

Albatross

Volume 38

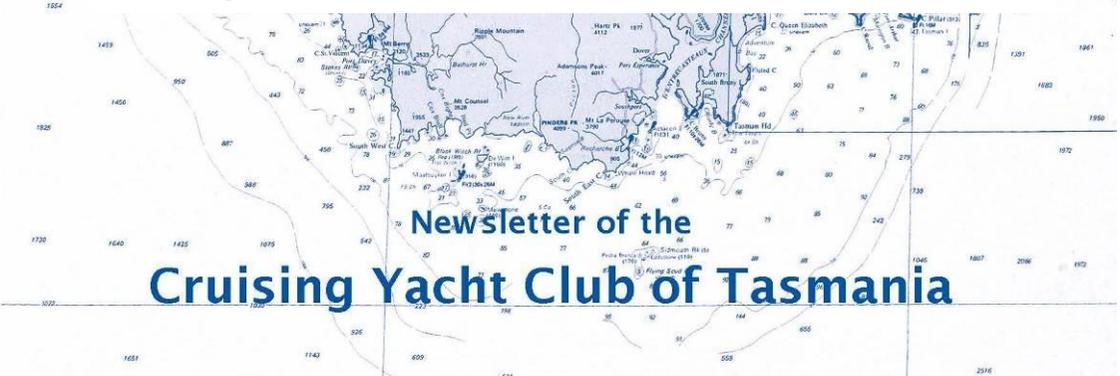
No 4

May 2012



Minerva sailing back from Taranna

Photo: Kate Johnstone



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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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 | |
|--|---|
| <u>MAY</u> | |
| Tues 1 st | General Meeting @ DSS 8pm. Guest Speakers - Bill Miles & Dave Davey Topic: "Don't be Left in the Cold" (Hypothermia) |
| Wed 2 nd | Committee Meeting @ Mariner's Cottage 7.30pm |
| Sat 5 th | Donald Sutherland Navigation Cruise followed by dinner at the Mermaid Café, Kettering. |
| Tues 8 th | Women on Boats @ Mariner's cottage 5.30pm. |
| Sat 12 th | Maritime Marketplace @ Kettering Hall 9.30am to 2.00pm |
| Sat 26 th – Sun 27 th | Quarantine/Apollo Bay BBQ. RYCT Peartree picnic Sunday. |
| <u>JUNE</u> | |
| Tues 5 th | General Meeting @ DSS 8pm. June 5 th Dinner at 6pm Guest Speaker: Graham Cowie Topic "Batteries And All That" |
| Wed 6 th | Committee Meeting @ Mariner's Cottage 7.30pm |
| Sat 9 th – Mon 11 th | Huon Cruise to Kermandie Marina. Dinner at Kermandie hotel with 50's theme. Weekend of activities in Franklin. |
| Sun 17 th | "Winter BBQ" Hut 9 Waterworks Reserve. Bring all your requirements. BBQs available, shelter & parking. Plenty of room for children. |

Visit the website www.cyct.org.au and click on the Calendar tab for more information on all events.

Editorial



This issue of the Albatross has been put together in Sydney and Auckland Airports between flights and now I am sitting on the shores of the Waitemata Harbour with Auckland City towering opposite. This harbour bears many similarities to the Derwent: a city on one shore, an historic suburb opposite and the two linked by a harbour bridge. There the differences end. The thousands of tourists arriving in Auckland by cruise ship can catch a regular ferry service to partake of Devonport's shops and cafes. This same ferry carries

commuters to and from work in the City. On the harbour every day of the week two ex-America's cup yachts are among various sailing options getting paying passengers on the water. And super yachts arriving for refit or introducing the super wealthy to NZ are an almost-daily sight.

Auckland may be a vastly bigger city (pop. over 1 million) but Hobart has the edge in gorgeous scenery and an historic and very beautiful city. And what about the climate? Ask any Aucklander about the dreadful "non-summer" just past! Maybe with the talk of new ferries, a developed cruise ship terminal and increasing numbers of super-yacht visitors, the Derwent will become as busy as the sparkling Waitemata.

Kim Brewer
Editor

Letter to the Editor

I read with interest the article 'Crew Overboard' in Albatross. Good work! In my sailing days, at least once a year our crew practised MOB procedures. My following comments are addressed to the sailing fraternity and those with several crew, (single handed and short-handed sailing brings forth other extreme difficulties in recovering someone overboard). At the MOB day, was it stressed that the very first thing to happen when MOB is called is that one person attaches himself/herself to the backstay and keeps the person in the water in sight? This is most important as it is too easy to lose sight of that person and very hard to find again. Meanwhile the helmsman should heave-to as this will slow the boat and eventually stop it without veering off course. How many of your members can heave-to their boats and if they know the method, how many have tried it? Some yachts slow down and stop in a straight line, others behave somewhat erratically. If the yacht has an engine (some racing craft do not), it should be started, the sails dropped

or furled and the boat brought around to edge up to leeward of the person in the water. Even at 4 knots, it is extremely difficult to grab and hold onto that person, so the boat has to be ever so gently turned into the wind when the way is enough to reach the person with the engine out of gear (legs can be hit by the screw on smaller craft). On yachts without engines, the main should be dropped and the boat manoeuvred by genoa alone, another need for practice here.

The copy of Albatross that is sent to Coast Radio Hobart is well thumbed!

Cheers,

Robin Retchford

One of the radio operators at CRH.

Commodore's Report



Jeanne Socrates

Members who attended the April General Meeting were treated to a very serendipitous last minute change of speaker. Jeanne Socrates, who is now on her third solo circumnavigation, spoke to us about her voyages, her boat and the experiences she had on the way. It was enthralling stuff, the more so as it came from a slight, softly spoken Englishwoman. The experiences, by the way, included a knock-down a couple of days out from Cape Horn. All in a day's work!

At short notice, Jeanne was kind enough to host a smaller gathering at the Cottage a few days later so that Club members could quiz her in more detail about all aspects of her experiences and plans. The Club is extremely grateful for her generosity, and wishes her well as she sets off on the next leg of her adventures.

Women on Boats

Could it be the 'Jeanne Socrates Effect'? Who knows – but the last WoB meeting attracted nineteen women. So many, in fact, that the Cottage was hard pressed to accommodate them all and I understand that alternative arrangements are being considered for future meetings.

A number of attendees at the last meeting are not yet Club members, but most are planning to join. This is proving to be a great way of attracting potential new members, and thanks go to Kim Brewer for her amazing enthusiasm in growing this group.

Navigation Cruise

This will be held on May 5th, to be followed by dinner at the Mermaid Cafe, Ferry Road, Kettering. Don't miss it! Details regarding the cruise and how to make bookings for the dinner can be found elsewhere in this newsletter.

Maritime Marketplace

Tables are filling fast. Advertising posters are going up around the place, so demand will increase as more people get to hear about it. If you want a table (or a half table) or an outside spot for a trailer or dinghy, contact Hans van Tuil without delay on 6229 1875.

Anniversary Dinner

The date has been set for August 11th and following positive feedback from the two previous years, the location will again be the Hobart Function and Convention Centre on Elizabeth Street Pier. We hope to get our usual support from TasPorts to allow us a night's free berthing in Con Dock, so put the date in your diary and get ready for a good night! More details in the next 'Albatross'.

The Committee

Believe it or not, we are past the half-way point of the Club year and there are just over four months to the next AGM.

For their various reasons, a few Committee members have let me know that they are not able to continue in their roles next year so we will be looking for others to take their place.

It may be a cliché to say that you will get more out of being on the Committee than you put in, but like most clichés, it is grounded in fact. Our regular Committee meetings are positive and productive, and there is no better way to get to know your fellow Club members than being part of this group.

Please think about nominating for a Committee position. You don't have to be a long term Club member – in fact, we are actively looking for newer members who can bring fresh ideas to the running of the Club. If you are interested, feel free to call me (0402 118 548) or any Committee member for a chat and find out what is involved.

With the resurgence that the Club seems to be going through right now – increasing membership, regular cruises, more activities, a range of forums, site visits, the Maritime Marketplace and a higher profile in the broader sailing community in Tasmania, I guarantee you won't regret it. So hop on board!

Cheers for now,
Chris Palmer



Vice Commodore's Report

Time for the report to be written and reflect bi-directionally; on what has and what will happen. The turbulent atmospherics have kept many cruisers at home. Others who have ventured out have required flexible destinations and timetables.

Past Cruises

All our Easter planning for Maria Island and the Canal was blown out; however Taranna was safe for the changes and weather waiting. A little poem of reflects this, (author?)

Whether the weather

Whether the weather be mild or whether the weather be not,
 Whether the weather be cold or whether the weather be hot,
 We'll weather the weather whatever the weather,
 Whether we like it or not.

My biased report appears later but unfortunately the Easter Bunny sailed off for cover early in the morning. Apologies for not collecting and distributing those eggs you prepared for the group. I know Gus had a big set of blue ears (borrowed from a night club?!) and Jane and Greg Peart had prepared shells and Cheese. (Shell + Cheese = Egg?)

Minerva was unable to attend the Barnes Bay Regatta, however the battle scarred Riverdance fought her race competition well, without mishap, gaining a third and a first! There was a very large fleet of yachts out sailing, followed by the evening club house function which was very enjoyable and extremely well run

Future Sailing Events

Anzac Day - Wednesday 25th April is booked for a Peartree BBQ. This is a 'midpoint' point for Kettering and Hobart Fleet. If there are alterations, then CRH will be notified. Aim to be there about 11:30 am. If the weather is very tempting, then a beach on the opposite shore (southern end of Nebraska or Killora Bay) may be the site of festivities.

Donald Sutherland Navigation Trial Saturday 5th May is a fun day set by Andrew Boon at Kettering area. You can be reassured, despite Andrew's biased cruising, that we will not be going to Port Davey!

Apollo to Missionary Bay area. 26-27th May for an O/N cruise and BBQ. Perhaps Peppermint Bay for lunch!

Offshore

Adagio - Steve and Dorothy Darden are preparing for their South Pacific trip via the Bay of Islands (NZ). Gus is the lucky crew member for the Tasman crossing.

Archer - Judy and Martin Greasley found Bateman's Bay to be a 'swell' place not to be and so are heading to Sydney. A cheaper marina berth is only \$1900 and a mooring \$429 per MONTH (\$14.30/day). This will not give you a 'swell time'!

Charon - Richard and Wendy Phillips will be heading further north from Bundaberg where they had the boat in 'storage'. I was told that it is a great town with good facilities for boat work. They have a mooring at Taranna for brief or long term rental.

Honey Bee - Chris and Hugh are in Chain Bay, Batemans' Bay area after a wild sail from Eden but they had to motor the calm of Bass Straight after visiting Prime Seal and Deal Islands.

Other Items

1. The CYCT is supporting the Taranna Boat Association in their MaST mooring application.
2. Maritime Market 12th May at Kettering. See other articles.
3. Radio Protocols information sheet/cards for emergency use (Mayday, Pan Pan or Securite) are being assessed by the committee.
4. A flare demonstration is being organized soon.
5. A great site for keeping track of cruising boats is; <http://skipr.net/>. This can be used for local cruising boats also and it is easy to log in.

Regards,
Lew



NEW 240 BERTH FLOATING MARINA
(NEARING COMPLETION)

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Clarke Island looking west to Lookout Rock

Stephen Newham explored the northern anchorages of the State again this summer



Clarke Island rock formations



Entrance to Little Swanport

Rear Commodore's Report



Thank you to members who responded to the invitation to visit Rotor Lift Helicopter base on April 22. When this goes to press I hope we'll know more of helicopter rescues and the workings of these wonderful machines.

What wonderful adventures Jeanne Socrates has experienced in her "Round the World Journeys". We are indebted to her spending two nights speaking to our members. Thank you to Steve and Dorothy Darden who alerted us to Jeanne's arrival here in Hobart. Our best

wishes for her continuing voyages.

Fair sailing to Steve and Dorothy Darden for their voyage to New Zealand and beyond. May you return with more wonderful tales of your travels.

Below is the calendar of meetings and the barbecue for June.

June 5th Dinner at 6pm Guest Speaker - Graham Cowie "Batteries and All That"

June 17th SUNDAY "Winter BBQ" Hut 9 Waterworks Reserve

July 3rd Dinner at 6pm Guest Speaker - Rob Clifton from Aus. Antarctic Base.

August 11th Anniversary Dinner Saturday,

Margaret Jones
Rear Commodore

APPLICATION FOR MEMBERSHIP

Julie and Ian McDonald

Westerly

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.

NOTICE OF CRUISE:
DONALD SUTHERLAND MEMORIAL NAVIGATION CRUISE
SATURDAY 5th MAY 2012

Members and visitors are invited to participate in the 17th Donald Sutherland Memorial Navigation Cruise. The aim of the Cruise is to provide exercises in practical navigation and safety tasks in an enjoyable social setting.

Boats wishing to enter must register with *Reflections* between 0945 and 1000. *Reflections* will be anchored approximately 300m NE of the Kettering ferry terminal, will be flying a Club burgee and will be monitoring VHF channels 16 and 77. At registration, each boat will be allocated a pick-up time. At that time, entrants shall manoeuvre their vessel close enough to *Reflections* to receive their instruction pack. Read the instructions and start the first leg of the Cruise 10 minutes after your allocated pick-up time.

The Cruise has been set from a current AUS173 chart.

Vessels that can maintain 5 knots can expect to complete the course. You may have to put a landing party ashore during the Cruise. There will be a break for lunch, rafted up with other entrants in a suitably sheltered bay, roughly between 1.00 and 2.30 pm.

In addition to the practical navigation exercises, you will be given two sets of questions to complete and submit at the end of the Cruise: one is a set of trivia questions, not necessarily related to the task at hand, the second will challenge your observation, navigation, safety and seamanship knowledge.

Finally, please be aware that the decision to enter or continue with any part of the Navigation Cruise rests entirely with the skipper of each boat.

Andrew Boon Ph 0400 651 532 aboon@bigpond.com



The prize for the **Navigation Cruise** has been kindly donated by the **Oyster Cove Marina**. The winning boat will receive a free slipping. The prize is restricted to a vessel of 25 tonnes or less.

Prizes for the **crew questions** have been kindly donated by **Oyster Cove Chandlery**, (\$50 open order on the Chandlery) and **TASSAL** (product voucher)

Competent Crew – How Do You Or Yours Measure Up?

With the role of the First Mate under the spotlight in the Women on Boats forums (not that the female member of the team is necessarily *second* in command!) this article from the Sail World webpage (via Andrew Boon) is timely. If your crew – male or female - is not comfortable dealing with basic equipment aboard, maybe it's time you spent time together, planning for that emergency situation which we hope will never arise. How many of these topics can your less-experienced partner confidently "tick"?

It is remarkable how often Sail-World reports how a Coast Guard is called when a skipper is incapacitated because the partner cannot handle the boat. With much cruising carried out by couples, it is vital that the non-sailing partner (usually, but not always, the female) knows enough to get the sailing boat back to shore in case of an emergency. How does your boat rate on the following vital skills that a partner needs?

Skill No. 1: The Marine Radio

The marine radio, a key piece of boating equipment, must be understood and how to use it for emergencies and non-emergency and should become second nature to the first mate.

Skill No. 2: To start and stop the engine

To be able to safely start and stop the boat's engine and the safety procedures that precede starting the engine and getting under way is important for the non-skipper to master.

Skill No. 3: The helm.

Partners should know how the helm functions and the basics of steering with a sail raised.

Skill No. 4: How to sail simply.

It's not necessary for the mate to know how to win races, but there should be enough knowledge to be able to aim the boat for shore with a small amount of sail to assist the engine.

Skill No. 5: Safety equipment.

Not so much a skill, as knowledge. The partner should know where safety equipment is located and how to use it. Safety equipment includes life preservers, fire extinguishers, bilge pump and signalling equipment.

Skill No. 6: Navigation

Navigation charts aren't complicated and should be studied by the first mate. The mate should also be familiar with the marine compass, which is used in conjunction with a

chart, and with the reading of a GPS. It's not much use being able to aim the sailing boat unless one knows in which direction to aim it.

Skill No. 7: How to deploy the anchor.

Depending on the emergency and the boat's location, anchoring the boat can offer much need time and respite. Anchoring requires hands-on training to help the mate fully understand and appreciate the mechanics used when performing this task. Less important is docking, as by the time the yacht reaches shore there should be help on hand to achieve docking the boat.

Skill No. 8: An emergency routine.

It is important that an emergency routine be established so that, in the case of the incapacitation of the skipper, the mate, in a time of high stress, can easily follow the pre-arranged steps.

Thanks to:

Des Ryan www.sail-world.com

A novice fisherman was lost. Maneuvering his boat close to another fisherman's boat he shouted, "Excuse me mate, I promised my wife that I would be home on time and I'm afraid I don't know where I am. Can you help me?"

The other fisherman replied, "Sure, You are in a bay. You're in a boat with a 20 HP outboard motor. You are between 35 and 36 degrees south latitude and between 130 and 131 degrees east longitude in about 6 metres of water."

"You must be a Liberal," said the novice.

"I am and proud of it," said the other fisherman. "How did you know?"

"Well, "answered the novice, "everything you've told me may be technically correct, but certainly not responsive to the intent of my question and my current need. I have no idea what to make of what you just said and the fact is, I am still lost. Frankly, you've not been much help to me at all and now I'm going to be late getting home!"

The other fisherman responded. "You must be a Labour supporter."

"I am and proud of it," replied the novice, "but how did you know that?"

"Well, "said the other fisherman, "you don't know where you are or how to get where you want to go. You made a promise that you have no idea how to keep and you expect me to solve your problem. The fact is you were lost and in danger of being late getting home before we met, but now, somehow, it's my fault."

Marine Life Watch – a new program for CYCT

As foreshadowed in earlier meetings and in *Albatross*, we have arranged for members to contribute data on sightings of marine life, initially to assist DPIPWE's Marine Mammal Conservation Program (MMCP; our contact there is Kris Carlyon), but perhaps broadening it later to include other marine life. This program is now almost ready to be launched. Details at the next general meeting (May 1st) and in the next *Albatross*.



In brief, you'll be provided with a short document including a guide to the sort of information the MMCP needs, a guide to the identification of whales and dolphins commonly seen in Tasmanian waters, and a log-sheet. The idea is that for certain kinds of sightings members should immediately notify the Whale Hotline, for all sightings some straightforward details should be recorded on the log-sheet, and from time to time the log-sheets are returned to Alan Butler. Alan will get them back to DPIPWE, he will report on findings at each meeting, and there will be reports from DPIPWE a couple of times a year.

The southern right whales should start appearing in Tasmania waters in May, so it's timely that we get our logbooks on board soon.

Alan Butler

While on the topic of whale encounters.... Here is a description from dedicated whale watchers, Annick Anselin and Dave Davey. No doubt DPIPWE would be delighted to receive similar reports from members.

Encounters with Whales III: Giving Way to Whales

September 2000 - *Windclimber* slips quietly northwest past Palm Isle, Queensland, in a light north-easterly, a wind not quite enough to sail with, but giving a significant lift to the engine which is hardly more than idling. Directly ahead and only 100m away, a humpback whale breaches. Not the biggest we have seen, but with the whitest belly of all. Seeing whales on this trip has been so frequent that this sighting does not produce the

excitement that it would have a month earlier, but the proximity and position raises adrenaline levels. But what do you do? The whale is many times larger than *Windclimber*, but faster and more agile, so it does not exactly constitute a vessel restricted in its ability to manoeuvre. Then again it has just become a submarine, so what's the rule then? And in any case does this whale know the collision rules any better than we do?

So prudence prevails - out of gear, alter course slightly to starboard as the whale seemed to crash down slightly towards port. A moment later it eyes us from ahead to port. Was that a wink? Disappears again, then surfaces about 15m away belly up, rolls one of its huge ventral fins clear of the water and gives us a friendly wave. Was that a thank-you for slowing down? The contrast of the black upper surface of the fin with the white underside is startling.

Shortly thereafter, two more whales are lying in our track, probably mother and calf. Was this the reason for the breaching? The small one seems to stay at the surface all the time. We slow further and alter course. They move ahead a bit so we pass astern (atail?) of them, and they then watch us for as long as we can see them.

Dave and Annick

Windclimber



KYC / CYCT
**Second Annual Grand
Maritime Marketplace**



**Kettering Community Hall
Channel Highway Kettering
Saturday 12th May**

9:30am to 2:00pm

- **Sell your unwanted nautical odds and ends!**
- **Rent a whole or part table, sell the goods yourself and keep the proceeds!**

- Proceeds to Kettering Yacht Club and Cruising Yacht Club of Tasmania
- Aitutaki Sailing Club, Cook Islands. There will be a collection box for donations of dinghy fittings and other items to help the Polynesian youngsters to maintain their Optimists.
- Sausage sizzle in aid of The Buddha's Smile School, Varanasi, India

To book your space, contact

Ben Marris or Hans van Tuil
6267 4787 6229 1875

**Make
money from
your unwanted
boat bits!**

Easter Cruise at Taranna

Despite all the planning preparation and flow of tidal talks at Mariners Cottage in preparation for the Denison Canal transit, the weather was the determining factor of destiny.

With a strengthening northerly forecast for Friday, a Thursday departure allowed a spinnaker run to the Iron Pot. From there head winds set the 'Iron Topsail' up to Smooth Island where a genoa was set for the final leg into Dunbabin Point, keeping well clear of the extending reef. Visibility was poor, blanketed by the grey chocking smoke blown south from a large forestry burn off. In Marion Bay, *Big Chief* reported an opposite southerly wind!

Penny and Tom Hey from the Spring Bay Boat Club on *Big Chief* timed their Blackman Bay passage on a half raised tide, transiting the Canal in the last minutes before five. Even with a 1.8 m draft, they made it!

The calm night whispered in a morning northerly. Now it was clear to see what a delightful anchorage this was, *Aurette* was tucked well in the corner, *Pampero*, *Alida*, *Andromeda*, *Big Chief* and *Minerva* further out. Though sticks had been gathered for a lunch BBQ on the sandy beach, *Big Chief* and *Minerva* headed off for Taranna and to meet other arriving boats.



***Big Easy* sailing in**

Roger Larner, President of the Taranna Boat

Association was soon on the wharf beckoning us ashore to meet other committee members and then to show us their slipway bearing *Geni*, a well restored famous D class that glowed with her fresh smooth bright paintwork. It had been a very long process. Dave was proud of his yacht find and restoration "the only D Class with full length Huon Pine planks", "she was in a very poor state when I bought her" he proudly explained. After

coffee and discussions about the new regulations, slip and 'club house' plans we returned to our boats. The bay was filling up with boats and spare moorings were assessed and used also.

Chris Palmer, our Commodore, was not there but his previous boat, *Margaret Ellen* was! Visiting boats included: *Alida*, *Andromeda*, *Aurielle*, *Aurora*, *Big Chief*, *Blade Runner*, *Carinda*, *Intrepid*, *Irish Mist*, *Ka Ora*, *Minerva*, *Pampero*, *Saltair*, *Serenade*, *Storm Fisher*, *Xantia*, *Westerly* and about four other yachts and two motor cruisers. This made a count of at least 23 visiting vessels. Most were going to the club evening. It was a very 'Good Friday' as it was the most boats Little Norfolk Bay had held in the resident's recent memory! I wish all of our intending yachts had come to add another eight!

We duly congregated at the jetty and soon a complimentary modern tourist bus was taking us to the new venue, the Taranna Hall, where our increased numbers were accommodated, avoiding the threat of rain. Several CYCT members also came by road and stayed locally. Trestle tables of food in the hall were a credit to the organizers. Prime cooked



beef, marinated chicken, arrays of salads and complimentary dishes filled the plates and bowls. A few quick nibbles but formalities first please!

The evening marked two important events; the farewell and honouring of Anne and John Salter and renewing of yacht club bonds with the Taranna Boat Association. Taranna has been an important destination for cruising boats and social activity and this CYCT flotilla hopefully will have re-ignited the glowing embers.

John and Ann Salter are well known yachtspeople and have been long term Taranna residents and members of the local club. They were awarded life membership for the service and dedication to the local boating community where they have played a very active voluntary role in keeping boats and boaters safe. John built the yacht *Saltair*, which was in the visiting flotilla! Its owners had recently met John and Anne on a Cruise and were excited at that discovery. A dedicated poem and several respectful limericks were read. A hearty personal song was composed and sung for them as a papier-mâché lighthouse present signified his 'Harbour Master' title. The photo shows the Club

President handing the rarely awarded Life Membership Certificate and Ann with her beautiful bouquet. They will now live in Howrah.

Just as the dreams of eating started, the phone rang informing us of that one of our boats was in danger from a yacht whose anchor had dragged. More chain had been released but the feasting owners were not contactable. Perhaps all moored/anchored boats should have a mobile contact number clearly placed for such emergencies. We removed and re-anchored our yacht at risk but on returning to the festivities, the awaited meal had also been removed too! We learned later that the 'Bitter End' of the chain was insecurely fastened so it may have soon been a reality also.

Roger, Lynton, Lorella and Rachel were heartily complimented on the delicious preparations and success of the evening, as was another 'Roger' for driving us all back by bus. Dave also ferried many of us across the windy waters to our vessels.

Timing was amazing, Soon after it started to rain, then with added thunder and lightning! About 5 am the whistling wind howled in the rigging and the boats spun about like wild dogs on their mooring 'leashes'. The predicted front and change had arrived with the anemometer reading up to 47 knots. More boats dragged, some re-anchored, but no damage and the night's previous 'concern' was on the move again, but away! There was nothing safe we could do to wake the owners. Spotlights did not raise them from their sleep. Fortunately it re- anchored itself.

As we listened to the radio the dreaded words of 'Mayday' were feebly broadcast. A listening watch by CRH (for the Three Peaks Race) contacted the caller, obtained their position and nature of the distress: vessel aground and man overboard. As dawn broke, the wind moderated however the vessel suddenly became silent to the search aircraft. Our hearts sank further. Other distressed vessels were also heard, one in the same vicinity was ashore also, as were some yachts elsewhere in the Three Peaks Race.

By mid-afternoon the wind had calmed and like butterflies to a sunny flower, we exited our cramped 'cocoons' into our brightly colored dinghies and boats. Soon, 12 in all, were trailing astern of *Serenade* for a quick final social. We were grateful for Dave and Kate for hosting us all on his magnificent Passage Maker; a luxurious 18.6m 'little liner'. A 'Serenade' was certainly enjoyed as the boat swallowed up the chatty group wholesomely! News of the couple was anxiously awaited!

As local knowledge reassured us that Mason Rock was flattish and at low tide it lay at least 2 meters below the surface, the small departing flotilla exited south of Dart Island on Sunday. The light NE wind increased in strength as it backed to the WNW and soon we were all pitching into a steep short sea of Fredrick Henry Bay. *Intrepid* not only emptied

the contents of the drawers and fridge on the cabin sole, but soon the fridge followed too! Elizabeth stoically coped, gathering up a moving melee!

Once across to Cape Contrariety, the waters calmed for a tight reach to the Iron Pot where we met a ferocious squall on the nose. More motor sailing to reach Quarantine Bay where *Blade Runner*, *Storm Fisher*, *Intrepid*, *Minerva*, and *Ka Ora* anchored for the BBQ ashore. *Windrush* was too well anchored in the Duckpond to move. I believe Roger chose a challenging site for the well-attended BBQ at Little Norfolk Bay.

Homeward sailing the next morning was excellent at about 7 knots with 20 -30 knot winds. A 6:45 departure meant we were tied up was just before the snowy, southerly change.

Many lessons were learned including leaving the VHF on at night for wake up calls, leaving a mobile contact number visible when leaving a moored/anchored boat, watch the weather and be flexible with plans, discuss a 'Mayday' procedure and have protocol visible for easy use. If conditions are poor, or at night, wear a life jacket and use an attached safety harness. Lastly make sure the 'Bitter End' is securely fastened otherwise it may signify what could happen to your boat. It was a good 'Cruise in Company' with some private boats and others from BYC, KYC and SBBC in the CYCT flotilla.

Lew

(Lewis Garnham, Vice Cmdr. CYCT)



Vice commodore Lew and Liz Garnham revelling in fresh conditions on the Easter Cruise

On *Reflections* in Port Davey and Bathurst Harbour

Reflections has been to Port Davey and Bathurst Harbour every second year since 2000 and the 2012 trip was one of the best. We had a mixture of weathers, but most of the time (March 15 – April 7) it was fine and warm (20 – 25 C).

During the first week, we contributed to a Friends of Melaleuca (WildCare) working bee. Visitors to Clayton's house will now observe newly painted ceiling and walls, and the walker's huts at Melaleuca are also sporting a new coat of paint. We spread the word among other cruising yachts and had several offers of help - including a spell of wood-carting from the newly cut Needwanee boardwalk track in the rain! Unfortunately, we were tied up at Clayton's jetty while the wood-carting was happening – we had been tasked with getting rid of a European wasps' nest near the back door of the house. One very pleasant evening was spent with the other WildCare volunteers enjoying a shared meal and Barbara Willson's hospitality – something that is unlikely to happen again as Barbara has been required to vacate her premises by August 2012.

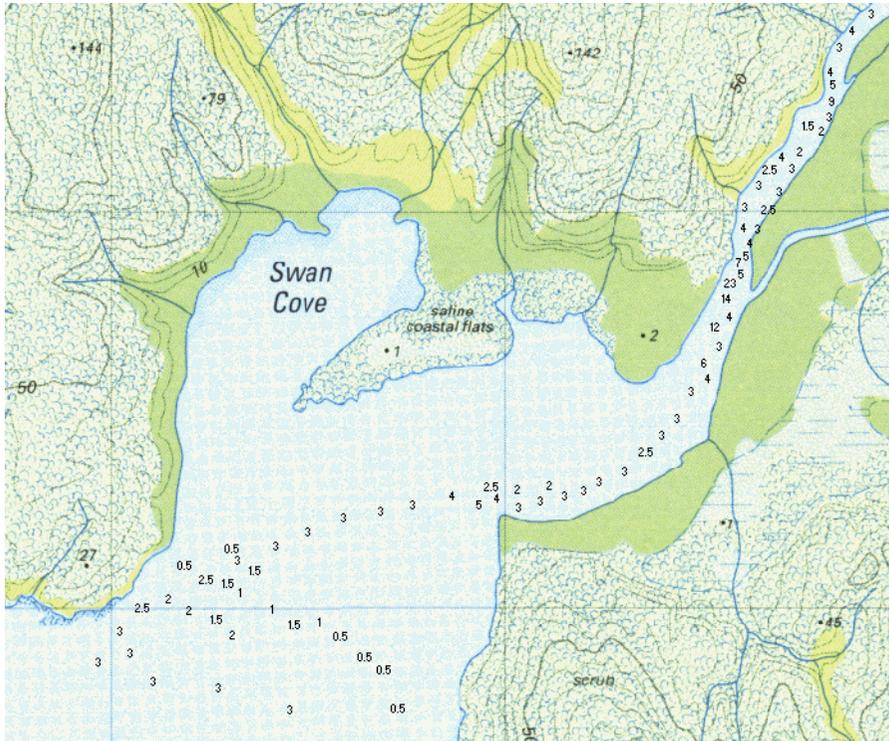
One of the delights of this trip was being able to show off the area to our guests who had little or no experience of the area. We went up to the Davey Gorge, climbed Mt Milner, Mt Beattie and Mt Rugby (my fourth time!), explored the entry to the Old River and went up to the Huon Pine stand. Judy and I also walked to Point Eric and return on a spare day between crew changeovers.

I couldn't help myself at the Old River, so I did a bit of hydrographic work at the river mouth.

The RYCT Tasmanian Anchorage Guide (T.A.G.) gave a GPS waypoint for the start to a crossing of the bar at the entrance to the Old River, along with directions for the entry involving steering towards a 'double-headed snag'. I plotted the waypoint and found that the starting point was in the trees; I was also dubious about using a snag last seen in 2004! I asked the editor of the T.A.G., Jeremy Firth, about the waypoint (*Rosinante* was in Port Davey when we arrived there) and he agreed that it was probably wrong - something about an old GPS receiver a long time ago. All of this added up to a bait that I swallowed hook, line and sinker, so I got in the rubber ducky with my depth logging equipment and set about finding an up-to-date track into the Old River.

Reflections followed me in the dinghy and managed to safely cross the bar. We anchored just north of the point with the stone box (if you've been there, you'll know what I mean, if you haven't – what are you waiting for?) and found very good holding. After a bit of computer work, I produced a chart with soundings on it and determined a route involving

three waypoints which could be followed to enter the River. We used the waypoints to enter the River a second time (after a change of crew), and Jack and Jude on *Banyanda* also used them successfully, so I'm happy that a boat with a draft of 2 m or less should be able to get into the Old River without grounding. I did manage to hit the mud on the way out the second time; I think it was the smell of the freshly brewed coffee that caused me to lose concentration and drift too far south of the line between the third and second waypoints.



The map extract shows the results of my sounding. The barway can be seen as depths of 0.5 and 1 m across most of the river mouth, with greater depths on the western side. The depths have been reduced to chart datum (as well as I am able) and truncated to the nearest 0.5 m. Thus a depth of '0.5 m' means that my measurement reduced to CD was between 0.5 and 0.99 m. The minimum depth over the bar that I found was 2 m above CD. As usual, all care and no responsibility for the results of you following my lead: you still need to watch your depth sounder and travel cautiously, preferably on a rising tide.

If you would like to try the River entry, the waypoints were (March 2012):

| | | | |
|-----|--------------|---------------|---------------------------|
| OR1 | S 43° 19.86' | E 146° 12.73' | |
| OR2 | S 43° 19.75' | E 146° 13.03' | (450 m @ 065° T from OR1) |
| OR3 | S 43° 19.68' | E 146° 13.45' | (580 m @ 077° T from OR2) |

The holding near the point is very good. *Banyanda* advised that, as reported in the T.A.G., holding is very poor once you get out of the lagoon and into the narrow section of the River. Even though there are some very deep sections in the River, the bottom is well scoured and holding is poor.

Andrew Boon

Reflections

One Man and His Boat: Les Westman and *Van Dieman H*

My name is Les Westman and I have owned my yacht "Van Dieman H" for twenty eight years, being only the second owner. The design and construction was commissioned by Stan Horwitz, a well-known Sydney book publisher. In my ownership she has been extensively cruised, lived aboard and has been a school room for my children.

Van Dieman H is a classic yacht; 15.8m long and drawing 2.4m. She was designed by William Tripp Snr of Maine USA and is a close sister-ship to Sydney-Hobart race record holder "Ondine". As such, she is a fast, seaworthy yacht on all points of sail, designed to be sailed single-handed comfortably over long distances. She has proven her qualities to me admirably.

She was built in Holland by Le Compte to Lloyds of London 100A1+ specification and launched in 1968. She has been kept in Lloyds classification survey until recently. Few yachts can boast such a pedigree. In 2010 I decided to sell *Van Dieman H* and in detailing the events that followed I hope to alert both buyers and sellers to some of the pitfalls I experienced.

A purchaser from Adelaide approached me and after several inspections a contract was agreed and signed and a deposit paid. The finalisation of the purchase was subject to the usual marine survey report, sailing trials etc. The purchaser nominated a well-known marine surveyor and I had no reason or experience to doubt this choice. The yacht was on a mooring at Cygnet and had to be sailed to Hobart for slipping. The purchaser asked if he could sail with me and I thought this would be a good idea as the time could be used

as the sailing trial. The forecast was for strong winds and the purchaser assured me he was very experienced. In the Channel we encountered 40 knot winds and while *Van Dieman H* revelled in the conditions, I quickly learnt just how experienced the purchaser was. I now believe this episode greatly influenced the outcome of the sale.

The next day, at the nominated time I arrived at the yacht to find the marine surveyor already on board, tapping away with his hammer and probing with a knife. In fact he had already damaged timber-work which later required repair. After tearing the boat apart (including overhead linings) and replacing nothing, engine trials were held. This consisted of motoring around the river flat out. I suggested that an engineer be commissioned but that was ignored.

The yacht was slipped the same day and with further hammer-tapping the surveyor advised his client that the vessel has osmosis. I was surprised at this diagnosis but without further discussion I was told that he was the expert and knew osmosis when he saw it. I still questioned this report as I knew the yacht was built over a male mould with fairing filler to Lloyds specification. Neither the purchaser nor the surveyor would discuss the matter with me. I was understandably devastated. In due course the purchaser received the surveyor's report but neither party would supply a copy to me as I was not a signatory to the agreement between them. Needless to say, the sale fell through.

Due to my suspicions, I decided to settle the question of osmosis and hang the expense. The yacht was hauled and grit-blasted. My opinion was confirmed by three independent marine surveyor's reports. *Van Dieman H* did *not* have osmosis and had *never* had osmosis, though a small amount of filler had moved.

"Good!" I thought. Before restoring the bottom with epoxy, I will have the surveyor inspect the hull and correct his report to the purchaser. For a fee, the surveyor inspected the yacht and admitted his mistake but he refused to correct his original report on the grounds that while no osmosis existed now, it could occur in the future. I had words with the surveyor.

The lessons I learnt from this experience are:

1. Don't take purchasers sailing in strong winds, no matter how experienced they say they are.
2. Only agree to allow a surveyor who can prove his qualifications and has a good reputation to do the job. Anyone can call themselves a marine surveyor.
3. Insist on being a signatory to the agreement between the surveyor and the purchaser. This way you are entitled to a copy of the report and will be included in discussions.
4. Never allow a surveyor on board without you being present and make sure to have qualified people report on mechanical items and the rig. Remember, surveyors work for the purchaser.
5. Make sure the purchase contract is boiler-plate. Spend money on good legal advice.
6. Make sure the yard slipping the boat knows what they are doing.

This leads to another aspect of the saga. The osmosis work was carried out at a different yard to that where the yacht was surveyed and I was concerned with the adequacy of the support and questioned them as to the stability of their boat cradle. I was told to go away as they were the experts. In a strong wind their supporting cradle collapsed, allowing the yacht to roll onto her side with me underneath. As you have guessed, I was not killed (as I should have been) but I suffered two crushed legs and spent considerable time in hospital and on crutches. They have admitted liability but have yet to say sorry.

Despite all this, I feel that I have gained a lot of experience and learned a great deal – which is what this tale is about. *Van Dieman H* is virtually a new yacht. Engineers have crawled all over her and have declared her structurally as good as the day she was built. She has a new mast and rig, new lifelines and new paint job.

Unfortunately she is now on the market again because of a major health problem. She will be sold at approximately half her written valuation. I only hope she goes to someone who will love and care for her as much as we do.

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Over the last 3 years or so I have written several articles about VHF DSC (digital selective calling). In Afloat magazine, I documented some of the incompatibilities between the ways different manufacturers had implemented their interpretations of the DSC standard. Using DSC on consumer-grade VHF radios (generally the ones we use) is complicated enough, but failing to ensure that different makes of radio were compatible pretty much guaranteed a slow uptake.

In other articles in Albatross and in a Coast Radio Hobart newsletter, I tried to convey the message that, if you are going to install a VHF DSC radio, it is very important (imperative, even) that the radios are installed properly, i.e. programmed with a registered MMSI (that's a Maritime Mobile Service Identity, your vessel's unique identifier) and connected to a gps receiver. In this way, when the 'Distress' button is pressed, both your location and your identity are transmitted, so the searchers know where to look and for whom (or, more importantly, name, type and size of vessel) as well as having shore contact details.

My initial enthusiasm for VHF DSC as a means of keeping track of where boats are via 'Position Requests', communicating with a common interest group (club, racing fleet, etc) through the 'Group Call' or calling your mate without having to go through the process of calling on channel 16 then moving to the working channel via the 'Individual Call' has dwindled. From the almost total absence of DSC traffic, I don't think that anyone else is too enthusiastic about it either. It's just too complicated to use; most types of call require too many keystrokes and remembering the sequences is a real challenge. Simply keying in an MMSI to make an Individual Call to a vessel is a major undertaking. So my VHF DSC radio has been used mainly as a non-DSC radio, but I know that my 'Distress' button should work if it is ever required. Making a distress call is simple and obvious.

Recently, however, a couple of things have happened to re-kindle my interest in DSC. The first is that we (the Coast Radio Hobart technical team) had a call from GME, an Australian manufacturer of VHF radios. We had some discussions with GME after the Afloat article, and forwarded them a 'wish-list' of what we thought would improve the incompatibility issues. However, their priorities were in other areas for a year or so and we heard nothing more, until a couple of months ago. They have now issued a new version of software for their GX600D radio which significantly improves the individual call performance to other radios and to limited coast stations, as well as other updates.

Secondly, I have re-opened my file on AIS, the Automatic Identification System for ships. AIS is a component of marine traffic management systems called Vessel Traffic Services (VTS)

and allows traffic controllers to see the location and details of each ship in their area (as well as many other features). Commercial vessels of 300 tonnes and larger have been required to transmit AIS information for some years now. Vessels transmit dynamic information – MMSI, course, speed, rate of turn and position – at intervals as short as 2 seconds depending on their speed and rate of turn. At less frequent intervals, they send their static information: name, callsign, length, breadth, draft, type of vessel, type of cargo, destination, ETA, etc. This information is transmitted on one of two VHF channels dedicated to AIS (channels 87B and 88B) and the data is sent at 9600 bits/second; each transmission lasts a fraction of a second. Commercial ships use what is called a Class A AIS transponder. The AIS standards allow for a reduced performance version for recreational and other non-mandatory installations, known as a Class B AIS transponder. The cost of Class B transponders has now come down to the point where they have become a realistic proposition for small yachts. To see the location of ships sending AIS signals, look at www.marinetraffic.com and zoom in to the area of interest. If there are no ships in the Derwent, have a look at Port Philip Bay and track the Spirit of Tasmania.

Reflections now has a Class B AIS transponder and Coast Radio Hobart has installed an AIS receiver at Albion Heights (Mt Nelson). My transponder will be on (while my battery holds up) and the new receiver will improve AIS coverage for Hobart on the marine traffic site. So there should always be something to see! So now we have two new technological services which small ships can use: DSC and AIS. They can be considered and used in isolation, but their usefulness increases if they are integrated into a user-friendly system.

John Cerutty (Aurielle) explained to me how he used an AIS receiver to track nearby commercial vessels when crossing or travelling near shipping lanes up the east coast of Australia. He also used the selective calling feature of DSC to make an individual call to ships to confirm that they had seen Aurielle. Now he could have used a separate AIS receiver, noted the MMSI of the target vessel, keyed the MMSI into his VHF DSC radio and made an Individual Call to the vessel. On Reflections, I can only make Individual Calls if an MMSI is already in the radios address book; getting an MMSI and name into the address book is a tedious process involving up- and down-arrows to select digits for the MMSI and characters for the ship name. Not what you should be doing when you are nearing a close “closest position of approach” with an ore-carrier!

Aurielle has a VHF DSC radio with an in-built AIS receiver. Making an individual call to a ship which has been received by the AIS receiver is a simple matter of scrolling to the ship's details in the list of AIS targets, then two keystrokes. It is a very simple and effective system.

It is possible to do this in other ways with separate components (VHF DSC radio, AIS receiver, chart plotter, etc), but it is important the separate components are integrated

properly and that the method of getting the MMSI from the AIS information into the DSC radio is straightforward. If you are thinking of upgrading your VHF radio to a DSC model, consider going one step further and look at an integrated DSC-AIS radio.

PS: If you have a DSC radio and want to test it, you can send a Position Request to Reflections (MMSI 503 123 500) when you are within VHF range of the DSS marina at Sandy Bay. I usually leave my VHF radio switched on for test purposes. If your radio is set up correctly, you should receive Reflections' latitude and longitude in reply. You could then send a Position Report to Reflections. That call will not be responded to, but call Coast Radio Hobart and ask the operator to confirm that your calls were received on the DSC monitor. If you have an AIS receiver on your boat, you should see Reflections RG713 in your target list. Of course, if none of these tests is successful, I just may have gone cruising!

Andrew Boon
Reflections RG713



Cruising Yacht Club of Tasmania Inc
General meeting held at the Derwent Sailing Squadron
3 April 2012

MINUTES**1. Opening**

Commodore Chris Palmer opened the meeting at 8:03 pm

2. Attendance

49 members registered their attendance, there were 12 visitors and guests and 15 apologies. The meeting received greetings from Mike and Sue Powell in Sydney.

3. Minutes of the previous meeting.

The minutes of the previous meeting held on 6 March 2012 were confirmed and signed.

4. Business arising from those minutes (not elsewhere on the agenda).

None.

5. Introduction of new members and presentation of burgees

The Commodore welcomed Alex Papij & Jackie Zanetti (*Chaika*), and Nick & Sally Hutton to the Club and presented their burgees.

6. Vice-Commodore's report – Lew Garnham

Lew outlined the recent and successful Cygnet regatta, the forthcoming Easter Cruise (weather looks a little threatening), Barnes Bay Regatta 14-15 April (participants need to register), the Friends of Bruny Island Quarantine Station Open Day 15 April, and the Anzac day picnic at Peartree, and mentioned several current cruises by members.

7. Rear Commodore's report – Margaret Jones

Margaret noted that the 'Battery World Speaker' – Graham Cowie, originally scheduled for tonight, will be our guest in June.

Rotor Lift visit is on Sunday 22 April at 13.30 and Margaret requested an indication of those members who would like to attend.

The winter BBQ will be held at Waterworks 17 June, 1100-1600

8. Treasurer's Report – Wayne McNeice

Wayne arrived later, but had sent a report, attached to the official copy of the minutes, which details income and expenditure. In summary, Account Balances were: Operating Account \$4,261. Investment Account \$29,001. Year to dated result is \$989 unfavourable to budget

The Commodore commented that subscriptions will have to be increased slightly, and that the budget for 2012-13 is to be prepared soon.

9. **Editor's Report – Kim Brewer**

Nothing to report.

10. **Recording of observations of Tasmanian marine fauna.**

Secretary reported that DPIPWE's busy field season was just over, and he would meet with Kris Carlyon the following day, and aim to have a scheme operating soon.

11. **Forums – Alan Gifford and Kim Brewer**

Alan outlined coming events – Women on Boats is continuing; the next WoB gathering is Tuesday April 17, 5:30 to 7 pm – please come even if you're new to WoB – the group is welcoming new participants all the time and is happy to "start at the beginning" on any topic. A Winter Series of Forums on a range of topics, and some discussion of medical matters are both under consideration – watch *Albatross* for details. (Alan commented in passing that the Three Hummock Island area is well worth a visit). Kim outlined the very successful Crew Overboard exercise (see *Albatross*), hopes participants won't forget the messages!, and noted that there will be a second event.

12. **Commodore – Chris Palmer**

Club apparel can now be purchased via the www and PayPal; the issue of sizes will be clarified shortly.

Maritime Marketplace will be held at Kettering May 12th – contact Hans van Tuil to book space ... tables are selling fast.

The Donald Sutherland Navigation Cruise is now set for May 5th.

The Club has lodged a Recreational Boating Fund application for the installation of moorings at Lady Barron Island; this has been acknowledged and appears to be viewed favourably; we await the result.

13. **Other business**

Jon Nevill offered some fire hose (good for padding dinghy gunwales, etc etc.), and it was noted that the Hobart Fire Service can supply considerable amounts of second-hand fire hose.

The formal business concluded at 8:34 pm.

14. **Guest Speaker:** Dorothy Darden introduced **Jeanne Socrates**, a single handed circumnavigator who arrived in Hobart 2/4/12. Joanne's talk was fascinating, and her exciting and at times hair-raising adventures were described in a matter-of-fact style. The details can be found at www.svneraida.com. A few highlights:

Her boat is *Nereida*, a Najad 380 built in Sweden. She had lost her previous boat (just short of a circumnavigation!), and commissioned a new one, built to her specifications.

Her first attempted single-handed non-stop circumnavigation went via the Canaries, South Africa, through Bass and Cook Straits, Hawaii, Juan de Fuca Strait, Canada.

On her way to Alaska (clockwise) she took part in the single handed race from San Francisco to Hawaii.

Her 2nd non-stop attempt started from Victoria BC, she was knocked down whilst cautiously hove-to west of Cape Horn and had to make extensive repairs, with great difficulty, in Ushuaia, then sailed on via the Falklands, Cape Town and Hobart.

Joanne showed highlight pictures of some of the problems that arose on her voyages, the weather, and wildlife.

Leo Foley thanked Joanne on behalf of the Club. He said that her story is an inspiration, and we are grateful to her for coming to speak to us at such short notice.

15. **Next meeting**

May 1st at DSS.

16. **Close**

Meeting closed at 9:43 pm.



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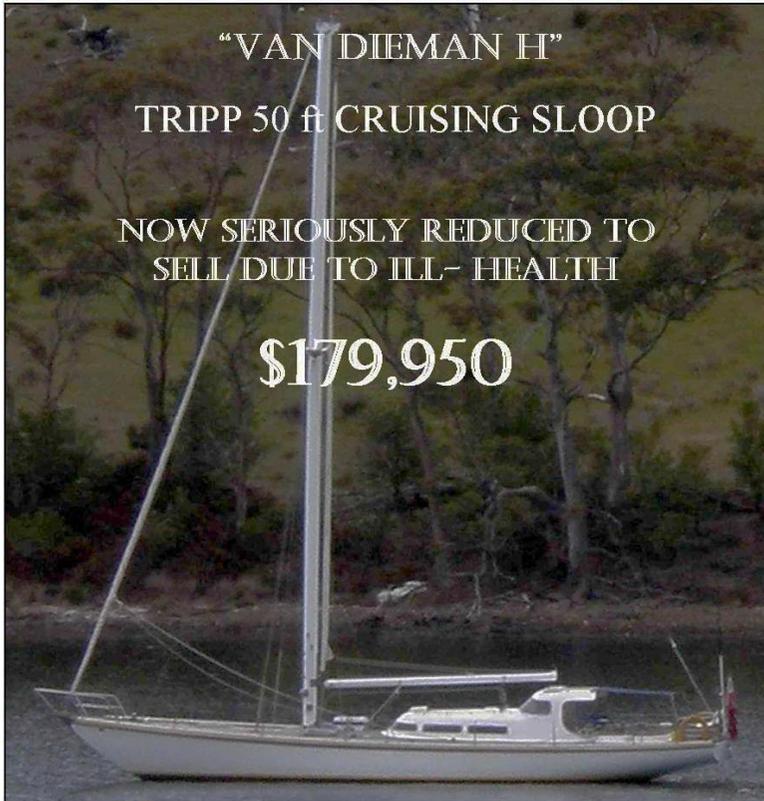
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