

Albatross

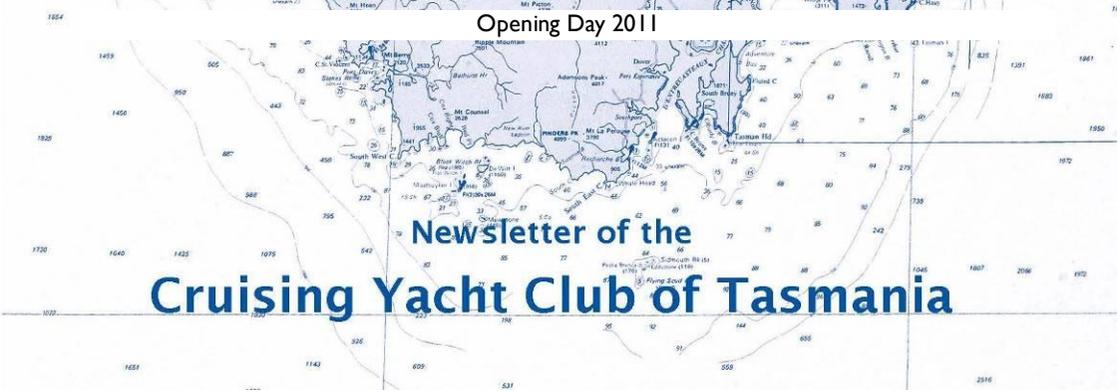
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Opening Day 2011



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay Tas 7006

Phone – 0417 560 519

www.cyct.org.au

Commodore	Chris Palmer	H 6267 4994	<i>Wayfarer II</i>
Vice Commodore	Lew Garnham	H 0417 589 008	<i>Minerva</i>
Rear Commodore	Margaret Jones	H 6272 5660	<i>Lalaguli</i>
Treasurer	Wayne McNiece	H 62252392	<i>Riverdance</i>
Secretary	Alan Butler	H 0457000434	
Editor 'Albatross'	Kim Brewer	H 0428 937358	<i>Vailima</i>
Committee	Hans Van Tuil	H 62291875	<i>Alida</i>
	Alan Gifford	H 6229 7389	<i>Eight Bells</i>
Membership Officer	Margie Benjamin	H 6267 4994	<i>Wayfarer II</i>
Warden & Quartermaster	Chris Creese	H 6223 1550	<i>Neptune</i>
Albatross mailing	Chris Creese	H 6223 1550	<i>Neptune</i>
Webmaster	Dave Davey	H 6267 4852	<i>Windclimber</i>

Life Members

Erika Shankley

Doris Newham

Chris Creese

Send all material for publication in 'Albatross' to the Editor -
editor@cyct.org.au

or to P O Box 31 Kettering Tas 7155

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Cruising Responsibilities

Members and others taking part in CYCT events are reminded that the decision to participate in any cruise or event rests with each boat's skipper. Information supplied by the Club or its officers is intended as a guide only. The Club does not 'control' or lead events and neither the Club nor the event coordinator is responsible for the safety of any boat or person.

Regardless of information supplied by the Club or its officers the skipper is solely responsible for the boat at all times.

Skippers are encouraged to keep Coast Radio Hobart informed of their location, destination and plans during the course of any cruise.

CYCT Calendar

November

Tues 1st

General Meeting at DSS at DSS - 8.00pm

Guest Speaker - Janet Fenton "Win & Clyde Clayton" and Port Davey

Wed 2nd

Committee Meeting at Mariners cottage at 7.30pm

Fri 11th – Sun 13th

Seafest – Marine Festival at Triabunna. See advert in this issue.

Sat 12th to Sun 13^h

Cruise to Rabbit Island and Esperance River/Dover OR Aitkin Point area

Sat 26th to Sun 27th

TASSAL Fish Farm visit and Snake/Chuckle Head area

December

Fri 2nd

Mawson Centenary Flotilla. Register with the Vice Commodore to participate.

Sat 3rd to Sun 4th

Cruise to New Norfolk. Themed evening meal at the Bush Inn

Sun 11th

Christmas BBQ at Dave Davey & Annick Annselin's at Kettering

Mon 26th to Sat 31st

Destination: Recherche Bay via either east or west coast of Bruny Is.

Sat 31st

New Year's Eve at Mickey's

An up-to-date version of the Calendar can be obtained from
<http://www.cyct.org.au/Calendar/>



Editorial

Show Weekend turned out to be quite spectacular weather-wise and I believe that at least 11 boats gathered in Norfolk Bay. Saturday was a sparkling day on the water and I went back to the basics and experienced the joy of sailing small boats; delivering an 18ft Spacesailer from Kettering to Cygnet. Slipping along close to the shore, hearing early morning bird-song and watching closely for cat'spaws on the water as this trim little craft heeled to every breeze brought back many happy memories to both Tony and I. He, at 17, sailed an 18-footer across 40 miles of open sea one summer to explore Great Barrier Island, off Auckland. He recalled weighing up the merits of carrying a Seagull outboard or using the locker space it occupied to carry a bag of spuds. The potatoes won and they cruised for three weeks without a motor.

In the same waters, I learnt to sail on a Heron dinghy which could be rigged for camping. Learning the hard way, I spend many hours exploring the dozens of islets, coves and beaches of my island home.

It was a blissful six-hour sail to Cygnet, admiring gorgeous scenery the whole way and sharing the waters of the Channel with many other boats. There is no better way to learn to sail well, than sailing small yachts.

This weeks issue includes reports on the visit to Aurora Australis and the liferaft exercise held at friend's pool. As I missed both these activities, I am grateful for members who contributed and for all the photos supplied. Sadly a family bereavement called us to NZ and we saw firsthand the shocking damage in Christchurch. However we also enjoyed a taste of the Rugby World Cup, which seized NZ in an unforgettable wave of rugby madness. As I write this we have just managed to beat the French by a single point. Sorry Aussies!

Kim Brewer

Editor





Commodore's Report

Combined Clubs' Opening Day

The Opening Day sail-past that took place on 8th October was apparently the largest for many years. As this was – believe it or not – my first Opening Day, I am not in a position to confirm or challenge that statement. But I do know that it was lots of fun!

Wayfarer II was languishing on the slip at Kettering on that day so Margie and I took advantage of Gus's hospitality on board *Stormfisher*. We met up with *Archer* and *Puffin* at Shag Bay for a rather hurried lunch, then motored down to the assembly area off the Regatta Grounds where, as tradition apparently has it, a degree of chaos reigned. It would be incorrect to say that all vessels saluted His Excellency Hon Peter Underwood, Governor of Tasmania, in the order stated on the program, but we all sailed (yes – there was a pleasant breeze at the time) past *Egeria* looking as though we knew what we were up to. The plan then was to all anchor in the vicinity of Bellerive for a bit of jollification, but some very threatening weather from the north prompted our skipper to beat a hasty retreat to his berth at the Royal, and the jollifications took place for a while on board *Archer*. All in all a most enjoyable day.

Dr Jennifer Lavers

No-one who was present at the General Meeting on 2nd August will have forgotten Dr Lavers' passionate, interesting but very disturbing presentation on the plight of seabirds that ingest terrible quantities of plastics in their normal search for food on the world's oceans.

It was terrific, then, to hear that she was recently named 'Tall Poppy of the Year' for 2011. The Young Tall Poppy Award has recognised the achievements of young Tasmanian scientists since 2009.

I am sure all Club members will join with me in congratulating Jennifer on this accolade, and hope that it will translate into funds that will allow her to continue this important work.

The Cost of Parts

Anyone who has owned a boat for more than five minutes will have come across the phenomenon of small things for boats costing big money. One gets used to it, or tries to, and grins and bears it when handing over the plastic for various necessary bits when they are needed.

But every once in a while, you come across something truly outrageous. In my case it was a replacement for the dripless seal on *Wayfarer*. The cost of this very simple item made my eyes water – even more so when I discovered that I could get one from the UK for 55% of the cost demanded by the Australian distributor. Regrettably, with the boat already on the slip and industrial problems causing delays at Customs and Quarantine, that option was not open to me.

But it got me thinking. Are these prices justified, or are yachties seen as a soft touch? I really think that it's the latter sometimes. So I have written a strongly worded letter to the manufacturer asking him to justify the price. Will I hear back? Time will tell. But I think it's about time we made our unhappiness with this sort of situation known.

So next time you think you are being taken for a ride – do something about it. Look for alternatives. Write to the supplier. Make your feelings known. If enough of us do it, they might just get the message.

Cheers for now,

Chris Palmer



Vice Commodore's Report

Welcome and congratulations to our new members for the enthusiasm they are showing in club activities both on land and with the water, both on and in it! New and older members attended the life raft talk, however at the pool, many were IN there too! A thank you to Margaret and Barry Jones for coordinating it, and to Paul Kerrison for the life raft donation.

Recent Cruises

The cruise south to Alonnah or Dover on the 17th/18th September was weathered out, and even a change to the safety of Barnes Bay only temped Ken and Lyn out on a windless Sunday in the Channel.



Saluting the Governor aboard *Egeria* (Cormorant Cove, Intercourse Inlet, etc) for lunch / BBQ only, with our visitors (Tom and Penny Hey) and a prospective member, Jennie on Storm Fisher. It is a delightful spot to anchor, the waters being deep to the rocky shores and well into the bay. Bird life was clearly heard, and in the bush tranquility, time seemed not to matter. Suddenly the realization of having to weigh anchors and go was the reality to meet the sail-past times.

The official Opening Day found the Commodore on Storm Fisher and the Vice Commodore on Archer, as they both had their yachts on slips for major works. The day started with both hosting boats rafted up at Shag Bay

At the meeting area, boats motored and sailed about the marshalling vessel waiting for their designated flag signal to proceed in their designated group past the M.L. Egeria and salute the Honourable Peter Underwood, A.C. Governor of Tasmania. From there it seemed a little confused as no rendezvous point flag was seen. Bellerive Beach was the protected shore, but as a rain front was approaching and high winds were forecast, some boats returned to their home



Windrush with Keith Wells and crew

ports.

Known participating CYCT boats included: Storm Fisher, Archer, Lalaguli, Keepsake, Mulberry, Reflections, Windrush, Merlyn, Trim and Birrigan, Colin Crowder on sun Odyssey and the historic Westward was out with club members. Many others were on other vessels or on the Princess Wharf cheering. Thank you for coming out for the opening and especially those who came from afar.

The Sunday picnic day was on Archer, however no boats were out there at the Garrow to accompany us to Richardsons Beach. The $\frac{3}{4}$ unfurled genoa was

wound in as the winds freshened and later the jib staysail replaced it. The Bay was empty and as the weather was inclement, anchoring ideas were abandoned for the security of the RYCT pen. Another good demonstration of the usefulness of his new bow thruster!

When berthed, the wine stopped the whining, as did the food settle the digestive system. Thank you Judy and Martin, and Gus for being such good hosts.

Coming Events

In November, two events are planned, the first is to Rabbit Island and Port Esperance area, including a Lune River exploration in dinghies. The alternative destination is Aikens Point.

The weekend of the 26th and 27th is to commence with a Tassal Fish Farm tour at Roberts Point. Anchor your boats inshore and to the north east and from there proceed by dinghy to the signaled area on the farm to disembark. It is fascinating to see the fish and learn about the complex process of aquaculture. Questions are welcome. Last year they kindly hosted a salmon BBQ, so fingers crossed! I have been in contact with Fiona Ewing and the event is a goer!

Some time, on a 'free weekend' I will post an impromptu cruise to Nubeena. It is a good time to visit our mooring there with the relatively settled weather and the absence of an 'on the nose' sea breeze.

Other News

Bridgewater Bridge

I have been in contact with the Bridgewater Bridge project manager enquiring about what has and is happening. The last closure was not from a failure, but a completion and preventative exercise. Some works had not been completed and some operational issues needed attention so not to cause any unexpected closure. Yes, by the time you read this article it should be open again and service us all well!!

I raised some issues, namely the low wind speed limit of operation and the very restrictive hours of operation. He said that they are monitoring the bridges capabilities in windy conditions and, if able, the wind speed limit may be raised later.

On the basis that the afternoon sea breezes, that can be sufficient for closure, often lessen towards sunset, and that 4pm is inappropriate during the long summer days with daylight saving, he will consider a proposal for extending the operational hours on weekends and public holidays, up to ½ hour before official sunset. Road traffic closure is an issue especially at peak times.

Moorings

The KBC (Kingborough Boating Club) have now laid, on a trial basis from MaST, two moorings in Missionary Bay that should not prove to be detrimental to other boating activities. I think another one is in Dover, bringing their total to twelve!

MaST has now two established public moorings, Coles Bay, and Orford. They are negotiating the placement of one at Darlington. Kettering and western side of Cygnet are virtually closed to new moorings, as are many areas of the Derwent and Huon River. There are over 30,000 boat registrations, mostly trailerable, but many shack/boat owners are requesting moorings for their seasonal use. Limited mooring free zones can be established in some used areas, however other areas have moorings well established and such zones would be difficult to establish there.

Many CYCT members have 'infrequently' used available moorings and often I am told of these as being available for use. If there are members who wish to allow their moorings to be used, please email me with details and conditions of use. This could include maximum vessel weight/length, contact number for available date/ times and polite request, and when serviced to establish reliability for both parties. It would have to be at users risk only and some responsibility for any damage to the mooring. All concepts considered!

Boating Guide

The boating guide 'Cruising Southern Tasmania', of which the CYCT is a contributor, is to be revised and reprinted. Members are ENCOURAGED to access the CYCT web and place comments on any areas visited, either maritime or land information or to add new sites. It is not just 'add a new anchorage' area.

For the guide to be effective, it needs the PRACTICAL input of our members and their experience that can be passed on to others. So please, on your cruise, write notes in your log or a separate sheet with guide page reference number

and submit it either to the www.cyct.org.au web site, or to Dave Davey directly.

Historic Guide

Are there any members who love history, perhaps extending to the southern waters, islands, ports and anchorages who may wish to collate material either in a book or a location on our web site? The back issues of Albatross have a lot of articles dispersed among the years of volumes, for us. .

Non Boat-Owning Boaters

I encourage you to contact me so a boat may possibly be found for you to go out on. Those boat owners who would like a 'crew' could do the same and some arrangements could be made. On Thursday mornings at the DSS a regular sail/lunch occurs that members may partake in.

The Ladies Cruise

The ladies choice so far for a cruise is the French Canals, so guys you need a NEW and better boat to fulfill their dreams...On this optimistic note I close to wish you all happy safe fun-fill sailings.

Lew Garnham (Vice Commodore)



Morning tea on Archer

Rear Commodore Report



What a change in the weather this last week. I am sure all those who were on the cruise this Show Weekend will have enjoyed pleasant weather. We again send our thanks to Tony and Sally Creese for the hospitality in sharing their home at Eaglehawk Neck.

Received this was a message from Pat Price aboard *Pendulum* in the Pacific:

“Jon Neville joined *Pendulum* at Savusavu in Fiji on Thursday. Now a few days later he has finally stopped complaining about the cold Tasmanian weather. Maybe the rain in Sausavu has taken his focus! Then it got below 27 degrees and he started again! But it’s always warm and ...errrr...and hot here.

Jon has signed on as crew and the two of us will depart for Anatom in the south of Vanuatu (Google reading recommended on Monday morning). It will take us 24 hours or so to get clear of the reefs exiting Fiji in the northern Yasawas. A few days in Vanuatu and then onto New Caledonia. “ Pat Price.

Christmas BBQ

To be held at the home of Dave Davey and Annick Anselin, Kettering on Sunday 11th December. This is a BYO event. It is hoped that Santa will visit us.

Full details of time and directions in the December “Albatross”.

General Meeting

6th December will be a general meeting with a guest speaker talking about “Whales”.

Reminder: Guest speaker on November 1st will be Janet Fenton speaking on Win and Clyde Clayton from Port Davey.

"

APPLICATION FOR MEMBERSHIP

Malcolm Proctor and Margaret Armsby

LEGEND

David and Lynne Brown

DEJA VUE

Tom and Suzie Davison

let's go

This nominations will automatically be accepted within 14 days of the next General Meeting immediately following this issue of the Albatross, subject only to any Member lodging an objection in writing to the Secretary no late than that date.

WELCOME NEW MEMBERS

Bob And Glenda Beresford

LATURA

On behalf of all the members of the Cruising Yacht Club of Tasmania, the committee welcomes these new members to the Club and looks forward to a long and happy association with them, on and off the water.

DIY COVERS, BAGS AND CUSHIONS

If you like the satisfaction of doing some of your own canvas projects, visit **www.sailrite.com** This small US company specialises in supplying the DIY market and has a huge online catalogue. You'll find dozens of useful videos and instruction sheets, some free and others available for purchase then download. Topics include making a binnacle cover and sewing with Sunbrella canvas. I have found it a terrific company to deal with, with typically great American customer service. When I had trouble with a product, my query was answered by the Vice President, Matt Grant, who presents many of the video tutorials.

Spectacular Tasmanian Lighthouses

Two publications on sale now are a must for lovers of lighthouses!

2012 Tasmanian Lighthouses Calendar **\$20 + postage**

“The lighthouses must remain an indelible feature in the soil of this territory whilst Van Diemen’s Land remains above the water”, said William Moriarty, Port Officer in Hobart in 1834.

And an indelible feature they certainly became with six of the first twelve lighthouses in Australia being built in Tasmania. By the time the lighthouse on Tasman Island gave its warning flash to mariners in 1906 there were fifteen lighthouses on Tasmania’s coast and offshore islands.



Cape Wickham Lighthouse

Stunning photographs of some of these iconic lighthouses feature in the latest in the series *Tasmanian Lighthouses*, calendars which have become collectors’ items. The images, donated by both professional and amateur photographers, include the lighthouses at Tasman and Maatsuyker Islands, Cape Bruny, Eddystone Point, Low Head, Mersey Bluff, Table Cape, Macquarie Harbour, and Currie Harbour on King Island.

Also featured is the Cape Wickham lighthouse, completed in 1861 and unique in that it is the tallest lighthouse in Australia. The walls of the granite tower are three metres thick at the base and the unusual timber staircase contains eleven

flights of 20 steps each. It celebrates its 150th anniversary in November this year.

This, the sixth in the much sought-after series of calendars, captures the essence of Tasmania’s lighthouses and is once again produced by the Friends of Tasman Island and published by Tasmania 40°South. Working in partnership with the Tasmanian Parks and Wildlife Service and Wildcare Inc, this group of dedicated

volunteers carry out many hundreds of hours of work each year towards the restoration and preservation of the natural and cultural heritage of Tasman Island.

Thanks to sponsorship from the Cascade Brewery Company, Australian Maritime Systems and Tasmania 40°South, the *Tasmanian Lighthouses Calendar* is one of the major fundraising projects for the Friends of Tasman Island.

Purchase this magnificent limited edition calendar now and know that you are helping to support the ongoing work on the island.

- **Available at selected book shops, newsagents and other local stores around the State or email friendsoftasmanisland@gmail.com to place your order! A great Christmas gift idea!**

Tasmanian Lighthouses



Calendar 2012

Tasman Island Handbook
\$10 + postage

Another publication for the discerning collector, also produced by the Friends of Tasman Island sponsored by Wildcare Inc is the *Tasman Island Handbook*.

- What year was a site first cleared for a lighthouse on Tasman Island and what other locations were also suggested?
- Find out what members of the Marine Board said when they visited the proposed site!
- Did you know that there are no land mammals on Tasman Island and that the island has its own endemic cricket?

With sections written by specialists in their field and illustrated with stunning photographs donated by both professional and amateur photographers, this pocket-sized publication contains almost everything you ever wanted to know about Tasman Island!

Phone 0438004111 or email friendsoftasmanisland@gmail.com to secure your copy now!

FOR SALE

13kg ANCHOR

2 x COPPER VENTILATORS

Phone Bob Goss

0409 387 887

SEA COCKS ARE NOT A DIRTY WORD

.....A Cautionary Tale!

I thought I would pass on some advice from a nasty experience I had recently. My yacht Serida is a 41ft Van de Stadt Rebel built in England in 1984. Boats of that time were heavily built and probably over designed. My boat has solid, heavy bronze sea cocks, which look from the outside as if they would last forever.

I have owned Serida for 6 years but sea cocks were always out of sight out of mind. On finding a small but constant leak in the toilet I tried unsuccessfully to turn off the sea cock, which was accessed through a 6 in port (consequently not used much, if ever). Luckily I was able to slip quickly, but dismayed to find not only the inlet fitting of the sea cock but all the 40mm copper pipe (which was nicely hidden in foam & tiled flooring) back to the toilet was completely eaten away with corrosion.

I have replaced about 60 kilos of bronze & copper with 6 kilos of plastic pipe & modern fittings.

My advice to those with a similar 'slacko' attitude to mine is to set up a maintenance strategy so that all your sea cocks get some sort of regular maintenance. I have 7 of these nasties so have taken a hull photo showing the outlets, marked what they all do and drawn up a list showing the condition & date of replacement. I also now turn the blessed things off when I am away.

From this experience I have realised being a Slack-o will put me on the bottom much quicker than I would like. Regards Mike Boyden.



A marine biologist developed a species of genetically engineered dolphins that could live forever if they were fed a steady diet of seagulls. One day his supply of the birds ran out, so he had to go out and trap some more. On the way back, he spied two lions asleep on the road. Afraid to wake them, he gingerly stepped over them. Immediately, he was arrested and charged with transporting gulls across sedate lions for immortal porpoises.



The two sessions on liferafts – theory and then practical – seem to have been well appreciated. Two members relate their impressions and the lessons learnt.

A foray into the world of life rafts.

Thanks to the research and wealth of experience of many ‘elders’ of the CYCT, we were able to gain a sensible and interesting insight into a variety of aspects of the concept of a life raft and what this means to we yachting folk. The gathering @ The Mariners cottage was well attended and most informative with a variety of points of interest.

Information on what a Life raft service actually involves, planning for what to include within your life raft and also your emergency grab bag e.g. current medications, glasses etc. Wise advice was given to be involved in witnessing the service personally if possible, to be certain of what has actually been included!!! Too late when you are @ Sea!! A run down on the types of rafts available and importantly a discussion on where to locate your raft on board for ease of handling in an emergency as well as taking into consideration practical aspects, pertinent to your boats layout.

There were also some anecdotes from seasoned sailors, which augmented the discussion of emergency procedures. The mood was quiet and serious and I felt the gravity of being @ Sea fell quite heavily on the group. However, it was duly noted that with all of the years of Sea Faring experience within the room itself, it reflected very well that no real need of a life raft had been required by the members present.

The most important point made and one to remember was to “always climb up into your raft”..... In other words, until your ship is sunk, stay onboard and only get into your life raft as a last resort.

The Wednesday night found a solid group of member’s @ The Friends Pool to watch a good handful of volunteers who donned clothing and PFD’s, attempting to clamber into the 8-man life raft.

With some good advice, and practice, we discovered the easiest way to help and get others inside and on board. We were amazed at how much water spilled in with each rescued person which highlighted one of the many difficulties which would be encountered at Sea. The life raft was paddled up and

down the length of the pool, and generally everyone had a chance to ask questions and experiment with the raft in a real practical sense. A rare and valued opportunity.

Thanks to the members who organised these two informative and practical evenings. No doubt there was a lot of effort and work to enable these nights to run smoothly. Let us hope the good advice and preparation pays off if ever the worst becomes a reality.

Tracey Taylor

And more thoughts from Valerie Nicholls

I'd like to express my thanks to those who organised the life raft event - it was such a worthwhile opportunity to get a feel for how to get into a raft. It was easier than I expected. In the balmy calm waters of the Friends pool I found the rope hand-holds on the inside of the boat a great help when I got in by myself. The two person 'heave the third' method was surprisingly easy. I felt confident about being able to bring in a large person. Two of us sat either side of the 'door' and grasped the wrists of the person in the water, on 1 we steadied, on 2 we pushed on shoulders of the person in the water so that they went under and on 3 we heaved. All very quick and amazingly effective.

Personally I found the tape ladder impossible to use and a liability around my legs. All the loose rope securing bits and pieces to the raft were similarly threatening when we deliberately toppled the raft.

As you'd expect it got cold sitting in water in the raft pretty quickly. Amidst the laughter and joking it was pretty sobering to imagine oneself in a real emergency situation. I came back home with a heightened awareness of the importance of the grab bag and all other ways of being 'ready to go' and 'ready to stay' in the raft.

I know its daft but I was really pleased to see how well the life jackets inflated. Reassuring. . If there was ever an opportunity to try same in the Derwent and to see the raft inflate, I'd certainly be back. I was surprised so few jumped in. I wonder why that was? For me, there's nothing like experiential learning and at least if I ever find myself needing to get in a life raft I can draw on this memory and take some comfort in knowing I have at least done it once before. Thanks again.'



**Opening
Day
Images**





CYCT Explores Aurora Australis

An intrepid group of CYCT polar spectators braved wharf security to inspect the Aurora Australis. The wharf security was interesting in itself with photo ID required to negotiate the turnstile and chain wire fencing. Clearly our anti terrorist bureaucrats are depending on any potential terrorist not realising access from the water is completely unguarded!!

Built in 1989, at 94 m long and weighing 3900 tonnes, Aurora Australis is a small ship but a tough one.

An icebreaker by design, her thickest plates are 25 mm. She is physically equipped to repeatedly charge the ice in order to break through pack ice and tough enough to sustain getting stuck - for short periods. Last season she was jammed fast for a couple of weeks and sustained 1.5 million worth of damage to her plates and frames. She was drydocked in Queensland where they removed side plates and frames, reinstalling complete prefabricated sections

We were given a very interesting tour by the first mate. He harks from Queensland but loves the cold he told us!

The tour included a look at the helipad/workshops, accommodation, bridge, engineroom and holds.

The engine room was of particular interest. She is powered by two separate engines of differing size (4500Kw and 5500Kw) delivering power through a single transmission. Thrust is delivered via a single aft propeller, two aft withdrawable and steerable propeller pods and also has a tunnel thruster forward.

Intriguing that there was no facility for removal of a complete engine. This would require cutting a section from the side of the ship. The engine room also contained a compressor station to provide compressed air for a wide range of functions throughout the ship.

The bridge was impressive with all the expected facilities including steering via joystick. Ships administration is also carried out from the bridge precinct. One suspects that in such a hazardous operating environment a lot of time is spent on protocols with "the most important machine on board the photocopier"

When asked how a new icebreaker might be different from Aurora Australis, we were told not a lot has changed in ice breaking technology apart for the use of water canon down the bow plates to reduce friction between the hull and ice.

We departed after signing out and renegotiated the security system - with an eye on the unguarded wharf apron for intrepid terrorists with stepladders!

We appreciated the opportunity to learn more about this Hobart maritime icon.

Full details of the ship can be found at:

http://en.wikipedia.org/wiki/Aurora_Australis_%28icebreaker%29

<http://www.antarctica.gov.au/living-and-working/travel-and-logistics/ships/aurora-australis>





The Mawson Centenary Flotilla

On the 2nd December this year, we will mark a century since a 29 year-old geologist named Douglas Mawson took command of the Australasian Antarctic Expedition, boarded the steam yacht *Aurora* and departed Hobart for Macquarie Island, en route to Cape Denison and Commonwealth Bay in Antarctica. On this day, three Antarctic cruise ships, the *Orion*, the *Akademik Shokalsky* and the *Spirit of Enderby* (previously the *Professor Khromov*) will be in Hobart for cruises timed to celebrate this historic expedition.

Hobart's history as an Antarctic port is a long one, and since the early 19th Century the Tasmanian community has had a profound connection with Antarctica. One hundred years ago, this community gathered to wish the first Australian-led expedition to Antarctica good luck and Godspeed on their departure. The Governor of Tasmania spoke to an assembled crowd on the wharves, commending the expedition and its leader. At 4:00 pm exactly, the *Aurora* sailed down the Derwent River, accompanied by a flotilla of well-wishers aboard chartered and private yachts.

One hundred years later, Australia is a leader in Antarctic and Southern Ocean policy and science. Hobart is home to the Australian Antarctic program. Its modern icebreaker, the *Aurora Australis*, will be with us, as will the French Antarctic vessel *L'Astrolabe* and the Royal Australian Navy's sail training ship the *Young Endeavour*. The Royal Hobart Regatta Association, the Royal Yacht Club of Tasmania, the Bellerive Yacht Club, the Motor Yacht Club of Tasmania, the Geilston Bay Boat Club, the Cruising Yacht Club of Tasmania, the Australian Wooden Boat Festival and the Derwent Sailing Squadron have all been invited to participate in this remarkable public event. His Excellency the Governor of Tasmania, the Honourable Peter Underwood, AC and Mrs Underwood will be the guests of honour.

The Mawson Flotilla is planned as part of the Antarctic Centennial Year, a 13-month celebration of Tasmania's enduring endeavour in the Antarctic. This is a

key event on the ACY calendar. Along with the launch of 'Traversing Antarctica' (a major new exhibition by the National Archives of Australia at the Tasmanian Museum and Art Gallery) and an important fund-raising dinner for the Mawson's Huts Foundation, it will attract tremendous public interest and participation. For expeditioners, participants and guests, it will offer an unforgettable experience.

For the yachtsman and the boating enthusiast, this will be one of the largest events organised on the Derwent for many years and it will be an exciting one. For those interested in Antarctic history, it marks an important anniversary in Australia's long involvement in Antarctic science and exploration. For the people of Hobart, it will be a celebration of our vibrant port city and our maritime heritage. We invite you to get involved, to join us and enjoy a very special day.

Organisers of the Antarctic Centennial Year urge boat owners interested in participating in this historic event to register with their own club. CYCT members should contact Vice Commodore Lew Garnham at vice@cyct.org.au

Alternatively you can register directly with Paul Cullen at Paul.Cullen@development.tas.gov.au. He will collate and pass on your details to Tas Ports, who will be coordinating the day's activities on the water.

Only registered yachts and boats will be permitted to join the parade of sail on the day.





November 2011

11-13th November 2011

Seafest is the name of a new festival being held in Triabunna on the East Coast of Tasmania from the 11-13th November 2011

Seafest is a collaborative venture between Triabunna School, Glamorgan Spring Bay Council, Triabunna–Orford Chamber of Commerce, Spring Bay Maritime Discovery Centre and local community and business representatives.

The theme of the festival is a marine focus on living and learning on the east coast.

We have a beautiful setting for the festival on the wharf and marina area of Triabunna. There are various venues within this area from open grassy areas to secure enclosures. The picturesque surroundings include Triabunna's charming fishing fleet, views to Maria Island and the backdrop of historic buildings.

There is plenty of space for rides, food and market stalls, product and information displays, activities, games and entertainment.

The festival begins on Friday 11th November with all the East Coast schools within reasonable travelling distance invited to spend the day at Seafest. This day will have an educational focus as well as being a brilliant play day for the kids and older students.

Friday 11th to Sunday 13th are market and exhibition days with a focus on boat show, food and wine and all things recreational and interesting to do with the sea and our beautiful East Coast environment.

Saturday will also feature a Jet Ski Race around Maria Island and the night is all about entertainment. What we've got planned will thrill you!

Sunday 13th will see a continuation of the exhibitions with a focus on fun activities on the water: A Fishing Competition sponsored by Hook, Line & Sinker (Andrew Hart), trips to Maria Island, as well as sailing and kayaking is just some of the action.

Book Review

Barefoot Roving – the Travelling Kitchen

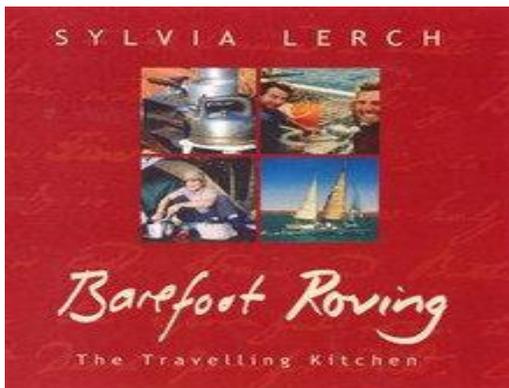
Sylvia Lerch

What is a Barefoot Rover? In this captivating, interesting cookbook/travelogue/essay Sylvia Lerch draws portraits of self-reliant, often eccentric characters wandering the oceans of Australia and the world and choosing to live by the KISS principle in boats ranging from old wooden cutters to Wharram cats. Simplicity and respect for simple, traditional values, taking responsibility for oneself yet acting as a sea-borne community mark an alternative cruising lifestyle and the food reflects these values.

As a born scavenger, I appreciated recipes for wild foods and fish and simple ideas for breads. Designed for off-roaders and voyagers without refrigeration, the ingredients are practical, drawing on what is likely to be available in out-of-the way destinations. Take some celery seeds or polenta in the locker this summer and you can wow visitors with stove-top roti or polenta bread.

Although there was plenty to tempt at the Sydney Boat Show, the only purchase I made was this very readable cookbook and I know it will become a favorite.

. Available from www.boatbooks-aust.com.au \$29.95



Roti

1 tsp celery seed
2 cps fine wholemeal flour

Salt

2/3 cp cold water

30g ghee or butter

Mix celery seed, flour and a little salt. Rub in ghee. Add enough water to form a dough. Knead well for 10-15mins until

elastic. Divide in to eight balls. Roll each out to the size of a bread and butter plate. Cut from edge to centre and roll into a cone. Fold over ends to form small parcels of dough and rest for 10 mins. Roll out again and shallow fry until lightly browned. They will puff up while cooking.

Kim Brewer

Cruising Yacht Club of Tasmania Inc

General meeting

held at the Derwent Sailing Squadron on 4 October 2011

MINUTES

1. **Opening**

Commodore Chris Palmer opened the meeting at 8:00 pm, thanked last year's Committee, and thanked the Vice Commodore and former Secretary for managing business in his absence.

2. **Attendance**

Forty-eight members registered their attendance. There were three visitors and 16 apologies.

3. **Minutes of the previous meeting.**

The minutes of the previous meeting held on 6 September 2011 were confirmed.

4. **Business arising from those minutes.**

There was none (other than items elsewhere on tonight's agenda)

5. **New members.**

The Commodore welcomed and presented Club burgees to:

Daniel Sprod and Sophie Carnell

Kate Hanford

6. **Vice-Commodore's report**

Lew Garnham announced arrangements for:

Opening Day October 8th and BBQ on the 9th;

a Long Weekend Cruise to Norfolk Bay with BBQ at Eaglehawk Bay (weather permitting);

and called for suggestions for a cruise planned by women members.

He asked members to see the Club's website for information about future cruises and to keep in touch by email to arrange details as each cruise approaches.

7. Rear Commodore's report

Margaret Jones advised arrangements for the visit to *Aurora Australis* (Capt Scott McLachlan) on the 6th, and the life-raft sessions the following week (10th at Mariner's Cottage and 12th at Friends pool). At the November meeting Janet Fenton (Port Davey) will be the guest speaker. In December (Sunday the 11th) will be the Christmas BBQ (BYO) at Annick and Dave's home at Kettering (thanks for their generosity). In recognition of DSS's generous hosting of our meetings, the Committee has decided to make a donation to *Sailability*; this will be presented soon.

8. Treasurer's Report

Wayne McNeice reported that our operating account stands at \$6,360 and that we are about \$1,800 ahead of budget for the first quarter.

9. Forums

Alan Gifford reported that:

The very successful Women on Boats sessions are continuing – 5:30 Tuesdays at Mariner's Cottage – and more attendees (even if you haven't been attending so far) are very welcome;

Several WoB participants are now enrolling in a RYA Day Skipper Course (and others are invited to join in) ;

A program is being prepared concerning Man Overboard drills, probably involving some general theory but particularly addressing the specific details of members' boats. More details to follow.

9. Commodore's report

Chris Palmer congratulated John and Sue Cerutti on the award of a Cruising Plaque. (The plaque itself was AWOL but will be presented shortly).

Jon Neville and Sophie Kim are holding a garage sale in aid of victims of the Japanese tsunami; Chris encouraged support.

The Warden has copies for sale of the 2012 Tasmanian Lighthouse Calendar (sold in aid of the Friends of Lighthouses), and also has supplies of Club clothing; see Chris Creese for these.

The Commodore encouraged members to participate in Opening Day – he would probably be leading the Club's flotilla aboard *Stormfisher* followed by the Vice Commodore on *Minerva*.

10. **Other business**

Andrew Boone reminded members that Coast Radio Hobart now broadcasts weather on VHF Channel 1 every half hour. CRH will soon commission a new VHF base on Flinders Island. The Commodore urged anyone not already a member of CRH to join and support this wonderful service.

11. **Speakers: Pat and Roger Locke "Boats in the North Atlantic"**

Margaret Jones introduced Pat and Roger, long-standing Club members and Officers, who spoke about their cruise (on a ship) to Svalbad/Sptizbergen. There were many fascinating aspects, particularly the Svalbad Seed Vault and the geology of the region.

12. **Next meeting**

The next meeting will be on Tues 1 November; guest speaker Janet Fenton "Win and Clyde: Clayton and Port Davey"

13. **Close**

Meeting adjourned at 9:40 pm for coffee and conversation.



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WOMEN ON BOATS

Women On Boats sessions continue at regular intervals with an emphasis on basic navigation. The past two sessions have looked at compasses and compass errors. Women are very welcome to join in at any time. Even if you have missed earlier get-togethers, we make sure that you catch up. Please contact Jenny Makepeace at pmakepeace@bigpond.com Come and share a few laughs while learning together. Meanwhile here's a sample of what we have covered.

IRON AND ROSES

Using Compasses and Reading Charts

There are two "errors" that you need to know about when working on a chart and calculating courses to steer. These are called **VARIATION** and **DEVIATION**

1. VARIATION

There are two North Poles!

Charts are orientated to **TRUE NORTH**. Compasses point to **MAGNETIC NORTH**

TRUE (Geographic) **NORTH POLE** – is constant

MAGNETIC NORTH POLE – moves, circling the True North Pole.

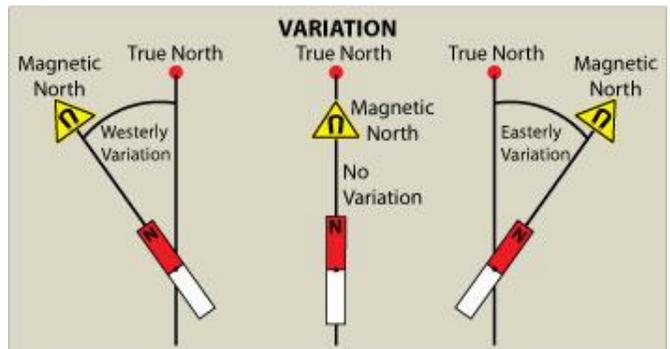
The Earth has a magnetic field created by a molten core containing a lot of iron. The magnetized pointer on a compass aligns with the Earth's magnetic field.

The difference between True North and Magnetic North is called **VARIATION**.

Variation is always described as east or west of True North.

Where do you find variation? Compass Rose

Variation is the same for all boats in the same area at the same time.



2. DEVIATION

Error in a ship's compass caused by the ship's magnetism i.e. any iron, magnets or magnetic fields aboard, surrounding the compass.

Where do you find Deviation? On a deviation card.

Deviation is always described as east or west.

Deviation is different for each compass and on each heading

Finding a compass course to steer from a true course on the chart

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