

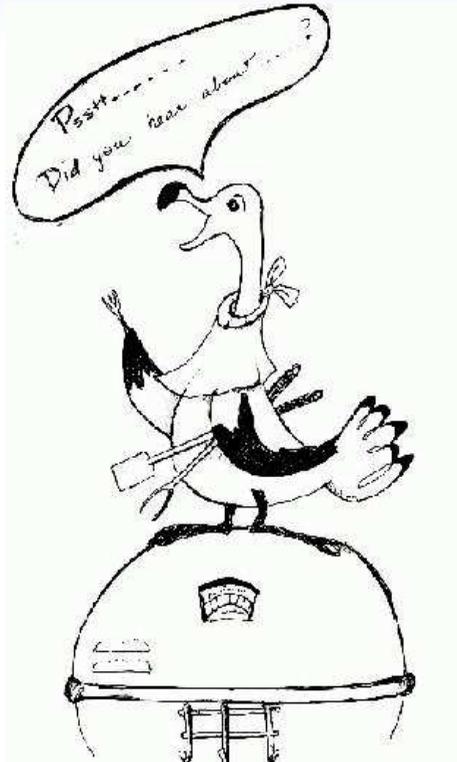


# *Albatross*

Volume 33

No 1

January 2007



Come to the Barbeque

*Newsletter of the  
Cruising Yacht Club of Tasmania*



# THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay 7006

[www.cyct.org.au](http://www.cyct.org.au)

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### From the Retiring Editor

This is my last edition of The Albatross as David and I begin an exciting year with the birth of our first grandchild in Adelaide as well as some overseas travel. Thankyou to all the wonderful contributors and I would like to wish Chris Palmer all the best as he takes over as editor. I know he is full of enthusiasm and has some exciting new ideas for the newsletter.



Would you prefer to have The Albatross sent by email instead of snail mail? We had a most enjoyable time at both the Christmas barbeque and the New Year's Eve trip to Recherche Bay. It looks as if though February should also be a very busy month with the CYCT barbeque, the Wooden Boat Festival, the Royal Hobart Regatta and the cruise which Andrew has organized

Happy sailing  
Di Catchpole

### Scenes from the CYCT Christmas Barbeque



Photos : Andrew Boon



## COMMODORE'S COMMENTS

Welcome one and all to the first Albatross for 2007.

Joy and I are just sitting on our boat in Gentleman's Corner with Quiet Achiever, the only other boat about. It is sunny with a light breeze and we are just relaxing as you do on boats, with no work except a meal and cleaning up afterwards. An amazing life style. We both would like to stay and enjoy it longer.



The Christmas function was a lovely event, quite well attended, however the club had catered for everyone who said they were going to attend at the November meeting. On the day, admittedly a hot one, we were well short of those numbers, and left with heaps of food and only a few apologies. (It is very hard to cater and pay for meat etc, when people do not turn up when they say they will).

The cruise over the New Year to Recherche Bay was well attended with approximately 12 boats making the journey. There were moderate to strong north easterly winds which made the Pigsties a good anchorage.

It was unfortunate that we had to return to Dover to take on fresh water. We are still learning about the systems on board Freelance. With two water tanks connected with a half inch diameter copper pipe, it takes a long time to fill with both port and starboard filter plugs having to be removed so that levels can equalise and air can get out. On the whole it was a good experience especially in seeing how the boat handled the strong north easterly winds.

We recently caught up with Mike and Sue Powell of Yarandoo II as they prepare their boat for a five to six year trip to New Zealand, Hawaii and Alaska, Canada. You may remember Sue gave permission for us to reprint some of her articles in the Albatross magazine. Sue is going to keep us informed of their progress. They are intending leaving Hobart for Nelson New Zealand in mid February.

We look forward to seeing you at the BBQ at Mariners cottage in early February.

David Bryan ASFM

## VICE COMMODORE'S REPORT

The destination for the New Year cruise was Recherche Bay. With an almost stationary high pressure system SE of Tasmania, winds were predominantly NE at 15 knots and stronger from December 30 till several days into the New Year. This made for some good sailing down to Recherche Bay but for those who had to return to their moorings on New Year's Day, it was on the nose most of the way home.



Most members spent a night in Pigsties Bay on Dec 30, enjoying a meal ashore and, for some, an inspection of the site of the French garden. Judy and I sailed from Mickeys Bay to Pigsties Bay on New Year's Eve but had no sooner arrived than it was suggested that we check out Coalbins Bay, as the anchorage in Pigsties Bay was getting somewhat boisterous. We met Neptune on the way around and decided that 'the Bins' was the place to be. Eventually club boats Andromeda, Awitaka, Banks Strait, Junee II, Kiap, Neptune, Obsession, Wilyama, Talisman II and Windrush joined Reflections. We were later joined by potential new members Ian and Wendy Fletcher in Asterix and their friends in a motor launch.

We established a BBQ site on a narrow strip of beach, encouraged by information that low tide was approximately 2300, so the narrow beach should get a bit wider into the evening. Unfortunately, the other part of the tidal information, ie that there was only 100 mm between the previous high tide and the low tide at 2300, was not conveyed. Consequently, we were a very cosy group, but the 30 people who attended managed to share the space quite amicably. Albert Ross was later sighted helming the Vice-Commodore's rubber ducky to the far end of the beach as the expected retreating of the waters did not eventuate.

Pre-dinner drinks were accompanied by a sumptuous spread of rock lobster and abalone, thanks to resident divers from Obsession and Awitaka and others who had success with cray pots. The seafood was superbly cooked and much appreciated by all.

The BBQ plate was a bit congested and suffered some distortion due to the heat and the loading. This led to some serious discussion about means of reinforcing it before the next cruise – David Jones has plenty of ideas. After eating main courses and sharing chocolates courtesy of our Warden and other treats provided by just about everyone, Roger Locke led the

congregation in singing some well known old favourites.

Most people were back aboard their boats just before midnight and at 0000, all manner of hooters, foghorns, bells and other loud-sounding devices came to life. At 0005, the bay was quiet again as most boats were leaving early to return to their homes.

By mid-morning on New Year's Day, only Talisman II and Reflections remained. Leo and Cheryl headed to Southport in the afternoon while we moved into Waterhole Cove to pick up the rest of our family who arrived by car. We spent a quiet night in Waterhole Cove then enjoyed two good days sailing, first to Sandrock Bay, then back to Hobart on Wed 3<sup>rd</sup> January.

By the time you read this, the Australia Day will have come and gone. I will report on that next month.

### **February Events:**

The Australian Wooden Boat Festival is on from Feb 9-12 2007 and the Royal Hobart Regatta is on 10<sup>th</sup> and 12<sup>th</sup> Feb. This is a great weekend to be in Hobart, both ashore looking at the AWBF and on the River watching the events. Consequently, no cruising activity has been scheduled for the early part of the month. On the weekend of Feb 24 and 25, we will aim for The Spit which is in Ralphs Bay (D'Entrecasteaux Waterways Ed 2 page 57). This is an interesting anchorage to get into and offers the opportunity to stretch your legs on Lands End. I will call on VHF channel 16 at 1105.

### **March Events:**

The Port Cygnet Regatta is being held over the long weekend, Mar 10-12. This will be our destination and there is an opportunity for anyone who wants to race to enter the Hobart to Kettering section on Friday night and the Kettering to Port Cygnet leg on Saturday. The Taste of the Huon is being held at Ranelagh this year and it might be possible to anchor at Port Cygnet and get someone to drive you to Ranelagh on the Sunday. Later in March we will have a picnic at Snake Island.

Finally, plan for Easter at Maria Island. This is a great opportunity for anyone who hasn't been through the Denison Canal and The Narrows to follow another boat (preferably one which has a deeper draft than yours!) for a bit of re-assurance. Maria Island is one of my favourite destinations, so I hope conditions allow us to get there.

Andrew Boon

## Rear Commodore's Report

### Club Christmas Function

The CYCT Christmas Function was enjoyed by many of members of the club, their friends and members of the Wooden Boat Club which shares the Mariners Cottage with our club. Although the weather was balmy, it was at a wonderful venue and there was great company I will say that I was very disappointed that a large number of people who had indicated they would attend did not do so. There are a few issues associated with this, over-catering for example - catering was based on 78 people as 78 people had registered to attend. This impacts on the amount of food purchased and prepared, the physical effort and time of carting and setting up (and returning) furniture, shelter and catering goods from the Mariners' Cottage etc. Also, when 26 people fail to turn up, there is a shortfall of \$420 to the budgeted receipts.

I would, however, extend my sincere thanks and gratitude to the group of members that did a considerable amount of work and effort in making the event another enjoyable Christmas Function and also to those who supported the club by attending.

### 6 February 2007 – Club Barbecue

To be held at the Mariners' Cottage from approx 6.00 pm.

**It is important that members attend this event as Albert Ross usually provides a detailed report on those who don't!**

Bring your own food and drinks, and consider shelter eg hats, umbrellas etc. The club barbecues, tables and chairs will be available but as the number of chairs is limited it may pay to bring a folding chairs if you have them. There is a limited amount of cutlery available. The club has both 'normal' and disposable crockery for those that wish to use it. Tea and coffee will be provided. I hope to see you there.

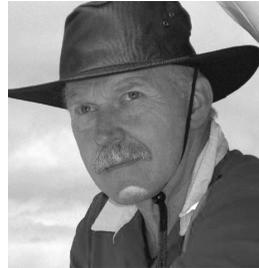
### 6 March 2007 – General Meeting

The March general meeting will be held at the DSS at 8.00pm

This will be informative as Hans Van Tuil will be our guest speaker. Hans 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.

**Milton Cunningham**  
Rear Commodore



Minutes of the General Meeting of the Cruising Yacht Club of Tasmania held at the Wireless Institute of Australia, Coast Radio Hobart Facilities, the Domain at 1840 on the 5 December 2006.

### **WELCOME**

Commodore David Bryan welcomed members.

He explained that the December issue of the Albatross had not been available to post prior to the meeting due to a dispute with PML the current printers, therefore the minutes of the previous General Meeting had not been circulated to the members.

It was agreed to ratify the November General Meeting minutes at the General Meeting in February.

### **APOLOGIES**

Wendy and Dennis Lees

Rob and Margaret Grey

Rosemary and Paul Kerrison

Duncan and Greta Jamison

**GUESTS** – None

**MINUTES** – not available (see above)

### **COMMODORE'S REPORT**

A Sub-committee has been formed by DSS in response to the proposed replacement of the Bridgewater Bridge and other water-based clubs have been invited to join.

CYCT are represented on this committee by Keith Wells, Dennis Lees and Barry Jones. Richard Johnson is convenor of this committee and is to be asked to address CYCT meeting in the future.

Keith Wells explained that the Derwent Valley Council is strongly in favour of allowing vessels up the Derwent River.

D'Entrecasteaux Waterways is being proof read at this time.

### **VICE COMMODORE REPORT**

New Year's Cruise is to Recherche Bay – followed by a visit to the East Coast (unofficial).

### **REAR COMMODORE**

The Christmas function is to be held at 105 Otago Bay Road at 2pm.

Catering will be for 70 people. To date 60 people have indicated that they will be present.

I  
t was emphasised that it was important to park carefully on the road sides.  
Meeting February 6<sup>th</sup> - BBQ at the Mariner's Cottage Battery Point. Please bring all you need.  
March Meeting – Hans van Tuil will be the speaker.

#### GENERAL BUSINESS – None

Meeting closed for business.

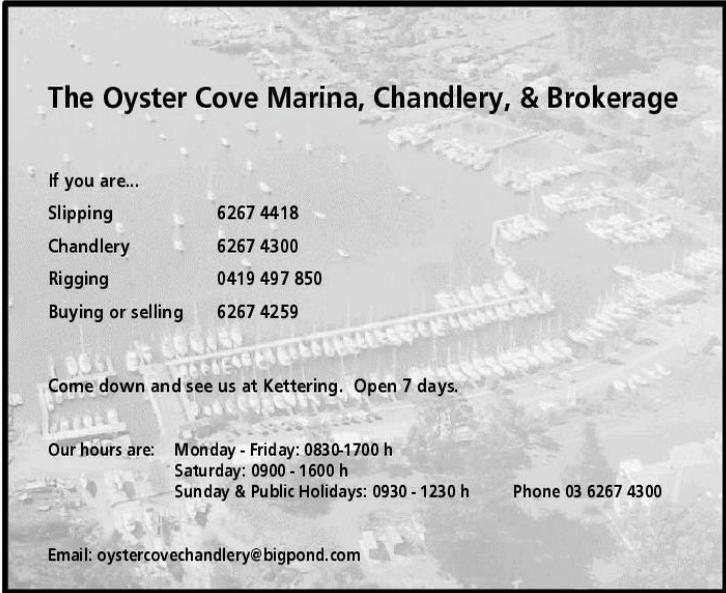
Barry McCann from Coast Radio Hobart introduced Graham, the operator who was watched while he conducted the 1903 CRH sched.

Barry McCann then addressed the members showing slides of the various relay stations' history, and changes of equipment. Voluntary help has been extremely helpful and future volunteers would be appreciated.

Rear Commodore, Milton Cunningham thanked Barry McCann for his interesting and informative talk.

Following the demonstration and talk members enjoyed a BBQ at the Coast Radio Facilities facilities.

Margaret Jones  
Secretary



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### Support for Coast Radio Hobart

The Cruising Yacht Club of Australia recently made a grant of \$5,000 from its Safety of Life at Sea (SOLAS) Trust to the RYCT to enhance TasCoast's radio station. A news article on 29 Dec 2006 at [www.sail-world.com](http://www.sail-world.com) included:

"Tascoast Radio, which is owned and operated by The Royal Yacht Club of Tasmania, the finish Club of the Rolex Sydney Hobart, has provided seafarers with a twice daily radio sked service giving local weather forecasts and taking position reports and messages from small craft since 1983.

The number of boats availing themselves of this service has increased and is expected to further increase following the closure of other Limited Coast Stations and the mooted closure of state operated voice monitoring stations (Coast Radios).

This enhancement will assist the volunteer operators to provide a more efficient operation by allowing simultaneous transmissions of weather forecasts on different frequencies."

An implication which could be drawn from this article is that Coast Radio Hobart won't be around for long. It's great to hear that TasCoast is spending money on duplicating infrastructure as backup systems are always useful, but Australia's best marine radio service (ie CRH) is not closing any time soon.

The time and effort which has been put into building the Coast Radio Hobart network and the commitment of the volunteer operators will continue regardless. A continuous listening watch is kept on SOLAS HF (4, 6 and 8 MHz) and VHF (Ch 16) distress channels, weather forecasts are broadcast three times a day, warnings are broadcast on receipt from the Bureau of Meteorology and position reports are received during operating hours (0730-1930 at present). However Coast Radio Hobart (which was known as Tasmair Radio) still relies on the payment of the annual subscription by users of the service to fund its ongoing operations. If the implication in the Sail-World article is accepted and users fail to renew their subscriptions, it could become a self-fulfilling prophecy.

Please spread the word that Coast Radio Hobart will continue to provide service into the future AND that it is important that users support it through the annual subscription. If yours is not up to date, take \$30 to McCanns Model World, Elizabeth St, Hobart, or post it to Tasmanian Smallcraft Marine Radio Group (TSMRG) GPO Box 1655 Hobart 7001. If you are up to date, you will get a renewal invoice in the mail (these are sent out annually and you may receive yours in January, April, July or October, depending on when you originally joined).

If you are new to boating and would like to find out more, contact Coast Radio Hobart (ph. 6231 2276) and arrange to go to a new members' night. These are held every 5 weeks or so, the next one will probably be in the last week of February.

Andrew Boon

(Technical Support Team, CRH)



New Year's Eve  
Photos: Drew Burgess





**All members are invited to attend**

**the CYCT Barbecue  
to be held at the  
Mariners' Cottage  
on  
6 February 2006 - 6.00pm**

**BYO food and drinks  
Tea and Coffee provided.**

**(Please note that the first  
General Meeting for 2007  
will be held in March at the DSS)**

## Four colourful days celebrating Australia's rich maritime culture

### *The Australian Wooden Boat Festival Hobart, Tasmania – 9-12 February 2007*

The maritime city of Hobart will host its seventh Australian Wooden Boat Festival in February 2007, with the historic waterfront precinct a scene of colour, excitement, action, music and flavours, all inspired by the sea.

Since 1994, the biennial event in and around Hobart's docks has celebrated the unique character and appeal of craft constructed from timber, the world's traditional and time-honoured boat-building material. With its superb native specialty timbers such as Huon and King Billy pine, Tasmania is the ideal location to showcase the craft and art of wooden boat design and construction.

For the first time in its 13-year history, the 2007 Australian Wooden Boat Festival will be held over four summer days from 9-12 February over 2 acres of water and dockside. This festival will showcase a record number of vessels with more than 500 boats ranging from dinghies to tall ships. End-to-end they would form a 4.5km flotilla!

Boating highlights will include:

- The magnificent replica of the 16<sup>th</sup> Century Dutch ship *Duyfken*, as part of her 400<sup>th</sup> anniversary voyage
  - Three traditional bluff-bowed sailing boats from Holland, with their Dutch crews
  - Tall ships HM Bark *Endeavour*, *Windeward Bound*, *Enterprize*, and *Lady Nelson*
  - The new Derwent rowing skiff, designed and built especially for the Festival
  - The Port Fairy lifeboat, world's oldest self-righting, self-draining lifeboat
  - The *Zephyr*, built in 1873 - is she Australia's oldest registered yacht?
- 13 boats over 100 years old

The festival program will blend its traditional events and feature new nautical drawcards including:

- The Parade of Sail on the Derwent River
- The ‘quick and dirty boat building challenge’
- The Shipwrights Village and Maritime Marketplace
- Sounds of the Sea, live music on the waterfront
- ‘Seataste’ featuring fresh Tasmanian seafood

The Australian National Maritime Museum’s research for the Australian Register of Historic Vessels

A \$40 pass covers adult entry to all four days of the Festival. Single-day entry costs \$12 (Friday and Monday) or \$16 (Saturday and Sunday). Entry for children under 16 is free when accompanied by an adult, or \$5 unaccompanied.

CYCT members who have boats in the Festival include Chris Creese, Leo Foley, Dennis Lees and Barry Jones who has recently completed work on his Tahoe 23 designed by Kevin Harkinson in the USA .Tekton is the fulfillment of Barry’s long term ambition to construct this style of boat.

It is traditional timber frame plus stringers clad with plywood and fibreglass set in epoxy. The topsides are finished with a 3mm veneer of cedar and fibreglass. 15000 staples were driven in and later removed. It has a traditional layout including engine position and type – 5.7 litre Chevrolet  
Dimensions – 7m long and 2.1 m wide. Construction was completed over a 4-year period.

[www.australianwoodenboatfestival.com.au](http://www.australianwoodenboatfestival.com.au)

\*\*\*\*\*

The table opposite was compiled by Andrew Boon and may be copied and enlarged for your use. He has a laminated copy near his radios to remind him when to listen to the next item. (Ed)

## Significant times for Marine Radio Communications (S Tas)

EST	EDST	Description	Frequency
0030	0130	Aust MSLP Anal (Manual) Valid 2200	2628, 5100, 11030, 13920 kHz
0115	0215	Aust MSLP Prog (H+36) Valid 2200	2628, 5100, 11030, 13920 kHz
0230	0330	IPS Recommended Frequencies for VMC	2628, 5100, 11030, 13920 kHz
0630	0730	Aust MSLP Anal (Manual) Valid 0400	5100, 11030, 13920, 20469 kHz
0630	0730	Tasmanian coastal waters forecast	2201, 6507, 8176 & 12365 kHz
0745	0745	Coast Radio Hobart weather and position reports	VHF 67, 68 HF 2524, 4146, 6227 kHz
0810	0810	Tas Coast Weather & position reports	VHF 81
0820	0820	Tas Coast Weather & position reports	4483 kHz
0930	1030	Aust MSLP Prog (H+36) Valid 1000	5100, 11030, 13920, 20469 kHz
1015	1115	VMC Schedule Page 1	5100, 11030, 13920, 20469 kHz
1030	1130	VMC Schedule Page 2	5100, 11030, 13920, 20469 kHz
1030	1130	Tasmanian coastal waters forecast	4426, 8176, 12365 & 16546 kHz
1045	1145	VMC Information Notice	5100, 11030, 13920, 20469 kHz
1100	1200	IPS Recommended Frequencies for VMC	5100, 11030, 13920, 20469 kHz
1200	1300	Aust MSLP Prog (H+36) Valid 1000	5100, 11030, 13920, 20469 kHz
1245	1345	Aust MSLP Anal (Manual) Valid 1000	5100, 11030, 13920, 20469 kHz
1345	1345	Coast Radio Hobart weather and position reports	VHF 67, 68
1430	1530	Aust MSLP 4-day forecast, Days 1 & 2	5100, 11030, 13920, 20469 kHz
1430	1530	Tasmanian coastal waters forecast	4426, 8176, 12365 & 16546 kHz
1445	1545	Aust MSLP 4-day forecast, Days 3 & 4	5100, 11030, 13920, 20469 kHz
1810	1810	Tas Coast Weather & position reports	VHF 81
1820	1820	Tas Coast Weather & position reports	4483 kHz
1903	1903	Coast Radio Hobart weather and position reports	VHF 67, 68 HF 2524, 4146, 6227 kHz
1830	1930	Tasmanian coastal waters forecast	2201, 6507, 8176 & 12365 kHz
1845	1945	Aust MSLP Anal (Manual) Valid 1600	5100, 11030, 13920, 20469 kHz
2145	2245	VMC Information Notice	2628, 5100, 11030, 13920 kHz
2200	2300	Aust MSLP Prog (H+36) Valid 2200	2628, 5100, 11030, 13920 kHz
2215	2315	VMC Schedule Page 1	2628, 5100, 11030, 13920 kHz
2230	2330	VMC Schedule Page 2	2628, 5100, 11030, 13920 kHz
2230	2330	Tasmanian coastal waters forecast	2201, 6507, 8176 & 12365 kHz
Hourly 0700- 1700	Hourly 0800- 1800	Warnings for QLD, NSW, VIC, TAS and SA	4426, 8176, 12365 & 16546 kHz
Hourly 1800- 0600	Hourly 1900- 0700	Warnings for QLD, NSW, VIC, TAS and SA	2201, 6507, 8176 & 12365 kHz
On receipt	On receipt	Coastal waters wind warnings via Coast Radio Hobart (0715-1945 only)	Announced VHF16, 2182, 4125, 6215 kHz, broadcast on VHF67, 68, 2524, 4146, 6227 kHz.

## Making Purple

Sue Powell Yaraandoo II

Cruising Projects – the Dreaded Holding Tank! Heads, Dunnies, Loos and Poo and all those Forbidden Topics of Conversation - From a Woman's perspective!

*(For those interested the technical details are in the addendum).*



Since Mike and I have lived aboard Yaraandoo II, for 8 years now we think we have a pretty good team effort system for the boat projects we tackle. We have during these years carried out a total refit of our beloved home and still manage to enjoy good times cruising and socialising with special friends.

Yet, I have noticed for cruising couples that boat jobs are much more prone to be classed as either “PINK” or “BLUE” jobs, than those projects tackled by our land based friends. To retro fit a holding tank on an older style boat with limited space, while living aboard, one needs patience, money, time and above all a sense of humour! And yes the ability to share tasks hence Making Purple.

We left Sydney to escape the cold and had a fantastic run up the coast, until we settled with friends in Raby Bay, as once again my health was causing problems and I had to wait to see yet another ENT specialist. So we decided it was an opportune time to order a made to measure holding tank, with a 10 to 15 days delivery promised.

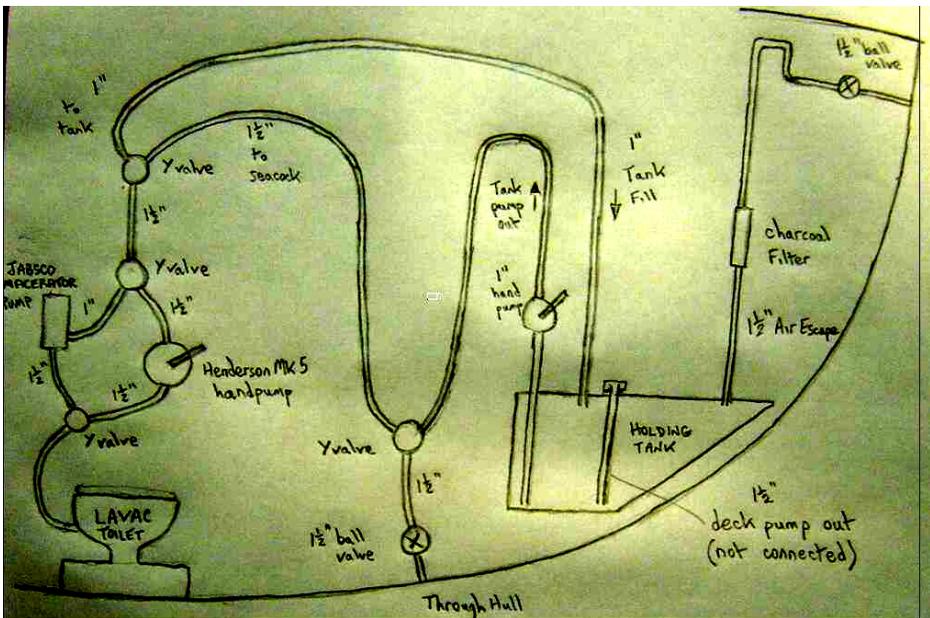
The puzzle begins. Much thought was given to the best location in order to limit the amount of lost storage space, a subject dear to my heart! Our head is located next to the wet-gear locker, so we sacrificed the bottom of that for the tank itself and the plumbing route took space from 3 cupboards in the head and also from the first aid cupboard above the wet-gear locker. All this because I did not want to fit

an electric toilet, as I believe our Lavac System to be the Rolls Royce of marine toilets and it is so maintenance free.

It took Mike a couple of days to get the cardboard cut-out perfected, to ensure the exact measurements and hose connection positions, before placing the order as we had to be certain it would fit through the cupboard door. Once the order was placed, we then set about getting all the various plumbing apparatus required.

Now ladies if you do not like visiting chandleries, I suggest you get a good book – recline onboard with a bottle of bubbly or whatever drink you need to de-stress to keep you company, as your captain may be away for some extended periods.

We spent hours sourcing parts and naturally we could not get them all at one location. We needed hoses, valves, hose clamps, macerator pump, manual pump for emptying the tank, hoses, breather loops, angled bends to change the direction of the hoses, deck fittings, a charcoal



ffilter, plus the various nuts bolts and fastenings, not to mention the new hole saws as the ones onboard were not big enough for the 38mm hose. (I did manage to score a new pair of deck shoes so was a happy little vegemite for a considerable time).

Now while all this purchasing is going on, don't forget that tasks have to be discussed with friends and other cruisers. Ladies be prepared – loos, heads and all matters concerning human waste are talked about at any time of the day - during the installation. We talked over the radio while having breakfast, during morning tea – especially at happy hours and yes – even at the dinner table. Ten to fifteen days – hey! I am a cruiser I can handle any conversation topic. Beware! There can be traps – our tank took 37 days to deliver and I can tell you the conversation topic wears a little thin by then.

We managed to strangle the subject by taxing the topic, and forfeiting



\$2 for every mention of anything remotely connected with holding tanks and boy did that supplement the wine bill, it worked a treat.

Once the parts were obtained it was a simple matter to install – WRONG! Mike had to fashion curved wooden blocks to hold the valves

against the curvature of the ship's side – not an easy task with limited tools. Day by day the jigsaw puzzle came together with both of us doing contortionist acts to hold equipment in place to be glued, screwed, or fibre glassed to be secured.

Did I mention all the cupboards that had to be emptied for this

plumbing to be done? We were provisioned to go to the Louisiades and so both the double back cabins were stocked to the hilt and woe betide if we needed something usually stored in either space. Once again I know each and every item individually, as it was moved many times! Patience is a virtue – who said that?

One day dawned and all the plumbing was installed ready for the tank to arrive, or so I thought, but then it all had to come out so the fixing blocks could have 5 coats of varnish, as all marine installations should be protected properly. Of course I knew that, but I was so excited because it looked almost complete I was simply overwhelmed. I had also forgotten that the blocks needed to be fibre glassed to the hull. Still secure is good – who would want a loose holding tank moving independently in rough weather conditions?



It was about this time my humour dived or should I say plunged down the plughole as I contacted the flu. I felt very much like A. A. Milne's dormouse, when it was prescribed a different location for recuperation, while all he wanted was his bed of Delphiniums Blue and Geraniums Red. All I wanted was to get better quickly and my home to look like home instead of a war zone and get cruising.

Day 37 did come and the holding tank did fit through the cupboard; and yes it took several more days to install the filter and breather pipes. I am not enamoured with drilling holes in my ship's

side, but breath the tank must so it had to be done. The system is best kept aerobic, so the bugs need oxygen to stay alive and not smell. The alternative is anaerobic, like a septic system and we all know about those smells.

I am happy to say the project is now completed and because Mike fitted new shelves in the wet-gear locker we managed to re-stow everything despite the lost space where the tank was installed.

We had a little celebration with some cruising friends and Jim's toast as we drank the champers said it all –

“Long may your holding tank remain a virgin”.

Hear, hear to that and so said all of us, as we drank and partied on long into the night as cruisers have a penchant to do when a project has been successfully completed.

(Meantime while the mainly blue job was in progress – yours truly made new cockpit cushion covers, fender covers and cleaned the family silver – that is, all the stainless steel for those who don't get my drift). Of course as the days progressed, I kept my captain happy by baking and topping up his empty glass every now and then.

Yes! Cruising is working in lots of different locations and long may it remain so – making purple is just fine.

Sue Powell - Yaraandoo II

*PS: For those not living aboard permanently a Porta Potty is a much cheaper yet legal solution!*

### Addendum for the technically inclined

\$ 612.00	Atlas Holding Tank
345.00	Jabsco Macerator Pump
79.00	Whale Gusher Urchin (25m) Bilge Pump
286.00	Aquavalve Y Valves ( x 4)
41.30	Aquavalve 38mm straight Hose Tail (x 7)
12.80	Aquavalve 38mm 90° Hose Tail
12.80	Aquavalve 120° Hose Tail
34.80	Aquavalve 25mm straight Hose tail (x 3)
21.40	Plastic Ball Valve 38mm
8.90	Plastic Through Hull fitting 38mm
5.20	Cover Plate for through hull
38.45	90° Elbow 38mm (x 3)
36.00	Hose Tail 38mm (x 4)
10.40	Hose Tail 25mm (x 2)
134.55	Hose Clamps 38mm hose (x 39)
33.60	Hose Clamps 25mm hose (x 12)
30.40	Toilet Hose 38mm (x 2)
36.00	Toilet Hose 25mm (x 4)
116.00	Charcoal Filter, Breather Pipe 38mm
10.90	Waterproof Switch (25 amp)
27.90	Circuit Breaker (25 amp)
<b><u>\$1933.40</u></b>	



New Years Eve at  
Recherche Bay  
Photo: Drew  
Burgess

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