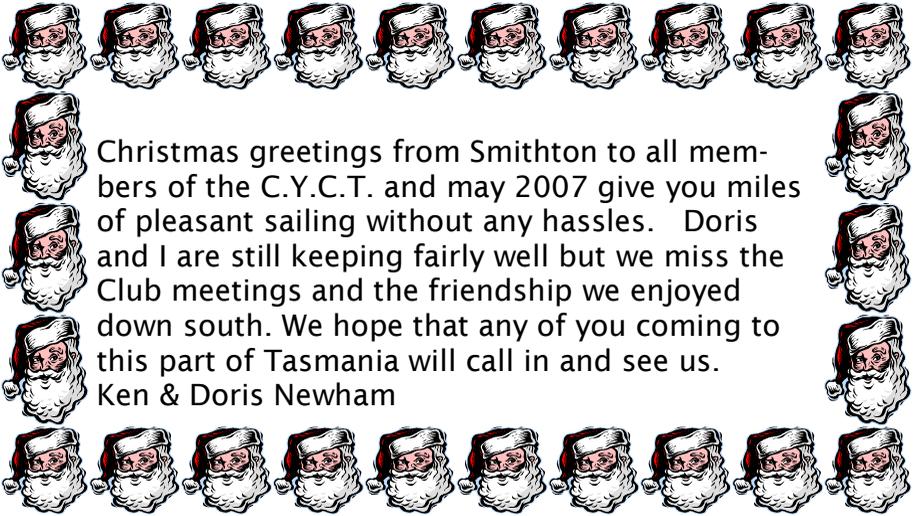
Milton Cunningham thanked Con. Jackman for his inspiring talk.

Next he introduced Erica Johnson and invited her to talk on she and her husband's experiences on Three Hummock Island when they were caretakers.

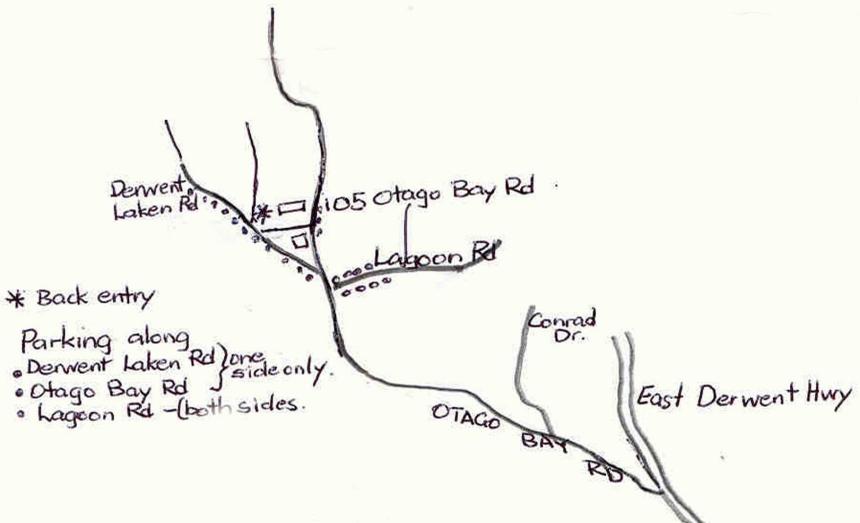
Erica displayed and spoke in detail on a variety of photographs taken on the island. It was evident that they enjoyed their stay and found this island visit a precious experience.

The meeting closed at 10 pm.

Margaret Jones
Secretary



DIRECTIONS TO 105 OTAGO BAY RD FOR CHRISTMAS FUNCTION



CYCT Christmas Function Saturday 9 December 2006



Partially because of an extremely busy schedule this year and also because of injuries sustained when trying to do too much on 25 December last year, Santa Claus has advised that he will visit CYCT members at Otago Bay on Saturday 10 December.

To ensure that members are prepared for his arrival, they should make their way to Barry and Margaret Jones' residence at 105 Otago Bay Road at Otago Bay. Members should start to gather soon after 2:00 pm. He has advised that he will arrive in time for the evening meal and hopes to spend some time with us.

Theme! Yes a Christmas Theme - anything that resembles Christmas just be there for a jolly time!

(RSVP: Milton.Cunningham@bigblue.net.au or 62476777 or 0428166250 by 1 December 2006

Merry Christmas

CYCT HISTORY

25 years to 30 years (May 2000 - May 2005)

There is no doubt that the Club has established its identity as a happy cruising club.

“Cruising” is the key word by far.

Going places informally and having a BBQ at the destination of the day is a very (almost obligatory?) popular event.

Club members have chosen an extensive range of cruising destinations, from many local spots, east coast of Australia and beyond. (see under Cruises below).

MEMBERSHIP

*Current (2005) 97 financial subscriptions, mostly couples

*New members :- 2001 - 4

2002 - 11

2003 - 10

2004 8

2005 11

OFFICE BEARERS

It is most notable that at this point in the Club's history a lady Commodore was elected for the first time.

Patricia Locke took up her duties in 2002/2003 with considerable energy and appreciation by the Club.

Helen Stewart ably followed her in 2004/2005.

BOATS

***Types**

Our current data base (although not complete at this stage for boat designs) has 37 designs/classes of boats which includes 7 Roberts of varying sizes, 3 Kaufmans, 2 each of Adams, Cole, Beneteau, Zeston and HMG 30.

***Sizes**

Shortest - <i>ROSEHILL</i>	4.5m	Tony and Sallie Creese
Longest - <i>SOLEMER</i>	53ft.	Bernie White-
Widest - <i>ADAGIO</i>	27ft	Steve and Dorothy Darden
Deepest - <i>VAN DIEMAN H</i>	8ft 6in.	Les and Jo Westman

CRUISES***Cruise of the year Award**

2000 W. Wright "Mulberry"
Across the Tasman (see Albatross vol26 Nos. 2 -7)

2001 No award

2002 No award

2003 J & J Greenhill "Ilinga of Derwent"

Across the Tasman (see Albatross vol20 Nos 4 thru 9)

2004 W & A Mills "Amnesia"

2005 T & S Davison "Perwingi"

***DONALD SUTHERLAND MEMORIAL NAVIGATION CRUISE**

In memory of the Club's founding Commodore, Donald Sutherland, a day cruise in which members can pit their skills in navigation and at the same time have an enjoyable day out, was inaugurated in 1996.

This event covers basic chart work, a little mathematics for determining arrival times and some general knowledge of nautical matters (fiendishly gleaned by the cruise organisers!)

The organisers are the crew of the previous year's winning boat!

Year Location**Winning Boat**

1996	Barnes Bay area	<i>BIRD OF DAWNING</i>
1997	Barnes Bay area	<i>HUON PASSAGE</i>
1998	Barnes Bay area	<i>ANDROMEDA</i>
1999	Passage event; Kettering to Cygnet	<i>WINDRUSH</i>

2000	Sullivans Cove/Prince of Wales Bay	<i>ROBILEE</i>
2001	Upper Channel	<i>ANDROMEDA</i>
2002	Oyster Cove/Killora Bay/Barnes Bay	<i>PLAYWRIGHT</i>
2003	Kettering/Ford Bay/Duck Pond	<i>REFLECTIONS</i>
2004	Upper Channel/Barnes Bay	<i>KEEPSAKE</i>
2005	Upper Channel	<i>REFLECTIONS</i>

***Individual Cruises**

Destinations included:- Queensland, Bass Strait Islands, RYCT Circumnavigation of Tasmania (Cruise in Company), Port Davey/Bathurst Harbour, Maria Island, Schouten Island, across the Tasman to New Zealand and Islands to the North, and in hired boats; Bay of Islands (NZ) and English Canals!

BEACONS OF THE SEA

Two of our members have a fascination with lighthouses! Alan and Erika Johnson have spent some fascinating months "Lighthouse Sitting". Especially fascinating if the light happens to be on an island.

They have shared their experiences on Maatsuyker Island and Swan Island, as well as sojourns without lights on other islands, as talks given at Club meetings and in articles printed in 'Albatross' from time to time.

FAVOURITE ANCHORAGES

***Overnight**

Derwent River

Shag Bay , New Norfolk, Dogshear Point (North or South depending on the wind).

D'Entrecasteaux Channel:-

Sykes Cove, Quarantine Bay, Alexanders, Duck Pond, Rosebanks, Apollo Bay, Snake Island, Missionary Bay, Aikens Point,

Copper Alley Bay, Cygnet, Surges Bay, Petcheys Bay, Gourlays Bay, Rabbit Island (Port Esperance), The Quarries, Tinpot, Micky's, Taylors Reef, Rocky Bay and The Pigsties (both in Recherche Bay).

Port Davey/Bathurst Harbour:-

Bramble Cove, Schooner Cove, Wombat Cove, Casilda Cove, Iola Bay, Claytons, Melaleuca.

Maria Island/Schouten Island:-

Encampment Cove, Riedle Bay, Whalers Cove, Bryans Corner, Moreys Bay.

Norfolk Bay:-

Monk Bay, Nubeena,

***Day visit**

D'Entrecasteaux Channel

Legacy Beach, The Sheppards (Pear Tree Bay), Killora Bay, Little Peppermint Bay, Little Fancy Bay, Ford Bay.

Derwent River

The Spit, Richardsons Beach,

PUBLICATIONS

*The second edition of D'Entrecasteaux Waterways was published in 2000.

Club members were again deeply involved in the editing and up-dating of this very popular publication.

*The Club's library has a good number of informative books, text books (particularly navigation) and general sailing interest books.

*The Club's own Publication "Albatross" has been produced regularly with 11 editions each year.

Copies of this magazine are kept in the Club Library.

Articles appearing in Albatross include:-

Personal. Individual members have contributed their experiences in articles in the Albatross. Not just cruise

logs but hints on cooking, gadgets for making life on board easier and personal profiles of new members.

1. Batteries. A series of notes prepared by Roger Locke on the whys and wherefores of battery systems on boats.

2. Cruise notes and hints for various areas visited (supplementary to published guides).

PROGRAMME

***Yearly Calendar**

The Club has now developed a full year calendar of cruises and meetings, published in Albatross at the beginning of Summer, which is a handy reference for planning a balance between boating, lawn mowing, family commitments and other social events!

***First Tuesday**

The first Tuesday in each month except January, has continued to be the Club's main on-shore activity. These meetings have usually been held in the downstairs meeting room of the John Colvin Memorial Pavilion at the Hobart Regatta Ground and have attracted 30 to 50 attendees each time..

There has usually been a guest speaker, who has been a non member most times.

These speakers and their subjects have been reported in The Albatross.

During this time the responsibility for the Pavilion and its upkeep passed to the Hobart City Council. The Council also let the building to other organisations and unfortunately also allowed such events as 21st Birthday Parties. During one such party in 2005 it was gate crashed and considerable damage done, which included the trashing of all our honour boards. Fortunately our records are all intact and the Honour Boards have been replaced

This event and the rather stark nature of the building has caused the Club to think seriously about moving to a more comfortable place for general meetings.

The Club's "Headquarters" continues to be The Mariner's Cottages at Battery Point. Although very much in keeping with the Club's ethos it is too small for ordinary meetings. Committee meetings are held there each month and occasional social BBQ's.

Other venues have been special visits to relevant organisations such as the Search and Rescue Helicopter Hanger and Training Centre at Hobart Airport and the Tasmanian Fire Service Training Centre at Cambridge where Club members participated in practical use of fire extinguishers as well as being informed on the hazards of fire on board.

TRAINING

***Club activity**

Person overboard exercise - The difficulty of getting the POB back on board was highlighted on this occasion and certainly made members think very hard about their equipment and procedures.

Life raft use - A demonstration 4 person life raft was used in an indoor swimming pool with 4 club members wearing clothes and pfd's showing those others looking on how it happens and how difficult it can be to get in and stay in! How it should be done was very much verbal! Again a very good demonstration of practicalities.

***Other activities by Club members**

DSS sail and seamanship training by Barry Jones and Barry Hines

2. Adult Education. Leo Foley, Paul Kerrison

VISITORS AND THEIR BOAT

RACUNDRA (38ft steel cutter) Glenis and Charles Colvin.
From Fremantle, Western Australia to Hobart via the South coast of Australia and the West coast of Tasmania.
January 2000 to February 2001.

GREY NOMADS

We have seen some of our older members invest in “land cruisers” and head to the Mainland and cruise to other States. A few have sold their boats to do this and resigned their membership. We wish them well in their retirement and look forward to seeing them from time to time and hearing of their exploits. Other adventurous ones have aimed for the best of both cruising grounds by land cruising north in Winter and sailing southern waters in the Summer. One key feature referred to with “land cruisers” is that “they go to windward very well indeed”.

KEN AND DORIS NEWHAM

Ken and Doris (Life members) have moved out of Hobart to Smithton to be near their daughters. We will miss their company after so many years of their presence at club activities

Keith Wells



WANTED TO BUY

2 X children's PFD's
Category 1 please
Age 1 to 2 years
Keith Wells ph 62671168

What Cruisers Do - when they ain't Cruising - Along with the Sting in the Tail

Sue Powell, "Yaraandoo II"

We left Manly, Sydney on January 15th 2006. Our objective - to sail to Kettering in Tasmania where our friends, who had just completed building their house, said we could utilise their shed for storage while we carried out a major re-fit on Yaraandoo II.

We fast tracked down the NSW coast and covered 206 miles to Eden in 35 hrs. We just had time to have friends for dinner one night and dine on another boat the following night and off to sea again.



We left Eden at 5.50am on the 19th January and sailed on a broad reach until we dropped anchor in Norfolk Bay at 4.50pm on the 21st January. We timed this passage so well we did not have to wait for the tide to get through the Narrows into Blackman's Bay or wait for the bridge at Dennison Canal. We spent a peaceful night in Connelly Bay and arrived in Kettering in the D'Entrecasteaux Channel by lunchtime on 22nd Jan - way to go!

That was to be the end of our sailing for 6 months. Mike and I came to the conclusion, some where in Vanuatu, that if we were to carry on living aboard Yaraandoo II for the next 10 years or so, we needed some more creature comforts as we get closer to the dotage stage of our lives.

I have always said we could not venture to New Zealand without heating in the boat. Laundry such as towels and bed linen was getting harder to manage and our fridge system would not allow us to leave the boat for more than 2 days, as it is an engine driven eutectic system, so curbing our explorations.

So further planning and purchasing proceeded at great speed and items were shipped from SA, USA, QLD, NSW and purchased locally at the Oyster Cove Chandlery.

The first task was the heating project. We chose a Webasto 3.5Kw diesel heater with ducted air transfer throughout the boat. Now you may remember an article I wrote called 'Making Purple' in which I described retro fitting a holding tank in an older boat. Let me tell you ducted heating is a task of similar ilk.



The natural position for the heating unit was the aft lazarette. Not much space left in there after the steering quadrant, hot water system, and port and starboard drogue rodes. Still Mike worked his magic once again and the unit was installed with the ex-

haust exiting the stern high in the mid section.

Then came the tricky part - installing 90mm ducting through the starboard aft cabin, behind the wet gear locker for the master outlet then reducing to 60mm ducting to provide outlets in the head, in the saloon and the master sleeping cabin forward. Storage space is still a subject dear to my heart, but

surprisingly very little gear could not be stowed in the original cupboards and now the heating is ducted through out the boat my comfort level has soared to that of a blissful state. (At the time of writing there is snow on Mt Wellington and we have had several frosts on deck - brrrrr)!

This project took about 3 weeks and life would have been much simplified if we had both been able to read German. Fortunately we were able to view other installations on boats in neighbouring pens. Taswegians are very friendly folks and we in turn have assisted with yet another installation, so what goes around comes around so to speak.

A washing machine aboard was thought to be decadent, but all those cruisers who have them say my life will be changed when it is installed. Of course to run a washing machine we needed a boosted power supply.

So after much research we opted for a diesel alternator with a 2.5Kw inverter to produce 240v power.



The diesel, named DAPO – short for **D**iesel **A**lternator **P**ower, is a 2 cylinder Kubota engine with a 210amp Balmar alternator, installed in a sound proof enclosure, which my Captain has made into a work of art. Each panel of the enclosure is interlocking and can be removed for ease of access for the diesel maintenance.

Where did we fit all this extra gear into our cruising home you might ask? The starboard aft cabin has been converted from a double sleeping cabin

to a machine space with a single berth, but which in reality will be used for storage as the guest cabin is on the port side aft. I might add cutting and re-sewing the mattress was an intricate task with the starboard edge of the mattress looking more like a Manhattan sky line than a mattress, with cut-outs to accommodate all the new machinery,



A separate 12v fridge system purchased from Oze fridge in SA was installed in addition to the engine operated system we currently have. The compressor sits in the new machine space starboard aft and a new eutectic plate was fitted in the freezer compartment.

Ducting was then run from the freezer compartment up to the fridge, and with the aid of a computer fan we hoped to force air from the fridge through the ducting in the freezer to cool the fridge compartment so utilising one compressor to cool both fridge and freezer compartments without producing frosting in the fridge compartment. I have to say this has proved most successful and an excellent addition to Yaraandoo II.

The washing machine – again a lot of research was carried out and I veered away from a front loader because of the extreme weights involved (70 - 80kg seemed to be the norm). Purchasing through the caravan market, I opted for a Lemair top loader with a 2.2kg load capacity which weighs 17.5kg, saving a mammoth amount of additional weight in the boat and it only requires 260w maximum power during the spin cycle.

The instruction manual is worth reading for the amusement factor alone because of the translation features. I might add that the settings for the wash cycle are Dirtiest, Dirtier and Dirty but

hey it works a treat and I am very pleased with the final installation.

Of course I do not have a dryer option with the Lemair, but that is why we have a heating duct in the head so we can close the door and create a drying room when necessary.

Well other projects were completed like new running rigging installed, a new canvas cover on the life raft, new cockpit cushions, replaced canvas covers on life rings, new chart stowage compartments completed, a new Gulpa pump installed in the shower sump, all cupboard interiors insulated and so the list goes on. We worked like beavers for the entire period.



Finally the day we should depart Tasmania and head north for Sydney arrived, so we said farewell to our friends in Kettering. We had a fantastic sail across Norfolk Bay to spend our first night in Ironstone Bay ready for an early start through the Dennison Canal being mindful of the tidal limitations. All

went well and we only touched bottom once at the Narrows end. We sailed into a flat sea with a light breeze so decided to recalibrate the compass given all the additional metal we had installed in the starboard aft cabin.

We anchored in Triabunna half way up the east coast to await a weather window to cross the Bass Strait. This is where Murphy struck again! When we went into reverse to set the anchor we did not seem to have much prop wash, however wind assisted we settled in to wait out the expected front.

Two days later a weather opportunity presented itself and Mike did the usual engine checks before we took off, only to find seawater in the saildrive oil. Our first thoughts were another \$4 lip seal had gone and we would have to slip to replace it, and yes the spares were onboard.



However upon slipping we found our situation very much worse hence the “Sting in the Tail”. While in Kettering we were unaware that we had been subject to stray electrical currents, which had attacked the propeller securing nut and sail-drive leg. Now, not only did we have no propeller, but the electrolysis had eaten

the sail drive leg to such an extent it was a write off. The saga is too long to add to this story, so will be the topic of another article in the not too distance future and yes we have photos of the damage.

Suffice to say after 10 days we had secured spare parts, completed repairs and found ourselves substantially out of pocket. We also spent the scariest night ever aboard Yaraandoo II when we had 77knts beam on while still tied in the cradle (the wind was so strong it striped the lettering from the sail cover and we now know the sail cover needs to be replaced) and all this before we crossed the Bass Strait!

Even after the Triabunna delay we thought we could still keep to our schedule in order to attend the July Club meeting, however the weather Gods had other ideas. We had what you ,

might call an interesting trip back. The winds, on average, were SE at 25 to 35 knts however, off Gabo Island the wind strengthened into the mid forties and the seas were so confused with 4 to 6 meter waves, we decided not to carry on to Sydney and pulled into Eden for a much needed rest after 56 hours on the roller coaster.

Much refreshed, but very disappointed we could no longer make the meeting, we left Eden and after another 40 hours on the roller coaster we arrived. In summary, on the return trip we covered 634.5nms in 96 hours over 5 days. I might add that the water temperature had risen from 8°C in Kettering to 10°C in Triabunna (where Mike did dive but had no luck, searching for the missing propeller) to 14.2°C in Eden, to 18.2°C off Barrenjoey.

Now we are happily anchored in Pittwater, thankfully no longer rolling and already making preparations for our next adventure
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CHRISTMAS GREETINGS FROM MERIDIAN



Our plans are well under way for next year - we are planning to head North at the end of March, with a short stay at Mooloolaba on the way. We're on the pile moorings, right in the city, so working is easy. Phil has opted for a sea-change career change and has started work for Brisbane Transport as a bus operator, beginning with six weeks of training. He'll start taking passengers in early December. I'm still temping in the same two-week Queensland government assignment I started in August and it looks like that will continue until Christmas.

Work is still progressing on board "Meridian" with the main focus on making systems as electrically efficient as possible. We get out into Moreton Bay occasionally - it's nice to see the water gradually changing from Brisbane River-brown to Moreton Bay-blue as we head towards the river mouth. And it's nice to be able to go for a swim. Tangalooma on Moreton Island has a lovely beach for that.

Hope you are all well, it is always lovely to get the "Albatross" and see what people have been doing. Merry Christmas and a happy and healthy 2007.

Helen and Phil



There is a use for mobile phones!

Some years ago Wendy and I built a Laurent Giles Vertue, it had been a dream of mine for many years and we had a great time for almost four years as this little ship got nearer to launching date. The Vertue is 25 ft. Long with a 7ft. 3 inch beam and has a reputation as a great sea boat. Unfortunately I was diagnosed with PN during the late stages of building So this slowed things up a little as the legs would not seem to work as hard as they used too.

She was completed and launched in January 2000. We both enjoyed Sailing this little boat for 2 years but decided we had left our run to late and needed a more stable platform and a shed with a door. So we purchased Kiap. We were very pleased when our youngest son, Andrew who lives and works in West Australia said he would take over Island Vertue if we would look after her for 6 months. So we had two boats sideby side in the Kettering Marina. It was sometimes difficult to know which one to go out on. **What has this to do with mobile phones you say, hang on a bit and I will tell you.**

In January 2003 Andrew and a friend set out to sail Island Vertue to West Australia. We accompanied them in Kiap to Recherche Bay, but the weather was not right so we sat there for four days, but the long range forecast saw no improvement. So Andrew made the decision to go up the East Coast, but did not have charts for Banks Strait and Flinders area. This is where the mobile phone came in. A call to wife Joanne in Hobart , "Meet me at the Dunalley Canal after obtaining charts." Island Vertue sailed outside Bruny Island and into Norfolk Bay early the next morning. The mobile Phone was also useful when aground in the Blackman Bay channel after collecting the charts.

The mobile phone was used to keep in contact up the east coast and also into Bass strait, I recall one call when things

were going really well to the effect, we have 15 knots from the nor east and doing 6.5 knots on the log. The news was not so good rounding Cape Ottway with 35/40 knot westerly and going backwards. Eventually they rounded the Cape and made for Portland and some rest. Somewhere on the trip the water bladder in the bow had split so another was ordered and we expressed posted it to Portland for them to pick up. The arrangements all made by mobile phone. The boat also suffered some damage to safety rails which was repaired.

The trip from Portland to Adelaide saw much use of the mobile phone and some good sailing. Andrews' crew decided he had enough of ocean sailing and got off and went walkabout in Adelaide, so Andrew put Island Vertue on a truck and drove the rest of the way to Fremantle.

Island Vertue now lives in the Challenger Harbour Marina Fremantle and when we visit we usually rent an Apartment overlooking her, we are also left the keys so can take her for a sail. The sea breeze in Fremantle can be quite lively so we usually enjoy some good sailing.

In March this year the Lees family in West Australia moved for some short term work commitments to Monkey Mia about 1100 kilometers north of Perth. Andrew sailed Island Vertue up there in June. It took him four days about 90 hours. Most of the time he had good winds from the east and slight seas. Again we kept in contact by mobile phone until just north of Geraldton where the coverage dropped out. And for about 36 hours we were out of contact. It was good when Island Vertue was going through Steep Point, Australia's most westerly point, between the Mainland and Dirkartog Island and we were back in communication again

The return journey was undertaken in late October, the winds at this time of the year are not favourable for a south bound trip. With winds on the nose Island Vertue took over 12 hours to

reach Steep Point where the anchor was dropped until dawn the next day. The trip out through the narrows was under motor and we had a call to say "I'm aground and waiting for the tide to come in." An hour later, "I'm off and heading out to sea." With a confused sea Island Vertue headed 15 / 20 Miles offshore, also to pick up the Leeuwin Current which runs south. We knew phone coverage would drop off soon so wished Andrew a good voyage and settled back to wait until he was further south and in mobile phone reach again

We next heard about 36 hours later when Island Vertue was 20 nautical miles north of Geraldton. There had been little wind and the motor had been used for most of the trip. This meant hand steering, as the wind vane does not work without at least 8/10 knots of breeze. With little sleep Andrew decided to head into Dongarra for a rest and also the wind and sea were turning south and getting stronger Dongarra was a little over half way and was reached just before nightfall. He sailed out early the next morning, but we received a call that with 35 knots and a big sea on the nose he was returning .

However, with a reef in the main and the wind now on his stem he was having a great sail back into Dongarra. As Andrew wanted to get home for our grandsons Jule's 3rd birthday, he decided to leave the boat at Dongarra for a few days and get the bus to Fremantle. While tied to the Wharf at Dongarra he had met a very kindly fellow sailor living on a boat who loaned him his car to go to the supermarket and get fuel and also loaned him a mooring for the time the boat was at Dongarra. As Andrew did not have a dinghy he also, when asked, on the mobile phone would pick Andrew up and take him to the bus stop. With a southerly pattern it was a week before Andrew returned to Dongarra to complete the trip, much use during that time was made of looking up buoy weather off the West Australian Coast and discussing this on the mobile phone. The trip south was very pleasant apart from the first night when a thunder storm followed Island Vertue down the coast.

Andrew sat up most of the night worrying and watching the lightning as we did not put a lightning conductor on the boat when we built her.

A call some 30 hours later said Island Vertue was off Cottesloe Beach and would be back in the Marina soon. There was also a comment to the effect "single handed sailing was OK up to a point ". Joanne and Jules were on their way to greet him with a feed of fish and chips. We were pleased to hear both Island Vertue and crew were home.



Island Vertue arrives at Monkey Mia and Andrew is greeted by son Jules

I do not have a mobile phone and have little use for one, fortunately Wendy owns one, and I concede they do sometimes have their uses.

Dennis Lees.
KIAP

Show Day long weekend .

Photos: Dave
Bryan

