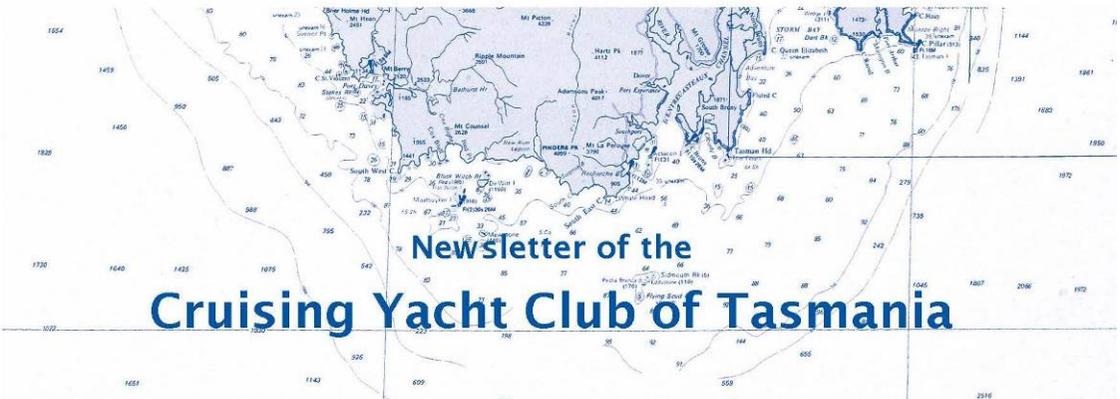


# Albatross

Volume 35 No 8 September 2009



*Odyssey III enjoying low tide at Stanley - Photo: Jose Navarro  
See page 7 for the full story*



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

# THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay Tas 7006

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

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## Not a CYCT Member?

**Then download an application form from the Club website – [www.cyct.org.au](http://www.cyct.org.au).**

**Contact any CYCT Committee Member (details inside the front cover of this newsletter) for more information.**

**We look forward to welcoming you to our Club.**

# CYCT Calendar

## September - Tue 1<sup>st</sup>

### **Annual General Meeting - DSS at 8.00pm**

As usual, there will be no speaker for this meeting. Members are asked to bring a plate to share for supper.

## September - Weds 9<sup>th</sup>

### **Committee meeting**

Mariners Cottage at 7.30pm

## September - Tue 15<sup>th</sup>

### **'What If?' Evening - Mariners Cottage at 7 pm**

Another opportunity to see how you would handle a tricky situation on the water. Come along and pool your knowledge with other Club members

## October - Tue 6<sup>th</sup>

### **General Meeting - DSS at 8.00p**

Jose Navarro will tell us about his two-handed circumnavigation of Tasmania with his wife, Conchita, in *Odyssey III*.

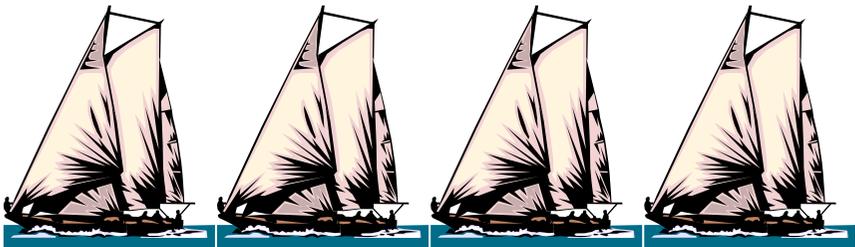
## October - Weds 14<sup>th</sup>

### **Committee meeting**

Mariners Cottage at 7.30pm

## October - 22<sup>nd</sup> to 25<sup>th</sup>

Hobart Show Day extended long weekend Cruise. Destination and details to be announced.



## Editorial



There have been a few articles extolling the virtues of modern anchors in 'Albatross' over the last couple of years, so I decided that the time had come to obtain one of these new fangled 'next generation' fancy looking bits of steel to hang off the bow. A Rocna would do the trick, I thought, especially as an ex-Commodore was very happy with his.

As luck would have it, a second-hand one came on the market recently, so I went to have a look at it. It was in very good nick, although somewhat expensive. However, as it came complete with a rather beautiful looking triple diagonal Kauri Salar 40, I thought "What the hell" and wrote a cheque.

Yes, your editor has a new boat - *Wayfarer II* – although the excitement of the acquisition was tempered a little by having to bid farewell to *Margaret Ellen* a few days ago. She has been a big part of my life for some three years.

Now comes the fun of getting to know the new boat and all her foibles and quirks. There will be a few frustrations, I don't doubt. And if you think that a Salar 40 is a rather large boat just to make the occasional foray to Barnes Bay, you could be right. Plans are afoot, as they say.

My apologies for omitting the Rear Commodore's Report and the July Minutes from the last 'Albatross', but time and technical difficulties were against me.

This month's newsletter has a very personal account of the Tasmania circumnavigation made by Jose and Conchita in *Odyssey III* earlier this year, and an update from Phil and Helen (*Meridien*) regarding their life in Malaysia and recent visit to Australia to get married. As well, we have an article about Wildcare from Erika Johnson and the first in an occasional and very practical series entitled 'Technology Hints and Kinks' from VC Andrew Boon.

The AGM takes place next meeting on September 1<sup>st</sup>. This will see a number of new faces elected to the Committee due to the retirement of several current office holders.

New boat. New Committee. How much excitement does an editor need? I think I'll have a little lie down.

Cheers until next month.

**Chris Palmer**  
*editor@cycet.org.au*

## Commodore's Comments



*Our Commodore is currently making his way across the Pacific on Adagio, Steve and Dorothy Darden's 52' catamaran. Tough gig, but someone had to do it.*

*As a consequence, we are spared, err, make that denied, his words of wisdom this month.*

*You can read about Adagio's travels at [www.adagiojournal.com](http://www.adagiojournal.com).*

***Ed***

## Vice Commodore's Report



This is my final report as Vice Commodore and I would like to thank everyone who has assisted with, and supported, the on-water program over the last three years. I have certainly had some wonderful cruising experiences over that time and I hope you have enjoyed sharing some of them with me.

### **Anniversary Dinner, Sat August 8**

Nine boats spent the night in Constitution Dock: *Asterix, Irish Mist, Lalaguli, Neptune, Reflections, Sea Imp, Seaquin, Tynwald* and *Windrush*. There were

more boats in the Dock than in previous years and as there was no spare space alongside; everyone had to raft up to boats already there, which added a bit of interest.

### **"What If" Evening, Mariners Cottage, Tue 18 August**

Fifteen members and guests enjoyed discussing six topics from the book 'Contingency Seamanship'. Loss of engine, loss of rudder, running aground, dragging anchor and fouled anchor were some of the situations considered. There was someone in the room who had been in each of the situations discussed and a lot of ideas were shared. One point that I hadn't recognised before: how to recognise that you are, in fact, aground? Apparently it is not always immediately obvious, nor for some time after the event, depending on the condition of the crew!!

**“What If” Evening, Mariners Cottage, 7 pm, Tue 15 September**

We will run this again so come along and contribute to finding solutions to more situations that you will inevitably find yourself in one day. Tea and coffee will be available (might even have some milk, with luck). BYO anything else you feel like partaking of or sharing.

**Pipe Opener, September 18-20**

The Derwent Sailing Squadron is running the Pipe Opener series prior to the official opening of the 2009-10 sailing season. There is a race from Hobart to Port Huon on Friday evening (after a BBQ at the DSS), accommodation in the Port Huon marina, another race on Saturday and return to Hobart on Sunday. This is generally a relaxed form of racing and good fun, so dust off the cobwebs and enjoy the sailing. Check the DSS website for more details: [www.dssinc.org.au](http://www.dssinc.org.au).

**Combined Clubs Opening Day, Saturday 3rd October**

Get your crew together, spruce up your boat and join the boating fraternity for this generally colourful opening to the sailing season. CYCT boats will sail past as a group. More details will be circulated next month.

**Radio Operators Course 21, 24 and 29 September**

Barry McCann of Coast Radio Hobart is running a radio operators course for anyone who wants to get their Marine Radio Operators VHF Certificate of Proficiency (MROVCP). The minimum requirement for operation of a VHF marine radio is that someone on board has a MROVCP; it is also a pre-requisite for getting an MMSI from AMSA for a VHF DSC radio (need a glossary?!).

The course will run over 3 nights: on the first night, Barry will provide the Handbook and list of questions from which the multi-choice exam is selected. The second night will be practical use of radios, how to make and receive calls, which channels to use, etc, as well as any specific queries students have about the exam. On the third night, participants will sit a multi-choice exam to get the MROVCP. The cost is \$105 each (\$55 exam fee to AMC, \$25 for the Handbook and \$25 to Coast Radio Hobart for Barry's time).

I encourage all skippers who don't have a MROVCP to attend, also as many crew as possible. This MRVOCP and a first aid certificate are part of the mandatory requirements for many of the Yachting Australia qualifications and commercial tickets. Well worth having.

**Hobart Show Day extended long weekend Cruise, Oct 22-25**

Put these dates in your cruising diary. I have left the venue to my successor.

## **RYCT Cruise Gippsland Lakes, 23 Jan – 14 Feb 2010**

The RYCT has organised a cruise to the Gippsland Lakes in 2010 (an 'off' year for the Van Diemen Circumnavigation Cruise). Anyone interested should contact the RYCT or look at [www.ryct.org.au/content/category/6/45/162/](http://www.ryct.org.au/content/category/6/45/162/). This would be a great introduction to Bass Strait.

### **Members Cruising Plans**

Port Davey is on the agenda for several Club boats in 2010: *Andromeda*, *Reflections* and *Two-B* so far, *Neptune* is thinking about it and *Wayfarer II* would like to. *Aurielle* will return to her home port by December 09 after an extended period in New Zealand and the Pacific.

Happy cruising,

**Andrew Boon**

## **Rear Commodore's Report**



Sergeant Paul Steane of Tasmanian Search and Rescue Services was guest speaker at our August meeting. Paul's duties include both helicopter and underwater rescues and his slides illustrated how their expertise and equipment enable them to operate in such dangerous environments, but not without some risk. Thanks Paul for a very interesting evening.

Paul, who now is an honorary member until August 2010, already has some cruising experience, having cruised to Lord Howe Island and New Caledonia. I suspect he may be interested in some crewing.

Our anniversary dinner, held on August 8<sup>th</sup> at Blue Skies Restaurant, was attended by 39 members, 19 of whom arrived by boat and overnighted in Constitution Dock. The Blue Skies venue was welcoming and attractive, the fare delicious and abundant and the service efficient and courteous; all of which added to a group of very friendly people made for a great night.

Our September meeting is reserved for our annual elections, so no speaker that month. Our next speaker will be Jose Navarro, who on Oct 6<sup>th</sup> with his wife Conchita, will tell us of their two-handed circumnavigation of Tasmania.

I am retiring at the September elections, and wish to thank the members and the committee for their help and support over the year. You have made the job easy and for me it has been fun.

Thank you.

Regards

**Merv Page**

---

## Kettering to Kettering

### From José and Conchita Navarro – *Odyssey III*



*Going through Hell's Gates, Macquarie Harbour*

Five months after the event, our minds still wonder about what we did. We climbed aboard our beloved *Odyssey III* tied up at Oyster Cove Marina – Kettering, to embark in the longest trip ever.

Our destination: Oyster Cove Marina - Kettering... so far and so near to us. Confusing? Not really. We planned to circumnavigate Tasmania going in a clockwise direction and we gave ourselves thirty two days to do it (well that is the maximum number of days we managed to accumulate towards our annual holidays).

*"You are not going to quit your job, are you"* the boss said after José told her: *"I may not come back"* as an inference to the dangers and risks we could face. We even organised a last-

minute appointment with The Public Trustee to re-draft both our wills.



*Strahan sunset*

On a glorious Sunday, the 25<sup>th</sup> of January 2009, by 14:00 hours we decided we had enough of those ‘little jobs we needed to finish before departure’ and we slipped the docking lines. We arrived at around 20:00 hrs at Rabbit Island, in Port Esperance, just in time for our very own first sundowner drink; beautiful clouds, coloured by the sunset in many different hues of red, became a very good sign of things to come.

If you do not believe in the so called “*beginners’ luck*”, we can tell you: Yes, we do! Because weather-wise the whole trip was blessed with extremely good weather. We only encountered three days with strong or adverse winds:

First time getting near Cape Grim (of course!) with 25 knots NE blowing against a 3-4 metres SW swell. Not funny! Especially so when you do not pay much attention to the tidal streams shown in the nautical chart with those peculiar little arrows; but that is a matter for another chapter.



*Low tide at Stanley*

The second time was inside of the fishing boat harbour at Stanley. While we were enjoying, with total amusement, the 3.5-4 metres tides, a predicted 20-30 knots Easterly came in. Our instruments gave readings of up to 42 knots (and we were protected by the largest building of the Fishermen's Cooperative!). We



*Breakwater barge - Beauty Point*

decided to stay put for an extra day and go for a stroll to the nearby caravan park to use their laundry facilities. We also tried our luck at the Internet terminal to receive and send the customary e-mails. By the way, courtesy of the Stanley Port Authority we enjoyed the free use of their ablution block; we rang the mobile phone number found at the 'temporarily unattended' office to be told, after introducing ourselves that: *'The keys to the showers are kept in the meter box located to the left of the building. Please make sure you lock the shower and do not take the keys with you. Wonderfully simple!* And we topped up our fuel tanks from the Fishermen's Cooperative at \$1.02 per litre, a lot cheaper than the price we paid at Kettering (\$1.49) and a lot, lot cheaper than the \$1.90 charged by the Dalrymple Yacht Club at Beauty Point (what is this called – highway something, isn't it?).

The third bout of 'bad' winds came after rounding St Helens Point, leaving Binalong Bay (we slept there surrounded by the fleet of the RTYC going anti-clockwise around Tassie) with E-SE 20-25 knots against a 3-4 metres NE swell. Again a bit of a bumpy road until we were near Bicheno. Our first intention was to spend the night in the idyllic waters of Wineglass Bay; unfortunately the corner which would protect us from the predicted nocturnal E-NE winds was already taken by another five yachts. We dropped the pick, in near total darkness (20:30 hrs) at Passage Beach, just around the corner past the Schouten Passage.

We knew well before we started that going cruising would take lots of commitment, determination, time and money. It would mean pulling up roots (to some extent), leaving behind loved ones and accepting a certain amount of discomfort and inconvenience. When we sailed off into the proverbial sunset, we did so in the expectation that the rewards of cruising would offset the investment and sacrifices.

Like most people, over the course of our first few days afloat, we gradually adapted our expectations to the realities of the cruising life and in the process we found we had both given up and gained more we expected. On balance, we felt we gained more than we gave up. The best thing about that newly found way of life was the combination of getting out of ordinary life and the rat race, seeing new places, meeting new people, accomplishing many new challenges, experiencing that sense of freedom, being in control – weather permitting, of course - and feeling physically fit for the purpose (which is a very good feeling to have at our age).



*Tasman Island on the right of the picture*

We also felt that there is an instant bond formed with other cruisers. Whether standing on a dock, getting in and out of the dinghy, shopping at the local supermarket or at anchor on a harbour or secluded bay, friendships develop very easily.

As a couple, devoted to each other for nearly forty years, we had, as well, new experiences in the way of having to deposit all our trust in each other and to rely on each other's skills and knowledge. We also uncovered some sort of new intimacy, not only in the physical sense (a forty-foot yacht is not that big) but in the mental/spiritual sense. In another words we intimately shared many uplifting moments and many not-so-good moments.



*Extra protection for the chartplotter*

Summarising, we found this way of life was the release from the regulated and structured routine of land-based life and the freedom of choice this brings. Each day was a new adventure full of promises and spontaneity, be it deciding

to cast off to the next port or just loafing around reading or sharing a few drinks and conversation with newly found friends. Having almost complete control of our time was one of the best experiences of our cruise around Tasmania.

Twenty seven days after departure, we arrived back in Kettering, on Saturday the 21st<sup>h</sup> of February at around 18:00 hours. The family was at the jetty waiting for us. Our five year old eldest grand-son was there holding a large, family-size peperoni pizza.

What a warming and heartfelt welcoming home!



## Technology Hints and Kinks - #1

### From Andrew Boon - *Reflections*

In the lead up to and following the 2008 M2H yacht races there were the usual discussions on technology issues, use of radio, etc. This led Rik Head from ORCV and myself, both professionals in the communications and technology fields, to develop a series of technology hints and kinks that could be of interest to ocean sailors.

These hints and kinks will appear in the ORCV, DSS and CYCT Newsletters or on their web sites over the coming months.

Some of the topics that will be covered include:

- GPS and chart plotters
- EPIRBs and PLBs
- Radio interference
- Batteries
- Antennas and earthing
- Mobile phones

In addition, if you have a good idea that you think is worth sharing with your fellow sailors send the details to [sailing@c3plus.com.au](mailto:sailing@c3plus.com.au) and we will consider including them in the coming months.

Initially in Technology Hints and Kinks we address some general technology issues including GPS, emergency exit routes, EPIRBs, etc. These are useful and

easy to implement in time for your next ocean sail. Next month we will address marine radio issues.

## Miscellaneous Technologies

### GPS and Chart Plotter Master Reset

All GPS and plotter devices have master resets. You should have instructions on your boat on how to complete a master reset. It varies for each make and model. This information may be found in the user manual or you may need to search the internet or contact the agent for your equipment.

There was a recent incident where a chart plotter locked up and stopped working in the middle of Bass Strait. Fortunately the yacht had a NextG phone with an external antenna and was able to make the necessary call to the system supplier to find out how to reset their plotter.

Keep in mind that once you have completed a reset you will then have the factory default settings, and all user-entered waypoint/route and other information is lost. It is worth keeping a record of all your preferred settings and other user information on the boat for reference.

### Handheld GPS



Most boats have a handheld GPS on board for use when other systems fail. These GPSs are normally stored "somewhere" and may not have been turned on for months or even years. In these circumstances it can take more than half an hour for the GPS to update to the current almanac and acquire the necessary satellites to provide position information. Not good when you need to use it immediately. It is recommended that you turn on the GPS prior to every ocean sailing trip to allow the GPS to update and be ready for emergency use, if required.

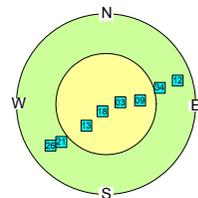


Also on the subject of handheld GPSs, it would be beneficial to have waypoints loaded for those locations that you regularly use. This makes emergency navigation much easier. Even better, load a series of routes if your GPS will allow it. Unfortunately many of the older GPSs only allow one route and a limited number of waypoints.

It is recommended that you have a long cord on your GPS to securely tie it to the boat or loop it around your neck so you do not lose it overboard!

### GPS Reports No Position

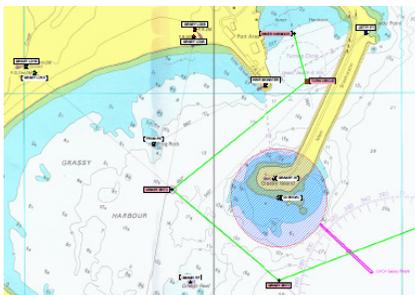
At times a GPS will report that it is unable to resolve its position even though you are out on the water, you can see the horizon in several directions and your GPS can “see” plenty of satellites. If the satellites are in a line across the sky the GPS will not be able to triangulate your position. The satellites must be in different parts of the sky. Wait for a few minutes until some of the satellites move to a better position. Also note the position accuracy in your GPS.



This no-position issue is more of a problem with the older GPS units with less sensitive receiver technology.

### Emergency Exit Routes

The preloading of emergency exit routes into your GPS is worthwhile. Then, if you have to suddenly head for a safe haven all you do is select the appropriate route and navigate accordingly. When the route is activated you will have an



indication of how long it will take to arrive at your destination, based on your current speed. Always also have a printed copy of all loaded GPS info for reference.

For instance if sailing from Melbourne to Stanley you could have routes for returning through Port Phillip Heads, entering Grassy and maybe an anchorage around Three Hummocks, etc. Getting into Grassy can be tricky

so it should have each turn plotted. It is much easier to have all this information pre-prepared and loaded onto all your GPSs than to try and plan a course when under stress in a potentially emergency situation.

Always ensure a number of the crew are aware of the exit routes and how to use your specific model of GPS.

### **Electronics Test Equipment and Knowledge**

You should have a digital multi-meter and other appropriate test equipment available for your boat electrics, know how to use it and know your way round the electrics on your boat. Which battery starts the engine? Does each radio have a separate circuit? Are all fuses/circuit breakers all in a common location? The list goes on. Importantly, who else on the boat also knows this information?

A gas-powered soldering iron can be very useful. Likewise spade connectors, similar to those used in cars together with an appropriate crimp tool.

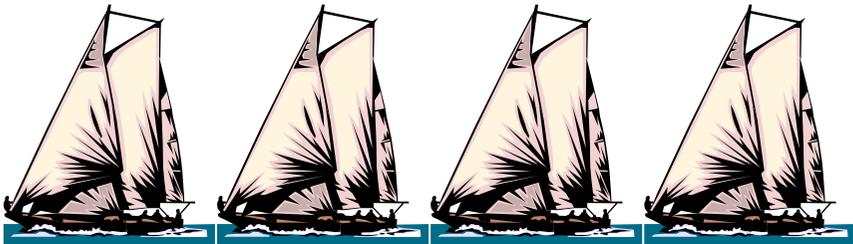
### **Car Radio Security Code**

If you have a “car” radio installed on your boat it is worth having a record of the security code. If you totally disconnect the power the code will be required to reactivate your radio.

### **EPIRBs and PLBs**

**A Reminder.** As of 1 February 2009 only the digital 406MHz EPIRBs and PLBs are being monitored by the Cospas-Sarsat satellite system to report a boat in distress. Those with an integral GPS are preferred. They must to be registered with AMSA and EPIRBs and PLBs should only be purchased in the region in which they are to be used.

The old 121.5/243MHz devices are no longer being monitored and should be disposed of in an environmentally-friendly way (eg lodge them in the receptacles at Battery World outlets, etc).





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present a

**CORPORATE  
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SUNDAY 29<sup>TH</sup>  
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- *Exercise as a group?*
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- *Assist with the registration costs of our team competing in Canada 2010 !!!*

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- *And a great sense of fun!!*

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Email: [fletch@southcom.com.au](mailto:fletch@southcom.com.au)**



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## Gleuwein

From Wooden Boat Guild of Tasmania magazine "The Skeg", Oct 2006.

### Ingredients – Serves 12

0.5 cup sugar  
1.5 cups boiling water  
0.5 lemon, sliced  
3 sticks cinnamon  
3 whole cloves  
1 bottle red wine (light or medium bodied)

### Method

Combine boiling water, sugar, lemon, cinnamon and cloves.  
Stir until sugar dissolves.  
Add wine and simmer for 20 minutes - do not boil  
Strain and serve hot with a sprinkling of nutmeg - or decant into thermos flask to supply chilled rowers!

---

## More Asian Adventures...

...and a visit to Australia

From Phil and Helen Hebblethwaite - *Meridian*

26<sup>th</sup> July 2009

Meridian gets a repaint, the crew jump ship and get married and then they all get back to the water



*Wati and mother. Wati is the manager of the canteen at the boatyard. She has three children and spoke much better English than I did Bahasa Malayu.*

north for a few miles, up the channel between Pulau Jerejak and Penang Island before anchoring off a small marina and jetty owned by Malaysia's Jabatan Laut (Maritime Department). After a few days we were invited to come and tie up in the marina and took the only empty berth – at the end of the dock.

This berth came just in time because friends, John and Janet

Four weeks ago Meridian was gently lowered into the water, 11 months after hauling out at Batu Maung, Pulau Penang. Six of those months were taken up by the yard fixing up work they'd done on the topsides. Two of the months had hiatus days, strange days when no workers came near the boat. The remaining three months were the time we expected the work to be done in and the time it actually took. At splashdown we both started feeling happier, the last couple of months had been frustrating and we were both feeling tense and tired – eleven months is a long time to be living on board when high and dry. A thorough check of the boat's systems was required to ensure no leaks. With all systems go, we savoured the moment and motored



*Iskandar spraying Meridian*

Read, from Langkawi (next major island north) rang and invited us to house and cat sit for them while they did a delivery trip to Singapore. Our trip to Langkawi had us catch a bus, big vehicular ferry across to the mainland (Peninsular Malaysia), bus to Alor Star, taxi to Kuala Kedah, ferry to Kuah Town on Langkawi and then car pick up by John.

Langkawi is a duty free island, our accommodation was a well-situated comfortable and breezy condominium, the cat was reasonably well-behaved and we had two relaxing weeks not talking about boats, paint, or fairing compound. Shortly after we arrived we went to the Royal Langkawi Yacht Club to inspect the delivery yacht, *Goldenrod*. I looked across the marina and saw *Ad Astra*, owned by Ian and Elizabeth Booth from New Zealand. Ian and Elizabeth spent some time cruising in Tasmania in 2001 and we had several delightful evenings with them as they took us about the island to some of their favourite bars on beaches and restaurants.

We hired a car and drove around: up to Tanjung Rhu at the top of the island – a very beautiful place with turquoise waters, white sand and no pollution; wound our way to the top of Gunung Raya, Langkawi's highest mountain, just as the cloud came down; and explored other places we'd heard about. Compared to Penang, Langkawi is a sleepy island, uncrowded roads, green open spaces and lovely beaches and it's a pleasure to explore in a leisurely fashion. When John and Janet got back from Singapore they took us to some of their best places, including another beach at the north of the island only accessible through a 5-star resort. We strolled nonchalantly through the resort to the beach where we body surfed and looked at expensive menus at the beach-side restaurants. We're talking a main course for the price of an entire meal for four people at our local eateries! This beach reminded us just how lucky we are to be cruising and we have plans to take the boat there in a couple of months.

Less than 24 hours after John and Janet set off on their delivery trip they turned back, a storm was making it unpleasant for them. That same weather lasted for two days in Penang and a fellow yachting on the marina said it was the worst he'd seen here. The end panel of the L-shaped marina dock right where we're tied up broke free from the rest of the structure so when we got back we found additional lines holding the



*Ian & Elizabeth of Ad Astra*

marina together. Phil has since added some chain, just to be sure.

The past year in Penang has been taken up with hardstand humdrum except for the highlight in March – our trip home to Australia. That trip was very special: we got married, caught up with friends and family and to top it off, had heaps of fun. We could only manage three weeks because to stay away for longer was bound to delay the completion of the work. Our wedding was planned for 14 March, two weeks after we arrived in Australia and a week after we got to Tasmania.

We left Meridian, with promises from the company that we would receive photos of the work as it progressed in our absence. We flew to Kuala Lumpur LCCT (Low Cost Carrier Terminal) on a night flight special which arrived at about midnight. We'd had the choice of getting a hotel in the city which is miles away or sleeping at the airport but as we had to be at the airport at 0730



for our Australia flight and having seen dozens of people sleeping outside on the seats the last time I'd been there we opted for another truly Asian experience and joined in. It really wasn't too uncomfortable and we got as much sleep as we needed, given that we still had a restful eight-hour flight to the Gold Coast ahead of us.

My son Michael met us at the terminal that evening and we stayed in and around Brisbane for the rest of the week with friends and family, visiting and doing some important wedding shopping – trousers, shirt and shoes for Phil, shoes for me, and the ring, don't forget the ring! We'd remembered the dress, Phil had collected it from the dressmaker the day we left Penang, just finished in time. By this stage, my sister Susie and I were having daily planning phone calls. On 7 March we arrived in Launceston, the weather was lovely and all our phone calls had brought us closer to having a wedding.

While I enjoy travelling overseas immensely, doing things at home is just so much easier than doing them in another language in another country. Sometimes, just getting a taxi driver to take you to where you want to go can be



*Friends at Waterworks Reserve*

that I didn't want to know about.

Our wedding day dawned... mild, still and slightly overcast. Susie and Jack's garden looked beautiful, everybody's thoughtfulness, work and care had culminated in a special place for our special day. Our guests arrived, my sisters, nieces and friends made finishing touches, Mendelssohn's wedding march played and my three sons escorted me to Phil's side. It's hard to write about your own wedding because, however old you are, you still float though the day. Our friend Annabel kindly took a video of our nuptials and it was only when we watched the movie we heard the chorus of magpies that sang as we were pronounced man and wife. Oh, bliss! Twenty minutes later thunder precluded the sort of rain that the farmers of northern Tasmania will talk about for years.

We had our final week in Hobart spending some time with Les and Jo Westman who had kindly lent us their ute in Launceston. Time flies when you're having fun and we did that. Jo had booked a Waterworks site for a party and we had a glorious Saturday with friends old and new, catching up.

Too quickly it was time to leave Hobart. Virgin's computer system picked the morning we left to go down Australia wide and we just made the flight from Melbourne to Kuala Lumpur – we had to sprint – Phil went for the luggage and I went for the ticket-counter, arriving at the desk just as Air Asia was finalising the last queued customers. Ironically, that was the one flight that I'd missed

a real challenge, so it was with a good deal of pleasure that we finalised the arrangements with our marriage celebrant over a glass of wine around the dining table. The shopping, planning, cooking, gardening and decorating were all coming together nicely and the weather was perfect, with warm sunny days so far, but a forecast



*Making a wish*

buying flight insurance for. But we made it and by 2230 we were back in the land of cheery greetings, at the boat, had greeted our boatyard dog who was very pleased to see us, and returned to our lives up a ladder.

We made some friends while we were in the boatyard and keep in touch with the cruisers by email, and occasionally we see some of the workers here at the marina as they have just been doing post-installation work on a Caterpillar engine in one of the power cruisers here.

Next week we're flying to northern Vietnam, to explore some more of SE Asia. It's been 12 months and Meridian has motored about 6 nm. Maybe September will see us with some sail up!

Cheers for now



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# Wildcare Cares for Friends' Groups

## From Erika Johnson

*Care ... to look after and provide for the needs of ...*

*Friend ... a person who supports a particular cause or organisation.*

**Compact Oxford Dictionary**

The CYCT has had a flurry of emails from members following the Friends of Claytons House (FoCH) request for support in their application for funding to update interpretive signs at the house at Forest Lag, Melaleuca Inlet. FoCH are not asking for donations from the Club, merely written support to help them obtain funding and they say that *"the plaque and signage described in this proposal demonstrate caring for cultural heritage by a community group."*



*Shirley Baker painting Q3  
Photo – Erika Johnson*

I am sure most of us have a favourite national park, anchorage, hut, track or beach. In the 'good old days' these areas were cared for by the relevant council or government department which maintained structures, tracks and our natural environment, while we, the public, just used and enjoyed them. Not any more!

Councils and Government departments are increasingly becoming short staffed, short of money, and perhaps, in our view, expending too much time and money on things which are irrelevant and unnecessary. Bureaucracy seems to rule the day!

It is easy for us to say, "Well, it's not our concern, that's what we pay taxes for." This may be so, but nevertheless, the fact is that we, the people, continue to use our heritage and environment in greater and greater numbers and, through lack of appropriate maintenance these valuable assets are falling into disrepair. What to do ...

Enter, Wildcare Inc. and CAREs groups...

WILDCARE Inc was formed in 1997 under the auspices of the Parks & Wildlife Service. The following year its structure changed and it became an

incorporated non-profit organisation and is now the largest and fastest growing incorporated environmental action group in Tasmania. As a community partner organisation its brief is to provide management and support for volunteers working in natural and cultural heritage conservation and reserve management. The membership, currently about 2000, contributes about 100,000 hours of voluntary work each year.

Wildcare acts as an umbrella organisation for the Community Action in Reserves or CARes groups. These are formed by interested members of the public for specific areas of the State. With Wildcare taking on the administrative burden, groups can get on with their *raison d'être* – volunteering their time, energy and expertise to help preserve their favourite place.

FoCH is just one of about 50 CARes groups currently operating in Tasmania. This group has made annual trips to Claytons since its inception in 2001. The group profile on the Wildcare web site continues ...



*Friends of Tasman Island March 2008  
Photo - Joe Shemesh*



*Chris Creese & Ranger Luke Gadd  
Tasman Island Oil Store  
Photo - Erika Johnson*

*“On previous visits the Group’s work included roofing the cottage, stabilising foundations, and transportation and installing a 5,000-gallon water tank. This year’s work mainly focused on renewal of internal plywood lining of the cottage ceilings and walls. Other work included extensive gardening, gutter cleaning and realignment, bargeboard flashing protection, external wash-down, window sill repairs, painting and staining. The trip was partly funded through a grant from WILDCARE Inc.*

*The fishing vessel Martrudan was again made available through the kindness of Mark O'May and the work was undertaken thanks to the leadership and assistance of PWS ranger, Albert Thompson."*

Of course, all this work costs money which no longer comes from Government coffers! Each group has to raise the funds to support their own particular project. This is done in many ways. There are various grants programmes run by Federal Government and private industry. These have exacting criteria and many hours are spent in filling in the relevant paperwork in an effort to extract those vital dollars. Subscriptions and donations to Wildcare are also available from the Wildcare Gift Fund with about \$40,000 available in grants for small projects each year.

Other ideas for fundraising include the Friends of Tasman Island's much sought after Tasmanian Lighthouses series of calendars. These have been a money spinner, thanks to the sponsorship of the Cascade Brewery. Recently the inaugural fundraiser for the Friends of Melaleuca attracted 200 people to a programme of historic films.

Other established CAREs groups which may interest CYCT members include Snake Island in D'Entrecasteaux Channel, Maria Island on the east coast, and Deal Island in Bass Strait. Then there's the SpLATS and the SPRATS whose names perhaps engender visions of squashed fish rather than two active groups striving to eradicate the weed Sea Spurge from our coasts. Or, closer to home, there's the Cunningham CAREs group which works in the area near the anchorage at the Pear Trees.

It's not all work and no play, however. Living and working in your favourite place is very rewarding. To find out more about the benefits of volunteering check the Wildcare web site at [www.wildcaretas.org.au](http://www.wildcaretas.org.au) . If there isn't a group operating at your favourite area, why not take the lead and form your own CAREs group?



*Chris Mike Haulage cleanup  
Photo – Erika Johnson*

## CYCT Letter re Claytons Corner

*(The CYCT was asked to write a letter in support of an application by Friends of Claytons (a Wildcare Inc group) for a grant to assist with the production costs of cultural heritage signage for Claytons Corner at Bathurst Harbour, Port Davey. Erika Johnson's article above gives some background to Wildcare and its aims. After canvassing members' views via email, the letter reproduced below was sent to the funding body. Ed.)*

PO Box 605  
SANDY BAY TAS 7006

14 August 2009

Mr Mark Green  
Senior Executive Officer  
Tasmanian Community Fund

Dear Mr Green,

### CULTURAL HERITAGE SIGNAGE AT CLAYTONS CORNER

The Cruising Yacht Club of Tasmania (CYCT) supports the application by the Friends of Claytons Wildcare group for funding to provide cultural heritage signage inside Claytons Cottage.

The CYCT has 178 members and 89 boats on its register. Among its aims are the promotion and encouragement of cruising generally in Tasmania. It was formed 34 years ago and the Port Davey/Bathurst Harbour area has been a significant destination for longer cruises. Many members have had long friendships with the King and Clayton families and Peter and Barbara Willson have been members of the CYCT for many years.

Cruises to this area are generally 2-3 weeks long and over the years many members have used some of their time there to provide assistance with construction and maintenance of both private and public facilities. They have also enjoyed the use of these facilities and the hospitality of the local residents. Older Club members have taken pride in guiding new members around the area, pointing out the natural and industrial heritage features and encouraging a recognition of the values of the area.

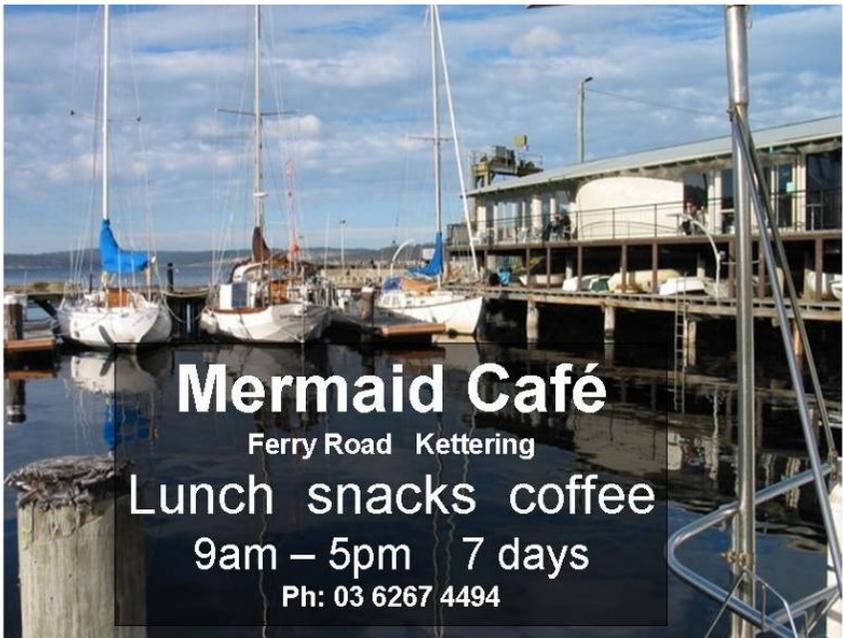
From a brief survey of activities over the past 5 years, 6 Club boats (on average) visit the area every year, generally in the January-May period. The average period spent in the Port Davey/Bathurst Harbour area is 3 weeks and most boats visit

Claytons Corner at least twice. Average crew is 3 – 4 people, sometimes changing with new crew flying in to Melaleuca.

The cottage at Claytons Corner is used by many as a starting point to introduce new crew to the area. The availability of good walking tracks to nearby hills provides an opportunity for people of varying physical ability to have good views of Bathurst Harbour and surrounds. Being able to land at the jetty and obtain fresh water are also highly valued. Consequently, this site will continue to be a primary destination for cruising yachts and information sources such as the proposed signage will promote recognition of its importance in recent history and, hopefully, engender a sense of respect for the remaining structures.

Yours faithfully

(Andrew Boon)  
Acting Commodore



## Weather Rhymes and Reasons

**A**NCIENT MARINERS and farmers didn't have satellites and computers to help them forecast the weather. They observed the sky, winds and clouds. Eventually, patterns emerged and people made up sayings to remember them.

We now realise that behind the folklore often lies real science. Here are several time-tested rhymes and sayings, and the meteorological reasoning backing them up:

### *Hens' scratchings and mares' tails make tall ships carry low sails*

"Hens' scratchings and mares' tails" refer to high-altitude cirrus clouds. During fair weather, check

the upper atmosphere for these little clusters of wispy clouds that look like groups of apostrophes. Forerunners of a low-pressure storm system, they often follow a fair-weather, high-pressure system. If a lower, thicker veil of clouds trails in behind the mares' tails, the picture looks bleaker still: "The lower they get, the nearer the wet."

Typically, the hens' scratchings give you roughly 15 hours' warning before the rain arrives, but remember: "Long foretold, long last; short notice, soon past." If lower, thicker clouds seem to take for ever to arrive, then the slow-moving front generally will take even longer to leave. If the cloud level falls rapidly, your wet spell should be short and sweet.

# Weather Rhymes and Reasons

BY ANDY DAPPEN  
WITH ADDITIONS BY BOB CROWDER

Those old sayings are surprisingly accurate. Here's why

**Rainbow in the morning,  
a sailor's sure warning  
Rainbow at night  
is a sailor's delight**

This proverb is true in the middle and high latitudes of the southern hemisphere, particularly in spring when there is a passage of alternating wet and dry weather systems from the west. A rainbow is caused when sun rays break through the cloud onto falling raindrops. To see a rainbow, you must stand with your back to the sun. In the morning when the sun is to the east, the rainbow will be to the west, indicating rain is moving towards you – therefore take warning, it is likely to rain. Conversely, in the late afternoon, when the sun is to the west, the rainbow will be to the east, indicating that the showers are moving away from you.

**With your nose you smell the day,  
stormy weather's on the way**

Plants release oils into the atmosphere, and research indicates that the higher the humidity, the more oils the plants give off. This produces the distinctive odour many of us recognise when we say, "Smells like rain today."

**Ring around the moon, rain  
by noon; ring around the sun,  
rain before night is done**

So says weather-folklorist Don Haggerty, author of *Rhymes to Predict*

*the Weather*. Atmospheric ice crystals scatter the light of the sun and moon, creating rings or halos. High cirrus clouds, which form the most common halos, often indicate poor weather is 12 to 18 hours away. Halos may appear to grow as the cloud level lowers and the depression draws nearer. "The bigger the ring, the nearer the wet."

**Summer fog  
will scorch a hog**

Elegant it's not, but the saying often rings true. Clear skies on summer nights radiate heat and drop surface temperatures until moisture in the low-lying air condenses into ground fog. Likewise, fog rarely forms over land unless the air is nearly still. Clear skies and still air characterise high-pressure areas. Come morning, the sun shining through the clear skies will burn off the fog and scorch the skin of any hog careless enough to rise above the muck.

**Red sky at morning,  
sailor take warning; red sky  
at night, sailor's delight**

Fair weather involves high-pressure air masses composed of dry, stagnant air rich in dust and haze. Low-angle light from the rising and setting sun appears red in such air; thus, a fiery display at sunset indicates high-pressure air lying to the west, the direction of prevailing

**READER'S DIGEST • OCTOBER 1995**

fair-weather winds in the middle and higher latitudes. Conversely, a crimson dawn sometimes signals that high-pressure air has already passed eastward, increasing the odds that what follows will be wet.

***When the glass falls low,  
prepare for a blow;  
when the glass is high,  
your kites fly***

Lousy weather arrives in low-pressure air masses. Watching the glass, or barometer, in conjunction with the cloud progression (lowering or rising ceiling) and wind shifts, lets you monitor the three most important variables in foretelling the weather. Other signs can also warn you of a drop in pressure: headaches, an arthritis flare-up, sleepiness.

***When the dew is on the grass,  
rain will never come to pass***

Clear skies at night lower temperatures enough for humidity to

condense as dew. So if a heavy dew forms on a summer night, expect a fair day.

But, unless the air is too dry – as in the case of a drought – “When grass is dry before the morning light, look for rain before night.” This is especially true if temperatures rise during the night as a result of increasing cloud cover. “If night has a fever, it cries in the morning.”

WHILE RHYMES such as these helped past generations, the wisest of the old-timers didn't rely on a single couplet; they looked to see if a variety of clues matched up.

Haggerty sums it nicely: “One indicator makes lucky your guess. Two indications make errors much less. So take the weather sign at its word, if you look again and see a third.”

Mind you, these time-honoured forecasts are by no means infallible. Then, as it is today, the only absolute about weather is that nothing is absolute.

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Reproduced from a 1995 'Readers Digest.

Submitted by Erika Johnson

## Going About

### Are you delinquent?

No – we're not thinking you may have been vandalising the wheelie bins in your street. We're more interested in whether you have paid your CYCT subscription for this financial year.

Most members have – but a few have not. If you have not yet paid, please rectify the omission as soon as you can. If you don't we won't be sending you 'Albatross' past next month. And that would be a tragedy. Wouldn't it?

### DSS accredited as RYA Training Centre

The Derwent Sailing Squadron has been accredited as a Training Centre for all RYA sail qualifications – generally regarded as the most recognised qualifications of their type.

We hope to have full details of the courses available in next months 'Albatross' for CYCT members.



**JULY GENERAL MEETING MINUTES**  
**CRUISING YACHT CLUB OF TASMANIA**  
**8 PM TUESDAY 7 JULY, 2009**  
**DERWENT SAILING SQUADRON SANDY BAY**

Commodore Leo Foley opened the meeting welcoming members and guests Leone & Tony Scobie, David & Susan MacAulay, - *Hiawatha* from Port Albert Yacht Club, Victoria and guest speaker Christine Coughanowr.

**Members Present:**

29 members present.

**Minutes of the previous General Meeting 2 June.**

Following no voices to the contrary from members present, Commodore Leo Foley signed the minutes of the previous General Meeting of 2 June 2009, as published in the July "Albatross" as a true and correct record of proceedings.

**Business Arising:**

Nil

**Correspondence:****Inward:**

Ebb Tidings  
Squadron News  
Mainsheet  
Safety Lines  
Australian Maritime College Open Day -Sun. August 16  
Melaleuca Historical Night

**Outward:**

Nil

**Commodore's Report ( Leo Foley):**

- A reminder that the club AGM will be on the 1 September and members should give consideration to nominating others or offering themselves for office. All office bearers and committee positions will be declared vacant; the tenure of the Secretary and Vice-Commodore is three years, which is now exhausted. The position of Commodore is also open.
- Commodore Leo will meet *Adagio* in Hawaii leaving Tasmania next week. Vice-Commodore will act in the position of Commodore whilst Leo is away.
- An email from Helen & Phil Hebblethwaite announces that *Meridian* is in the water and will cruise around the Andaman Sea until December when they hope to head towards Turkey.
- Extra copies of July "Albatross" are available.

**Vice-Commodore's Report (A. Boon)**

- Saturday 8 August is the Anniversary Dinner at "Blue Skies".

**Rear Commodore's Report (M. Page)**

- Anniversary Dinner at "Blue Skies Restaurant on Saturday 8 August. Please indicate your attendance on the dinner sheet. Constitution Dock is available for Saturday night boat entry free of charge.
- Mal Riley would be available to answer questions at another time.

**General Business:**

- Quartermaster, Chris Creese reported that books are for loan from the library cupboard. Culled books are available to those who wish to take them.
- John Greenhill has donated many copies of Cruising Helmsman for those who would like to read them.
- The name board now opens for easy display.
- Rosemary Kerrison spoke of the Chinese Dragon Boat Corporate Boat Day on Sunday 29 November. This will be held at Lindisfarne Bay from the Rowing Club. Both men and women are welcome to take part. Further details are available from Rosemary Kerrison.
- Paul Kerrison reminded members that there was a move to have the Circumnavigation Cruise include Gippsland Lakes and return. Further details R.Y.C.T.

**Guest Speaker:**

Rear Commodore Merv Page introduced Christine Coughanowr from the Derwent Estuary Program. Christine gave an interesting account of the progress of the program since its beginning in 1999. Reading material on endangered species, pollution and trends is available on all aspects of the study as well as a colourful chart of the Derwent Estuary.

**Meeting closed** at 9.45 pm.

**Next General Meeting**

4 August 2009 at Derwent Sailing Squadron at 8 p.m.

Margaret Jones  
Secretary

---

**AUGUST GENERAL MEETING MINUTES  
CRUISING YACHT CLUB OF TASMANIA  
8 PM TUESDAY 4 AUGUST 2009  
DERWENT SAILING SQUADRON SANDY BAY**

Vice Commodore Andrew Boon opened the meeting welcoming members.

**Members Present:**

35 members present.

**Minutes of the previous General Meeting 7 July.**

Moved Cheryl Price seconded Barry Jones that the minutes of the previous General Meeting of 7 July 2009, are a true and correct record of proceedings.  
**Carried.**

**Business Arising:**

Books and magazines from the library shelves are available for loan. Please record what is borrowed, the date and the name of the borrower name in the book supplied.

**Correspondence:****Inward:**

Ebb Tidings  
Squadron News  
Mainsheet  
Safety Lines  
Australian Maritime College Open Day -Sun. August 16  
Friends of Clayton  
Corporate Dragon Boat Race Day.

**Outward:**

Condolence card Noel & John Brodribb

**Commodore's Report (Leo Foley):**

No report due to Commodore's leave of absence.

**Vice-Commodore's Report (A. Boon)**

- Boats wishing to spend overnight in Constitution Dock on the evening of 8 August, for the Anniversary Dinner are to gather outside the King's Pier at 3.15 pm ready for an entry at 3.30pm. VC Andrew Boon will contact Tas. Ports notifying them of boat readiness for entry.
- Tuesday 18 August 7 pm at the Mariners Cottage open discussion on anchor holding in many situations. Scenarios from the book "Contingency Seamanship" by John Clemens, published by Yachting Books (1998), will be used for topics of other discussions. Members are encouraged to share experiences and contribute to the discussions.

**Rear Commodore's Report (M. Page)**

- Anniversary Dinner at "Blue Skies Restaurant on Saturday 8 August, 6.30 pm for 7 pm. To date there are 41 starters.
- Constitution Dock is available for Saturday night boat entry free of charge, please make sure your name is on the list.

**General Business:**

- Nominations for all committee positions are open and need to be in to the secretary in the next week.

- Reminder of the Chinese Dragon Boat Corporate Boat Day on Sunday 29 November. Details in the September "Albatross".
- Cheryl Price reported on Leo Foley's progress across the Pacific Ocean in warmer days than ours here.
- Next general meeting will be the Annual, General Meeting on 1 September. Please bring a plate of supper to share. No guest speaker but time to socialise.

**Guest Speaker:**

Sergeant Paul Steane of the Police Search and Rescue services gave an illustrated talk on his work with a variety of rescues on land and water.

**Meeting closed** at 9.45 pm.

**Next General Meeting:**

1st September, 2009 at Derwent Sailing Squadron at 8 p.m.

**Margaret Jones**  
Secretary

---

**AGENDA - 34<sup>th</sup> ANNUAL GENERAL MEETING  
CRUISING YACHT CLUB OF TASMANIA INC  
TUESDAY 1 SEPTEMBER 2009 AT 2000 HOURS  
DERWENT SAILING SQUADRON SANDY BAY**

1. Opening and apologies.
2. Minutes of the 33<sup>rd</sup> AGM of the Cruising Yacht Club of Tasmania held on 2 September 2008 to be read.
3. Cruise of the Year
4. Treasurer's Annual Audited Report.
5. Presentation of Flag Officers' Reports.
6. Election of Office Bearers for 2009-2010. Nominations received for the following positions:

- Commodore:
  - Vice Commodore:
  - Rear Commodore:
  - Treasurer:
  - Secretary:
  - Editor:
  - Membership Officer
  - Club Warden:
  - Committee 1:
  - Committee 2:
7. Election of Honorary Auditor
  8. General Business
  9. Close

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