



Albatross

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*Chris Creese inspects the ruins of the steam crane on Tasman Island. On the other side of the Hole-in-the-Wall is The Blade and Cape Pillar. Photo: Erika Johnson
See article on page 7*

**Newsletter of the
Cruising Yacht Club of Tasmania**



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Contents

Editorial.....	1
Commodore's Report.....	2
Vice Commodore's Report.....	3
Rear Commodore's Report.....	6
Reviving Tasman Island.....	7
Berrimilla II – Hobart to Sydney via UK.....	9
New Zealand - Our First Encounter	16
Boat Handling	18
Going About.....	21
Application for Membership	24
CYCT Calendar	25
Cruise of the Year Award and Cruising Plaques.....	26
Minutes of General Meeting – 01-05-07.....	29

Editorial



If you are one of those souls for whom time goes slowly and whose life lacks excitement, I recommend you find a position as editor of a yacht club newsletter. The monthly deadlines come around with frightening rapidity and panic becomes a feature of the editor's day (and night) as printing gets closer.

But it has its compensations - you get to know more people in the Club, and articles and photos suddenly begin to appear in your inbox.

This month we have the first part of a two-part article by Erika Johnson about the Tasman Island Lighthouse. Part One concerns the history of the lighthouse, and next month we will hear of the exploits of a group that included CYCT members – the Friends of Tasman Island – who undertook some repair and restoration work on the island. This is an excellent

article and I am very grateful to Erika for sending it. I am sure you will find it fascinating.

May saw the running of the Donald Sutherland Memorial Navigation Cruise, followed by dinner at the Mermaid Café. Unfortunately, your editor was not able to take part due to a house full of non-boating visitors from the North Island that weekend, but I am told that it was a most enjoyable day and that the dinner was excellent. Photos from Duncan Jamieson certainly seem to support that (p32). (My shore-bound status was not without its compensations however – the visitors, foodies all, arrived with numerous goodies from Melbourne delis and a couple of Sri Lankan curries. Yum!).

In this issue of 'Albatross', we conclude the epic voyage of *Berrimilla's* global two-handed circumnavigation. I was fortunate enough to be in the small group of boats that met *Berrimilla* in the Channel – the first human contact since they left Falmouth some four months previously. It was a memorable occasion.

Also in this edition is an article originally written as a guide for instructors teaching boat handling skills as part of the Royal Yachting Association (RYA) Yachtmaster course. While it may have been written for instructors, the topics covered are very relevant to all sailors, and the practical exercises described would be worth undertaking by any boat owner or even used as the basis of a practical Club day on the water. This article is courtesy of Clive Mason in the UK, whose website www.sailtrain.co.uk is well worth a visit.

Much more, of course, including details of the Cruise of the Year Award, and if you want to both contribute to the quality of this (your) newsletter **and** acquire a decent bottle of port, read the 'Going About' section.

Chris Palmer

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Commodore's Report



Richard Johnson's talk last meeting about the history and current situation regarding the Bridgewater Bridge was very informative. If we as boating people wish to keep this waterway open and navigable to New Norfolk, then each and every one of us must lobby both the local State and Federal politicians to have our interests taken into consideration to keep our Derwent River navigable as it always has been. The CYCT is supporting this viewpoint as are the other boating organizations in the greater Hobart area.

The Donald Southerland Navigation Cruise was another great day - superb weather wise and enjoyable for the participants. Thirteen of our Club boats took the challenge set by Leo. *Reflections* and *Freelance* were control and start boats. For us, it was interesting to watch from the other side of the fence. We thank our sponsors - Watty!, the Oyster Cove Chandlery and the Fibre Glass Shop for their generous support. We also thank the Mermaid Cafe at Kettering where a great dinner and a wonderful evening was enjoyed by more than 30 members and friends. Warmest congratulations to all crews for their participation and to the winners, *Stryder*, *Windrush* and *Foxy Lady*.

Just a reminder that Milton will be conducting skills for children prior to our next general meeting.

I am looking forward to hearing Eddie Wilson give a talk and demonstration on things 'diesel'. I am sure we can learn a lot from him.

Our Club has been approached by Huon Aquaculture to provide input into their proposed changes to the consolidation of leases in the lower Huon River and in the Zuidpool Rock area. We will continue to keep you informed about these developments.

Yours in safe boating,

David Bryan AFSM

Vice Commodore's Report



Reflections is now back in her marina berth after an exciting trip back from the East Coast, after a wonderful extended Easter break. Catching a small wave at Marion Narrows added a bit of excitement to our trip home – my gps receiver told me that the maximum speed for the trip from Orford to Hobart was 10.1 knots and I think we achieved that trying to imitate the surfboard riders who were watching us.

Donald Sutherland Memorial Navigation Cruise

The run of good weather for Club events continued, with a fine day and lights winds. Ten starters picked up their instructions from *Freelance* in Little Oyster Cove and attempted to follow Leo Foley's instructions. *Freelance* and *Reflections* were control boats and they too attempted to follow Leo's instructions, almost to the letter. Brian Links did a sterling job, acting as Cruise Director in Leo's absence



Asterix, Foxy Lady, Irish Mist, Kiap, Patience, Sagres, Somerled, Stryder, Windclimber and Windrush set off with high hopes of winning one of the fantastic prizes which our sponsors had provided. After a brief examination of some shore structures, a trip to the Woodbridge jetty and across to Green Island and Snake Island, they made their way to Apollo Bay to seek a famous racing yacht, then have some lunch.

The controls had a bit a trouble keeping up, but it was a lovely sunny day and the fish were biting.

Asterix had time to set a cray pot in Bull Bay before starting the afternoon segment. The questions must have been challenging as it was dark before the last answer sheet was passed to yours truly at South Haven marina. There was just time to enjoy a couple of pre-dinner drinks and nibbles and tidy up before heading to the Mermaid Café for a most enjoyable evening. Scores were tallied, checked, moderated and finalized, then, after the winning crews auditioned for Australian Idol (ably MC-ed by Gail Links), the winners were announced.

Nick and Chris Creese on *Stryder* proved that you don't need electronic aids, on-board internet or a brains trust at home to do well, by winning the Navigation Cruise with room to spare and coming second in the Navigation Questions. John and Noel Brodribb on *Foxy Lady* were runners up in the Navigation Cruise and won the Navigation Questions section and Keith Wells and crew (Chris and Kevin) performed creditably to take out the Crew Question section.



Apollo Bay

Commodore David presented the prizes: a

4-litre can of antifouling donated by Watty! Paints to *Stryder*, \$50 open order from the Oyster Cove Chandlery to *Foxy Lady*, \$25 open order from The Fibreglass Shop to *Windrush* and two bottles of wine to *Stryder*.

Next year's Navigation Cruise promises to be an interesting event, as I anticipate it will contain exercises which cannot be done with electronic chart plotters!

Thanks very much to Leo, Brian, Cheryl and Gail for organising this years Cruise, and thanks to our sponsors: Watty! Paints, Oyster Cove Chandlery and The Fibreglass Shop.

Bull Bay

Sunday May 13th, the day after the Navigation Cruise was another fine, mild, calm day. *Asterix* and *Reflections* checked out Bull Bay with the intention of going ashore at the little beach but decided that the 0.5 m NE swell could have ended up swamping small rubber duckies, so we relocated to the beach east of the Dennes Point jetty. *Sagres* and *Future Days* joined us there for a BBQ.

Future Days is a brand new boat, built by Roger in his back yard. We hope to see Roger and Lyn on future cruises (so I can have a look aboard!). While anchoring, Roger noticed a large drum just below the surface about 70 m NW of the remains of the old jetty (NE end of the beach). If you are coming in or out of the bay, give this area a wide berth.



Future Days at Dennes Point
Photo – Andrew Boon

The Quarries

Hopefully the run of good weather will have continued for a weekend trip to The Quarries (May 26/27).

Norfolk Bay, June long weekend (9th – 11th)

This is our last overnight trip until late September. Weather permitting (as usual) we will head for Norfolk Bay and experience the shallower waters for a few days. I'm told there is a chocolate factory at Taranna which is worth a visit and only open on Saturday, so that might be the first port of call! We might get the opportunity to catch up with Tony and Sallie Creese in Eaglehawk Bay at some stage, and hopefully do a bit a sailing and fishing as well. So put on your thermals or fire up your heaters and join us for the weekend.

Listen for (or call) *Reflections* on VHF 16 then 77 for information about destinations within Norfolk Bay (or about Plan B, if conditions are not suitable for Norfolk Bay).

Apollo Bay, Sat 23rd June

This is a day trip, to charge the batteries.

There are no cruises planned for July or August.

Andrew Boon

Rear Commodore's Report



1 May 2007 – General Meeting

Richard Johnson was the guest speaker at the May general meeting. He gave members an overview of the history of the bridges across the Derwent River at Bridgewater. He has been actively involved as a representative of the yacht clubs of the south since the replacement of the bridge was mooted in the early 90s. He has been involved with many committees and lobby groups to try and ensure that the Derwent River remains as a navigable water way for all vessels that are able to

navigate under the Bowen Bridge.

The argument that he presents on behalf of the boating fraternity is that the Bowen Bridge has now established the height of vessels that are able to navigate to New Norfolk; therefore any replacement of the bridge should have the same clearance as the Bowen Bridge.

He also highlighted the different engineering reports relating to the life expectancy of the bridge and the cost of replacement cables that are required to restore operational capability of the bridge lift span.

He explained many of the difficulties with the site and the problems that have been experienced with anthropological, heritage and other interested parties and also the use of previous federal funding by past governments. He explained that the issue had become political with the support of local councils, the New Norfolk business community and other lobby groups attempting to gain Federal support.

The extent of the problems with the bridge and the political nature of the problem became even more evident in the article on page one of The Mercury newspaper on Thursday 17 May. According to the Minister for Infrastructure, Jim Cox, \$2m is required to make the bridge operational once more. This cost not only includes the cost of the replacement cables but also a \$1.5m upgrade of the bridge control system. The bridge now appears to be closed indefinitely unless the boating fraternity and community interests can demonstrate the political will necessary to change the governments mind in relation to the bridge.

5 June 2007 – Junior members

A number of activities for junior members will commence at the DSS at 6.00 p.m.

5 June 2007 – General Meeting

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

Huon Aquaculture has been invited to make a short presentation of 15 minutes to the June general meeting regarding their plans for marine farming development.

Eddie Wilson will be our main guest speaker and will speak to members about operation and maintenance of marine diesel engines. Eddie is regarded as a well respected expert in this area. I encourage members to come along to Eddie's presentation.

3 July 2007 – General Meeting

It is hoped to have representatives from MAST to discuss boat mooring development and planning policy for the South Eastern Tasmanian waterways.

Milton Cunningham

Reviving Tasman Island

Erika Johnson

Part 1 - History of a Lighthouse

Tasmania's iconic Tasman Island Lighthouse has been a familiar friend to mariners since it was built in 1906. It is one of the most isolated light stations in Australia perched atop cliffs soaring 250 metres straight out of the sea. A narrow passage, known as The Hole in the Wall separates the island from the spectacular coastline of the Tasman Peninsula.

The initial reaction from members of the Hobart Marine Board when visiting the island in the late 1880s was that the person who had suggested the island as a site for a lighthouse was not altogether *compos mentis*! Despite this, a site was cleared for a lighthouse but work then lapsed for a number of years. It was not until 1906 that a lighthouse was finally completed with the Master Warden, A.E. Risby, performing the opening ceremony on 2nd April.

The pre-fabricated tower and lens, manufactured by Chance Brothers in Birmingham, were shipped from England. The tower, constructed of circular cast-iron plates, was bolted together and positioned on a concrete base 26 metres in diameter. The first-order Fresnel catadioptric lens was specially tilted to allow for its high location, 276 metres above the sea. The keepers' cottages, also built in 1906, are of solid brick and sheds for wood and coal were built under the same roof for protection from the wild weather. The total cost of construction was around £20,000, a considerable sum in those days.

Once thickly forested, the island was soon almost bare as a result of the cutting of trees for firewood and two severe bushfires. As early as 1913, the Station Superintendent thought *“the effects of denuding the island for a fuel supply”* was perhaps the reason for severe storm damage at the light station. Today, the native vegetation is making a come-back with small pockets of shrubs appearing in more sheltered areas.

Access to such a remote light station was always very difficult because supply ships were not able to approach close to the precipitous cliffs of the island. Initially landings were on the north-west side of the island where a steep track called the *Zigzag* was built. Then another a landing was built on the more sheltered north-east corner of the island. Cargo and personnel were transferred by flying fox to a landing stage, before being winched, on a trolley, up the cliffs. The winch was, initially, powered by a somewhat stubborn horse before being replaced by a generator in the 1950s. Now, access is made much easier by helicopter!



Tasman Island Lighthouse through the window of one of the Quarters buildings.

For the first 20 years pigeons provided a link with the Tasmanian mainland. Then in 1930, wireless communications were established and during the war years, keepers were given special instruction in signals. Naval personnel were also stationed on the island. The introduction of a radio telephone further reduced the sense of isolation. Today it is even possible to get a mobile phone signal from most parts of the island!



Initially powered by kerosene, the light was converted to wind power with a battery bank in 1975 and its operation was automated in 1976. This precipitated the demanning of the light station on May 20 1977. The original lens and its clockwork mechanism were removed and restored and are now housed in the Australian National Maritime Museum in Sydney. In 1980 the Tasman Island Light station was added to the Register of the National Estate as well as the Tasmanian Heritage Register, and in 2004 the Lighthouse was included on the Commonwealth Heritage List. The current quartz halogen lamp was converted to solar power in 1991.

Today the island is part of the Tasman National Park, managed by the Parks & Wildlife Service.

The Light Station Quarters seen from the lighthouse balcony. Cape Pillar and The Blade in the distance

Berrimilla II – Hobart to Sydney via UK

Falmouth to Hobart

Over two previous issues we have printed extracts from the internet log of Berrimilla on her two-handed voyage from Hobart to Falmouth following the 2004-05 Sydney to Hobart race. At Falmouth, preparations were made for the forthcoming Fastnet race in which our heroes acquitted themselves with great distinction, gaining a second place in the two-handed Division and 11th overall. They were surprised and honoured to be told on the return leg of their voyage back to Australia that they had been awarded the Royal Ocean Racing Club's Seamanship Trophy, awarded each year for an outstanding act of seamanship.

This extract covers the non-stop journey from Falmouth to Hobart. After reaching Hobart, Berrimilla sailed to Sydney in time to compete in the 2005 Sydney to Hobart. All in all, a mighty achievement – one of the great sailing exploits of our times.

These extracts from their internet log are reproduced with the kind permission of Alex Whitworth and Peter Crozier. You can read the whole amazing journey on www.berrimilla.com.

Sitrep: 1300hrs 20 Aug 2005 UTC 49°47'N 005°24'W Ref 300



Berrimilla departing Falmouth

And here beginneth Act 5. Sad to leave our friends on the Falmouth fuel wharf - after suitably medicinal farewells - and really nice to see the numbers in the GPS winding down again. We have to average 120 miles per day to make my ETA - so at 10:00 each day, I'll do a distance travelled to see how we're going. We're a bit ahead just for the mo doing 7.8 knots and throwing huge quantities of water aside as Berri lumbers through the waves with about 3 tons of extra weight on board.

**Sitrep: 1840hrs 26 Aug 2005
UTC 39°03'N 013°01'W Ref 314**

I've just conducted a small experiment. I tossed a roughly 20 cm square coloured and highly visible cardboard box (definitely biodegradable) over the side and watched it as we moved away. Remember, bright sunlight, no wind, no wind waves, just swell and we're doing 3.5 knots. It was clearly visible until it rose over the next wave astern, about 150 metres away about 2 minutes later and then I never saw it again, even with binoculars. Wouldn't have sunk or drifted sideways - we just weren't on the tops of the swells at the same time. A human head in the water would be much harder to see - a strobe might have a better chance, especially at night, but crew drills and quick action are clearly the go. A trail of floating objects would be a good start, plus the GPS MOB button.

Sitrep: 0500hrs 16 Sep 2005 UTC 05°41'N 022°51'W Ref 366

We've had a wearying few days but we seem to be south of the nasties and pointing more or less at the hump of Brazil instead of the Amazon. We hope that we will be lifted around to head for Trinidad as we move south. Our difficulties were capped by some unintended man overboard practice yesterday. We'd just finished one of the many headsail changes and put in a reef. Pete went up to weather of the boom to put in the knitting along the foot - something we've done a hundred times - I went down to get my jacket because it had started to rain quite hard and as I got inside, the boat gybed violently. I jumped back up, looked

forward, no Pete, looked aft and saw him in the water swimming for the turbine line. I let go both sheets and brought the boat into wind and we were almost stopped by the time Pete had grabbed the line and turned on his back. The boat parked beam on with the sails feathered - essentially hove to - and I pulled him in on the line. At which point it became clear just how hard it is to get someone heavy, wet and slippery back into a tossing heaving boat. We managed - Pete has a big graze on his shin but otherwise undamaged and we're both much wiser and less complacent. I will write this up more fully with all the do's, don'ts and the mistakes that caused it - an edifying experience and one that should not be wasted.

Sitrep: 2330hrs 30 Sep 2005 UTC 21'10"S 026'05"W Ref 400

It's woolly black. It's raining. There's nowhere to sit inside the boat on the port tack so out in the cockpit, crouched under the dodger. Berri and I move through the night together - there's no outside world, just the glow from the instrument lights reflected back from the cockpit sides and the shiny bits of Kevvo and the pushpit and the backstay and the eerie shadow of our Oz ensign flapping on the tiny afterdeck in the light from the stern light at the masthead. Rhythmic thumping as the waterlogged RANSA burgee flaps against a shroud in the 25 knot breeze. The occasional crash as we hit a wave and the spray flashes back over the dodger and I cringe back even further underneath its friendly but very limited shelter. The shudder as the forestay shakes after the impact of the wave. If I pull my hood tight around my face and risk peering over the top for long enough for my eyes to fill with rain and accustom themselves to real darkness, I know that I will be able to - just - make out the dimmest, faintest silhouette of the #3 against the background of the cloud which seems to wrap the horizon very close all around us. The surge of water around the hull and the brilliant gleam of the masthead light reflected by the glowing white of the spray and froth as it bustles past us and occasionally a few sparkles of phosphorescence. Lovely. Uncomfortable, dank, miserable - but lovely. Wouldn't be anywhere else. I wish I could film it so that I could replay it some time in the noisy city and remember how I feel and how at the same time, perversely, I long for dry clothes and a comfortable bed and more than a couple of hours sleep. About 68 days to go.

Sitrep: 2355hrs 07 Oct 2005 UTC 31'51"S 016'16"W Ref 422

Enter the rolling hitch - a wonderful knot that most sailors never use and can't tie. It is a very simple three turn knot that you tie with a second line around a rope under tension, (or a pole or a bar), and the second line locks onto the first when you tighten it and can then be used to substitute for the first from the point of attachment.

So there I was - jib sheet under tension and I had to get the tension off the end of it so that I could sort the mess and keep the sail working. I tied a rolling hitch around the sheet forward of my little bit of spaghetti using a short length of 6mm spectra and led the spectra back to a halyard winch and tightened it. It took up the strain and started to pull the boat along and I was able to unravel the now free tail of the sheet, put it back through the correct block and grind it onto its own winch before

releasing the spectra strop. Cosy, but you gotta know how to tie a rolling hitch. In the dark. First time. Go practise, if you are planning to come this way - it could get you out of serious trouble. The standard stuff up when it comes in useful is when you get a jammed riding turn around a winch. Teach it to your kids.



Nav station - the 'cone of silence'.

**Sitrep: 0400hrs 17 Oct 2005 UTC
40°03'S 003°57'E Ref 447**

The roaring forties are doing their thing. Barometer has dropped 12 mb in 18 hours, mostly in last 12. We've got a gusty 35 - 40 kt NW with very nasty quartering sea that occasionally - quite often - catches Berri unawares and throws her 60 degrees around and everything slats for a bit till Kevvo¹ gets his wind back and sorts it out. Disconcerting though. Storm Jib and tri and going too fast most of the time. Will go up and ease the tri to see whether it helps. Into party gear. Now done - still in full PG - tri eased so that forward half flat against shrouds and only small aft corner curling back and pulling. Seems to have helped tho wind has dropped too - short lull between squalls. Wish I could have filmed the scene - spreader lights on, orange storm jib quivering under the load, tri taut and rigid, big steam

trains of waves roaring in from std qtr with tops breaking and luminous from spreader lights - sometimes crashing against the side and exploding into flying diamonds of solid spray three metres high across the whole front half of the boat - sometimes just sliding underneath pussy cat like - Berri slewing and pitching violently with each one, storm jib occasionally stalling and shaking. Wonderful sight and experience, but always that grab of fear as the violence unleashes. So have made a cup of tea with 2 T bags - strong enough so, as the Scots say, ye could trot a mouse on it.

¹ Fleming wind vane self steering gear – made by Kevin Fleming in South Australia.

Sitrep: 0615hrs 23 Oct 2005 UTC 38'39"S 015'52"E Ref 475

I remember sitting in the cockpit yesterday in the midst of the uproar and chaos - stomach knotted with that sort of mild foreboding - not fear - that is always corroding the vitals but revelling in the majesty and indifference of the seething blasting masses of water and wind. The storm jib was set on a one metre strop, so the solid water was going underneath most of the time but the almost solid spray was hitting the orange sail all the way up and cascading down off it and blowing horizontally away under the foot and around the leech. Marvellous - the sail was glistening even in the grey gloom and broke into triumphant sparkling glory when the sun came out for a few seconds in a gap in the scud. Football fields of white water undulating back from the breaking crests as the waves passed under us. And noise - you always remember the noise - a roaring shriek with spray buffeting the back of my hood and the hissing surge of tons of water smashing past and over the cockpit. Halyards banging and whirring, Kevvo's vane horizontal, quivering and shaking and the continuous thump of the hull throwing aside vast masses of water into sheets of spray - the upwind sheet moving sideways, upwards and instantly curving back across the boat as the wind reached it.



*Berrimilla sails up the D'Entrecasteaux Channel
Photo: Chris Palmer*

And I remembered the single hander who was lost recently down here in one of these and was sad and the knotted foreboding felt like dread - but the spectacle was so vividly alive and enveloping that in the end it doesn't frighten. And there was the albatross - serene in 60+ knots, - head to wind, looking down at me and laughing a lot.

It's a lot scarier at night though.

Sitrep: 1400hrs 23 Oct 2005 UTC 38'49"S 016'29"E Ref 477

Just had 3rd knockdown - 70 -80 kts sea white mast hi waves vicious breaks from all directions lost glasses cant see keybd - 4th kdown/ will just have to sit it out.. unfunny. love y'all.

Sitrep: 0837hrs 28 Oct 2005 UTC 37'51"S 021'53"E Ref 496

I've just made bread. Anyone who has romantic notions of the soothing feel of the dough and the tactile sensations and illicit pleasure of kneading and rising and the ultimate satisfaction of the smell of baking - forget it - anyone who tries to make bread in a tossing gyrating small boat with no work surface, no stowage for the necessary implements and bowls, nowhere to 'cover with a damp cloth, place in a warm spot and allow to rise until dough has doubled...' (if you try, you'd better be prepared to sit on it) - that person should be certified instantly and removed for their own safety. It's a refined form of masochism and at the end, you have a monster cleanup of spilled flour, crumbs, hardened dough, bowls, frying pan etc. All for about 8 slices. Very nice to have and to hold, perchance to eat, but worth the candle? - I think not!

Sitrep: 0500hrs 08 Nov 2005 UTC 39'53"S 046'25"E Ref 532

Health matters - we're both losing the skin from our fingers - my first and second fingertips are now down through the first six or so layers and down to the bright pink living skin. Keeping the industrial lanoline up to them and will start wearing gloves on deck. Makes intricate things very difficult - just have to fumble slowly or, as one of my favourite Lecturers once wrote, employ the science of muddling through.

Sitrep: 0840hrs 12 Nov 2005 UTC 42'46"S 055'20"E Ref 544

Just surfed off a wave at 13 kts. Was going to put more sail up - might wait a while.

Sitrep: 0043hrs 11 Dec 2005 UTC 43'46"S 144'53"E Ref 640

We are now south of Tasmania. Woohoo! The wind has dropped to about 12 knots and we are going very slowly by comparison to yesterday. ETA SE Cape now more likely to be late tomorrow and RYCT during the night, slip first thing Tuesday after Customs clearance to fix the leak and scrub, back in the water a couple of hours later, load up and away again - out past Tasman Island and head north at last. Weather forecast up the coast not too encouraging so the sooner we get away, the better.

Sitrep: 0630hrs 14 Dec EDT Hobart

Can't believe we're back - it's as if it never happened yet I can sit and read some of the logs and cringe a lot because it really did and bits of it were definitely in the 'I don't want to be here' category.

We crept up the D'Entrecasteaux channel through the night in the cold cold rain and murk and the sun eventually came up and the rain cleared and the Examiner went home for a well deserved rest. Malcolm² appeared in the distance in his new

² *Hobart end of the Berrimilla website.*

boat Wildfire all tweaky and tender and blisteringly fast and we found a dinghy floating around with Consultative lubricants and other goodies in it!

We motored north in convoy and Poitrel - a Hobart Brolga and BOG³ger appeared looking much sleeker than the old bus shelter⁴ and the convoy grew - and as we entered the Derwent at the top of the Channel, there was Pippin another old S2H friend and rival. Lovely to see them all again. We found more floating goodies including a Rolex battle flag so we hoisted our Fastnet flag and the S2H flag on the forestay and the first little boast was there for all to see. We spoke to Hobart Port control on the radio and told them we'd like to let off a couple of white flares and they cleared it with the police and we duly did so - at , I think 10.35.36 local - I'll confirm that from the boat later and the loop was closed.

Five Capes and about 34000 miles, some 700 sailchanges, 300 Consultations etc...; Arrived at RYCT to awaiting Media and we haven't stopped. Interviews, phone calls. live radio - the works. Amazing interest and we're told Sydney will be bigger. Boggle.

More live interviews and fell into a real bed. Wooohooo!

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³ *Brolga Owner's Group*

⁴ *Berrimilla – too complicated to explain here! Ed*

New Zealand - Our First Encounter

From Sue Powell – Yaraandoo II

On the North coast of NZ's South Island - to Nelson we came
A beautiful city with the most hours of sunshine - its claim
We cleared customs and quarantine at 11.30 at night
Pratique was OK for the officials were ever so polite
To Nelson marina and made pen E6 our new home
So folks back home in Aus - we were able to phone.

We consulted the guides and walked to do the tourist thing
Even managed to view the world's most famous ring
I refer to the magical one in Tolkien's trilogy
Watch out for Hobbits - they're smaller than me
Reunited with friends we cruised with way back in '98
We had fun swapping tales and bringing each other up to date.

We borrowed their car to explore for a day
The scenery was stunning and no park fees to pay
We lunched at a pretty place, in a town called Havelock
Where green-lipped mussels top the menu and tourists do flock
Then on to Picton with the inter-island ferry hub
We explored a little further and found the local yacht club.

Such wonderful vistas of the Northern Sounds we saw
Too many places to stop, yet there was so much more
All too soon our day's outing was drawing to a close
To Yaraandoo we must return before the moon rose
For the captain's birthday booking - we were going out to dine
Scrumptious food to be consumed, accompanied by Kiwi wine.

We set sail from Nelson the very next day
Under clear blue skies - NW across Tasman Bay
The fishing line was paid out - the reel went off with a zing
But a fish took the lot - the lure the line - yes everything!
And so to our first anchorage in Abel Tasman National Park
At Adele Island we settled with sundowners served before dark.

We sailed around to Torrent Bay and found the Anchorage
Then did what cruisers do and walked up the ridge
On the headland from hilltop to beaches, the paths criss-crossed
Through coastal heath, tree ferns and sphagnum moss
To Pitthead light, Te Pukatea Bay and return
Of NZ's bush and bird-life we have lots to learn.

35 miles to our next destination on D'Urville Isle
Such fantastic sailing it really made us smile
8.5 knots with the sail on a broad reach
We tucked into the bay on Moawhitu Beach
With the wind from the NW, I think we're in for a roly night
As we cannot enter through the boulder bank until the tide is right.

They say that a boat rocking makes you sleep
The motion was so violent our balance was tough to keep
Did you know Greville Harbour is neatly split in two
The boulder bar is of a pale grey hue
We motored up Mill Arm to a quiet Tasman Bay Cruising Club mooring
Then we launched KaRi to do some dinghy exploring.

Camera, Binoculars, fishing rods - we're all set
Oh! Wait we nearly forgot the landing net
For it is famed that here the blue cod fishing is great
We even caught a barracuda we could use for bait
But the admiral was unsure of this fishing base
So she defrosted some chicken just in case!

Up and down the inlet we drifted, with gay abandon
Under hill top mist but mostly full sun
Oh ye of little faith - said he
Look I've caught two cod - more than enough for tea
So it was early to bed for some rest and sleep
No sails to trim or anchor watches to keep.

Now we are in the Marlborough Sounds
We shall keep exploring and cruising around
As a cruising destination - number one it must rate
About our travels, you are now up to date
So I'll end this poem on this very note
Before I bore all you land based folk.

Sue Powell

CYCT members interested in following Mike and Sue's progress to Alaska on Yaraandoo can do so by visiting www.pangolin.co.nz/yotreps/tracker.php?ident=vha2249. There you will find a track of their progress. The 'Pangolin' website is run by Mike Harris who is currently based in Tasmania. Ed.

Pangolin



Boat Handling

Suggested activities to enhance boat handling skills

As mentioned in the Editorial, this article has been taken (with permission) from a UK website run by a RYA instructor and was designed as an aid for instructors teaching boat handling. As well as providing a good list of the boat handling skills that all boat owners should have or aspire to, it could perhaps form the basis of a Club day when these activities could be practised as a group. If you agree, please contact the Vice Commodore, Rear Commodore, or email the Committee on committee@cyct.org.au and register your interest.

Introduction

Most of the activity should take place in sheltered waters near to the vessel's home berth. However, it may be appropriate to go to outside the harbour or river to carry out some training in a different situation. In this case, it should be borne in mind that a considerable amount of time will be spent sailing and not in detailed handling of the vessel.

The intention of this activity is to improve the student's boat handling under power by giving them an understanding of the basic characteristics of yachts and then learning to apply it in practical cases.

In addition to this, the student must understand the importance of situation analysis, crew briefing, organisation and control.

Situation Analysis.

- Assess the conditions of wind and tide.
- Assess the likely handling of the vessel.
- Devise a plan to use the forces on the boat.
- Briefing - everyone should understand the overall plan, then they can assist if the unexpected happens!

Organisation.

The skipper must delegate specific jobs to individuals in the crew, and check that they understand what is required of them. It may be appropriate to pick crew for certain tasks because they are the most suited (e.g. in a tricky manoeuvre, do not choose someone who has a history of fumbling ropes to handle the most critical mooring line!).

Control.

Many manoeuvres fail because the skipper fails to control the timing of actions. They must be prepared to give clear orders as required. Emphasise that the job is not completed until the boat is fully secured! Many novice skippers relax once the

boat has arrived at the pontoon and the crew are ashore. They must continue to control the crew's actions until the vessel is fast.

Control of the boat.

Students must also be encouraged to experiment with standing in different places in the cockpit and to be prepared to move about. Many students who struggle with boat handling do so because they do not stand in a place where they have quick access to the throttle, or they block tiller movements with their body.

Include:

- Throttle control (experiment with different directions relative to the wind). Speeding up and slowing down, try using the feet.
- Stopping the vessel, emphasise looking sideways.
- Stopping on a transit.
- Stopping on a transit without using the reverse.
- Experiment with the handling of the vessel when just powered by the wind.

General principles.

- Always manoeuvre in to the tide, or the wind if there is no tide.
- Assessment of tidal direction, weed, flow on fixed objects, stop boat across the tide.
- Mooring up head to wind to stop wind/rain blowing down hatch (if appropriate).

General characteristics.

- Prop walk.
 - Bow's tendency to blow down wind.
 - Leeway at slow speed. - Experiment with the minimum speed at which the boat can be kept on course. Using bursts of power to thrust against the rudder. Requirement for water to flow across the rudder.
 - Driving in reverse.
 - Going from forwards to reverse.
 - Steering in reverse.
 - 3 point turns.
 - Stopping on a transit.
 - Reversing up to a buoy and stopping.
-

- Turning the boat.
- Try tight turns when going forwards.
- Identify the boat's pivot point.
- Tight turns using the reverse and wind effects.

Picking up a buoy.

Preparation

- Rope
- Boat hook
- Crew briefed.

Use of the boat hook, pulling not levering with it! Distance from the buoy, communication with the crew. Speed control. Ensuring the vessel remains stopped. Mooring up, use of a slip line, securing for a longer stay, chafing on the rope. Picking up the buoy at the bow, shrouds or even the stern.

Coming alongside.

Use of cleats; means of attachment; use of a centre rope; preparation on deck; crew briefing; angle of approach and speed; ensure the boat is stopped; crew control; use of springs and other lines.

Specific situations:

- Windward/leeward.
- Wind ahead/astern.
- Tide/no tide.
- Finger pontoons.
- Angle of approach when between two other vessels.
- Reversing on to a pontoon.

Rope work.

- Turning the boat with warps.
- Use of ropes to spring off. Spring forwards/backwards.
- Ferry gliding. - In open water, forwards and backwards. Come alongside and depart.

Possible extras.

- Night. - carry out any of the previous exercises in the dark.
-

- Close quarters sailing - reduce sail area; maintain boat speed; pass down tide/astern of moored vessels.
 - Man over board - under power; under sail.
 - Heaving to.
 - Sailing to a buoy - wind and tide together; wind and no tide; wind against the tide; precautions to be taken.
 - Sailing on to a pontoon (emphasise only in emergencies) - wind and tide together; wind against tide. Safety!
-

Going About

This section of 'Albatross' is devoted to news items, snippets and short articles relevant to members' interests. All contributions gratefully received. Ed.

Club membership fees now due

As signaled in the last issue of 'Albatross', club membership fees are to be increased slightly to \$55 for adult and family memberships for the 2007-08 year. The joining fee will also increase to \$25.

You should have received an invoice for your membership fees in this edition of 'Albatross'. If you did not, please contact the Membership Officer or Treasurer (see inside front cover for contact details).

Fees are payable **now**, so please send a cheque to The Treasurer, PO Box 605, Sandy Bay, Tas, 7006, or bring cash or a cheque to the next General Meeting on 5th June at DSS. Regrettably, electronic transfers are not possible and the Club cannot accept credit cards.

Editor's Prize

In an effort to elicit more contributions from members, the editor has decided to resort to a little bribery (but not corruption).

The writer of what the editor considers is the best article submitted and published in 'Albatross' in the course of the 2007-08 year will receive a decent bottle of port and

immediate fame. Literary agents are expected to be standing by with book advances when the winner is announced.

The only criterion is that the article be of general interest to Club members, and that it has not been published elsewhere. So descriptions of cruises past, instructional articles (both 'how to' and 'how not to'), articles on the history of our cruising area, the trials and tribulations of a boat building or restoration project, just about anything in fact, will be welcome.

The editor will be the sole judge of this competition and no argument will be entered into. Oh, the power!

Mid-week cruises

Members of the Coastal Cruising Club of Australia (CCCA) or readers of their club newsletter, 'The Mainsheet', will be aware that the CCCA organises regular mid-week cruises. Probably because of the fact that the majority of people who participate are retired or semi-retired, the mid-week cruisers refer to themselves as 'The Old Salts'.

This seems like an idea worth copying if there is enough support. Cruises could be held monthly and the departure point alternate between Kettering and Hobart. This means that Hobart based members would sail on Kettering based boats when Kettering was the departure point and *vice versa*. This would give members an opportunity to sail on another boat and learn from that owner's ideas. Indeed, taking the idea a stage further, we could work on the concept of minimum boats, maximum people. This would help guarantee the social nature of the occasion. If the weather is too ugly for a cruise, the fall-back situation would be lunch somewhere local, where boating experience could be aired (ie tall stories told).

As for a name for this group – well, we should be a bit original and not pinch 'Old Salts'. How about 'Grumpy Old Sailors'?

If you are able to be part of this group (under whatever name is adopted) please contact Vice Commodore Andrew Boon (aboone@bigppond.com, 6228 5807 or 0400 651 532) and he will get the ball rolling.

Anniversary Dinner

This year's Anniversary Dinner will be held on Saturday 11th August. As usual, the plan is to hold the event somewhere in Hobart not too far from Constitution Dock so that members can moor their boats there overnight if they wish and partake of some conviviality on board. We hope to negotiate something with TasPorts regarding the mooring fee.

More details will be announced when they are known, but it is not too early to mark this date in your calendar, diary or PDA (yes – we're up to date with technology here) and keep it clear. If you have any thoughts on a suitable place for the dinner, the Rear Commodore would be happy to hear from you.

'Cruising Southern Tasmania' selling well!

The new guide to the Channel area, 'Cruising Southern Tasmania', was on sale at the last General Meeting, and many copies were sold. They are available from the Club Quartermaster, Barry Jones, for \$20 only, a significant saving on the retail price of \$27.50.

If you don't already own a copy, get one at the next General Meeting or contact Barry on 6272 5660.

'Oyster Cove Inn' at Kettering for sale

Readers of the Real Estate Guide in a recent Friday 'Mercury' may have spotted that the 'Oyster Cove Inn' has been put on the market. While the concept of purchasing it as a home for the Club has its attractions, it would take multiple lottery wins to achieve.

However, Club members with boats in the Kettering Marina will be watching the sale with interest as there are implications regarding access to the Marina. As well, if the sale leads to a major development on the site (as it almost certainly will), the whole 'flavour' of Kettering may change. For the better? We can only wait and see.

For the Gardner engine tragic.

If you go to www.gardner-enthusiast.com/content/view/69/54/ you can watch a video of someone **hand starting** a six cylinder Gardner engine. But then, if you really are a Gardner tragic, you would have come across this site already. (Beware – it's a big file. 46mb. You'll have plenty of time to make a cup of tea while it's downloading.)

If that's all too much excitement, the site also has much smaller video (with sound) of a Gardner 2LW running in the narrow-boat *Albion Mills* in the UK on www.gardner-enthusiast.com/content/view/35/54/.

If you actually want to do this, you will need to register on the site – it's free.

Application for Membership

Simon Aitken and Annie Curtis with
children Natalie and Walter

Avalon of Tasmania

This nomination for membership will be automatically accepted within 14 days of the next General Meeting immediately following this issue of 'Albatross', subject only to any member lodging and objection in writing to the Secretary no later than that date.

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CYCT Calendar

Sat 26th – Sun 27th May

Cruise to The Quarries. Overnight

Tue 5th June

Junior Members' Meeting – DSS 6.00pm. A variety of activities to improve the seamanship skills of younger members

General Meeting – DSS 8.00pm Eddie Wilson will talk diesel engines. Eddie has had a lifetime in diesel engine maintenance, and for many years has been running the Adult Education Diesel maintenance course.

Sat 9th June – Mon 11th June

Norfolk Bay cruise

Sat 23rd June

Day cruise - Apollo Bay

Tue 3rd July

General Meeting – DSS 8.00pm

Tue 7th August

General Meeting – DSS 8.00pm

Sat 11th August

Anniversary Dinner – details to be announced

Note – up to date details of all planned cruises and events can be found on the club website.

www.cyct.org.au

'If caught out in bad weather, batten down the hatches and breathe through the mast.'

Anon

Cruise of the Year Award and Cruising Plaques

Call for nominations

This is the time of year when your Committee looks forward to receiving nominations for the 'Cruise of the Year Award or for Cruising Plaques. The guidelines for both are shown below. Anyone wishing to nominate themselves or others for the Cruise of the Year Award should make contact with the Secretary.

Cruise of the Year Award

The premier cruising award of the CYCT is the Cruise of the Year award. This is a nominated award and is not necessarily awarded each year.

The Cruise of the Year sub-committee has recommended the following guidelines when considering nominations for the CYCT Cruise of the Year.

1. The award is to be given to the most outstanding cruise of the year by a Club member in a Club boat. However, under exceptional circumstances a cruise by a Club member taking full responsibility for a non-Club boat may be considered;
2. It is not essential that an award be made in any year if no cruise is considered worthy;
3. Nominations for the award to be requested, and all other known cruises to be considered. The Vice Commodore should prepare a shortlist for presentation to the Committee;
4. The boat and crew should be appropriate to the cruise concerned. This criterion is intended to cover such aspects as the seaworthiness of the boat, the experience of the crew and the planning involved. It would preclude the award being made for a voyage classed unseamanlike;
5. The crew capability should be sufficient to undertake the cruise in a seamanlike manner but it is envisaged that providing this criterion is met then a weaker crew be more favourably considered than a stronger crew;
6. Motive power. It should be recognised that the challenge to the crew of a sailing boat is substantially greater than to the crew of a motor boat in respect of handling ground tackle, navigation and exposure to the elements etc;

7. Whether the cruise is breaking new ground or is in waters previously visited by any crew member;
8. A portion of the cruise should have been taken during the current Club year;
9. The crew should (preferably) have lived on board for the period of the cruise;
10. An article for the Albatross should be encouraged as a sequel to the award, NOT mandatory for the award. This is the case where an article in Albatross has not previously appeared;
11. Nominations should be sent to the Secretary.

Cruising Plaques

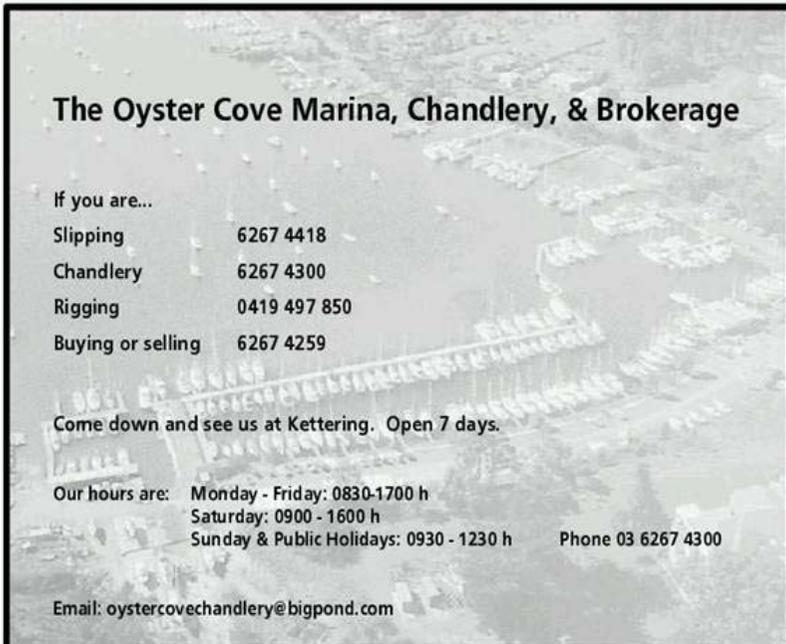
It is proposed that Cruising Plaques be awarded to Club boats doing significant cruises. It would be an automatic award to those who fulfill the following criteria.

1. The boat must cruise beyond the state boundaries or circumnavigate Tasmania;
2. The plaque is only awarded when the boat returns to her home port. (Note: This does not include a boat purchased interstate and delivered to her new home port in Tasmania);
3. Only one plaque is awarded for any particular cruise irrespective of the length of time taken to complete the cruise or the distance sailed;
4. The plaque is only awarded after the owners have written an article(s) for the Club journal or spoken about the cruise at a Club meeting;
5. The plaques are not awarded for events organised by other clubs, nor are they awarded retrospectively;
6. It is feasible that a boat winning the Cruise of the Year could also be eligible for a cruising plaque.





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Minutes of General Meeting – 01-05-07

Minutes of the General Meeting of the Cruising Yacht Club of Tasmania held at Derwent Sailing Squadron, 1st May 2007 at 8.00pm.

WELCOME

Commodore David Bryan welcomed members. The presentation of a Club burgee was made to the new members Ian and Wendy Fletcher.

APOLOGIES

Leo Foley, Wendy Lees, Hans & Jackie van Tuil, Chris & Kevin Hussey, Glenys Cunningham.

GUESTS

Richard Johnson, Annie Curhs, Jane Mason, Phil Mason.

MEMBERS PRESENT

32

MINUTES OF THE PREVIOUS GENERAL MEETING

Moved Bill Wright and seconded Wendy McDougall that the minutes of the General Meeting 3rd April are a correct record. **CARRIED**

BUSINESS ARISING

Nil

COMMODORE'S REPORT

It was pleasing to read the cruising progress of John and Sue Cerrutty.

To date they had only spent only 3 days at sea and all other travel had been port hopping. Further details are in the May Albatross.

Hans and Jackie van Tuil are currently in Ireland and soon to travel to Budapest from where they will cycle to Amsterdam.

Easter cruising was great in all areas and many members took advantage of the calm weather to visit Maria Island, Norfolk Bay and the Channel areas.

"Cruising Southern Tasmanian" is \$20 to members. Retail price is \$27.50

Norfolk Bay has been suggested for future inclusion.

Club members who assisted in the collation of information and photographs are to be commended for their efforts.

VICE COMMODORE'S REPORT

Andrew Boon reminded the members of the Navigational Trial on 12 May in the Channel. Patrol boats will be "Reflection" and "Freelance". Registration should be made with "Freelance" between 10.15am and 11am. There will be a break for lunch.

Dinner must be booked with Dennis Lees and paid in advance.

13 May will be a day trip to Bull Bay weather permitting.

27 May will be overnight at The Quarries.

REAR COMMODORE'S REPORT

Venue for the dinner on 12th May is Mermaid Café.

Next meeting 6th June will have as guest speaker Eddy Williams – Diesel Mechanic

Also on 6th June there will be a meeting for junior members at 6pm.

On 3rd July the Club will have a representative from MAST speaking to members.

GENERAL BUSINESS:**MEMBERSHIP FEES**

It was recommended by the committee that the membership fees for the coming year be increased by \$5 to cover the costs of administration. The fees had not increased for two years.

Moved Dennis Lees seconded Roger Locke that membership fees for the coming year be increased to \$55 for family and adult members and that the nomination fee be increased from \$21 to \$25. **CARRIED**

DONATION TO COAST RADIO HOBART –

The committee suggest that \$1,000 be taken from the investment account and donated to Coast Radio Hobart. This will benefit all members allowing for better coverage in additional services or facilities.

Andrew Boon stated that there was to be a general upgrade of HF transmitters with new user interface for operators.

Moved Dennis Lees seconded Robert Grey that \$1000 be donated to Coast Radio Hobart from the investment account before it is renewed on 1 July, 2007. **CARRIED**

CRUISING HELMSMAN

David Bryan has a supply of past copies available to anyone who can use them.

LIBRARY

Our supply of Club Books are available for borrowing from the DSS Committee Room, even when a meeting is in progress.

NAVIGATION CRUISE

Berths available at the South Marina. Dennis reminded everyone that limited seats left for the dinner.

INFLATABLE DINGHIES

Barry Jones informed members that the small cheap 12volt vacuum cleaners are easily adapted to blow up inflatable craft.

To keep manual marine toilets running smoothly use ½ cup of vegetable oil prior to each outing. (**Not** mineral oil as this will destroy the valves.)

GUEST SPEAKER

Milton Cunningham introduced Richard Johnson who is well qualified to speak on the history and the controversy over the replacement bridge at Bridgewater.

Richard Johnson spoke of his long association with committees researching the ways of replacing the existing bridge at Bridgewater. Value management studies have involved the Derwent Valley Council, Dept. of Transport, Archaeology, Railways, Local Councils, Environmental Groups, Local Residents, Tourism, Yachting and Boating groups, Aboriginal Groups and Heritage Council. He spoke in an interesting and informative manner of the history of the bridge from 1849 to the present day.

Meeting closed at 9.23pm.

Margaret Jones - Secretary



Navigation Cruise Dinner

Photos by Duncan Jamieson



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