

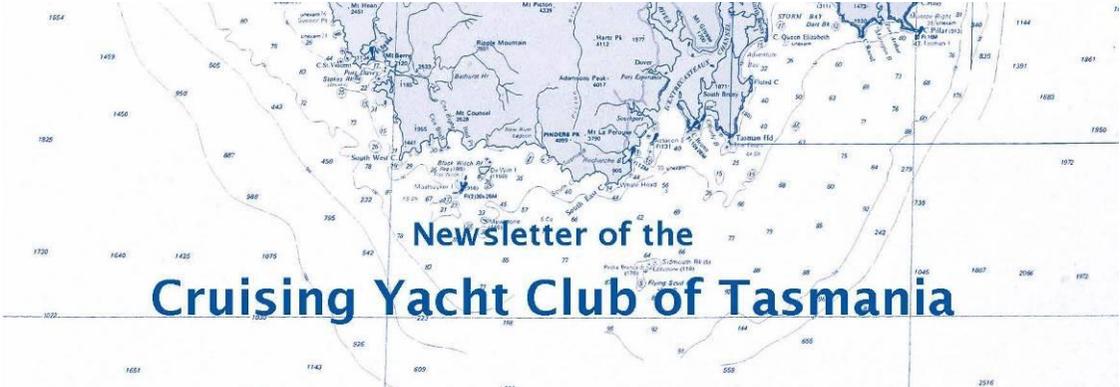
Albatross

Volume 39 No 5 June 2013



Flying Whale off Newcastle

(Picture courtesy of Chris Ricketts)



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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**Send all material for publication in 'Albatross' to the Editor -
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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>JUNE</u>	
Tues 4 th	General Meeting @ DSS at 8pm Speaker: TBA, Seabird Conservation
Wed 5 th	Committee meeting @ Mariner's Cottage 7:30pm
Sat 8 th to Mon 10 th	Queen's Birthday Cruise to Huon River
Tues 18 th	Women on Boats @ DSS 5:30pm
Tues 25 th	Winter Forum Series @ Mariner's Cottage 7:30pm Speaker: Scott Laughlin: "Fire aboard (and its prevention)"
<u>JULY</u>	
Tues 2 nd	General Meeting @ DSS at 8pm Speaker: Margie Beasley & Chris Wilkie, "Sailing Japan"
Wed 3 rd	Committee meeting @ Mariner's Cottage 7:30pm
Sun 14 th	Winter BBQ @ Waterworks Reserve
Tues 16 th	Women on Boats @ DSS 5:30pm
Wed 23 rd	Winter Forum Series @ Mariner's Cottage 7:30pm Speaker: Pat Synge: "The Holes in your Hull"
<u>AUGUST</u>	
Sat 3 rd	CYCT Annual Dinner @ Theatre Royal Hotel

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

Not a CYCT Member?

Then download an application form from the Club website – www.cyct.org.au.

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

WE LOOK FORWARD TO WELCOMING YOU TO OUR CLUB

Editorial



It must be winter – everyone around me seems to be off to warmer climes! Meanwhile, we get to enjoy local anchorages without the crowds, thanks to our hard-working little diesel heater that keeps the cabin nice and cozy.

My apologies to those who've sent photos in for the competition – I previously printed the wrong address to which the prints should be sent. The correct address is below. There's still time for entries - don't forget there's whiskey on offer for 1st prize!

Following on from the recent Winter Forums on batteries and green energy, this month we have a report from Alex Papij on installing lithium batteries on our Jeanneau, *Chaika*. We also have tales from chilly Holland and the first of a two part account from John Greenhill describing his eight month trip on *Ilinga* to far north Queensland. So settle back in front of the fire with a glass of red for some great "armchair cruising".

Finally, I must inform you of a notice of change to the CYCT policy recently received from our insurance company (no kidding, this is really what it said!). All members should be aware that: "*Exclusion [is] extended to include Amusement involving bodily contact with persons, machines or devices. (Amusement includes, but not limited to sumo wrestling, bar flying, arm wrestling and mud wrestling.)*" ...So be careful out there!

Jackie

CYCT SALTY PHOTO COMPETITION 2013

Don't forget to send your best photos in!! Send in your entries (maximum two per person) as follows:

- One jpeg (~1Mb) to editor@cyct.org.au,

and

- One print – matt, borderless, approx 8" x 12" with your name on the back, to Editor, c/o CYCT, PO Box 605, Sandy Bay TAS 7006

Submit by **2nd July 2013**.

Commodore's Report



Recent Cruises

It was good to read in last month's Albatross about the successful cruise to New Norfolk. It sounds as though a very good time was had by all, especially Bryan Walpole, who won the bottle of Nant Distillery whisky, and all those members who became his friends shortly thereafter.

Disappointing, too, to hear that the Donald Sutherland cruise had to be called off due to bad weather. At least the dinner at Pasha's went ahead and that, too, was apparently very enjoyable.

The next big event is, of course, the June Long Weekend cruise to the Huon. I'm told that Lew has another full program planned for all those who participate and if previous events are anything to go by it will be something to be remembered. Rather sorry we can't be part of it, but someone has to represent the Club in Holland.

Commodore

The Club year is rapidly drawing to a close. September and the AGM will soon be upon us and we will go through the annual ritual of electing a Committee for the following twelve months. This year a few positions become vacant through either constitutional requirements or personal situation, including that of Commodore.

At the time of writing, it is my understanding that both the Vice Commodore and Rear Commodore will be standing for re-election but neither they nor any of the other current Committee members are in a position to take on the role of Commodore.

We are therefore faced with the reality of finding a Commodore for next year who has not spent time on Committee. There's no question this would be a somewhat daunting task for most people, but with the able and generous support of the Vice and Rear Commodores, plus the rest of the Committee, is quite doable.

So the Commodore's annual plea for volunteers to take on a Committee position has a little more urgency this year. I have said many times that it is the best way of getting to know and be part of the Club, and that membership of many years' is not a prerequisite. Indeed, more recent members have much to offer in bringing a fresh perspective to the organisation. This applies just as much the Commodore's position as any other. Please give it some thought and ask yourself if this very satisfying job could be for you.

Holland

We are still enjoying the delights of the low country and if time allows I will try and write

something about what we have done so far for this issue of Albatross. The weather, though, has been pretty bad. Cold, windy, wet or all three. Had about four sunny days in over five weeks of being here, and rarely has the temperature cracked 15 degrees. But we're enjoying ourselves, and with Alan Gifford on board for a week or so the good times are sure to continue.

Chris Palmer

Vice Commodore's Report



Disappointing weather, it seems, is disappointing no matter where one happens to be. Recent cruises were blighted by poor weather or the threat of poor weather and the numbers of brave souls who chose to cruise regardless were low indeed. Of course at times conditions are such that cancellation is the only prudent option. However, as always, skippers have the last word and decisions to cruise or not to cruise rest squarely on their shoulders.

So, it is probably cold comfort for me to report that the weather conditions on the other side of the globe are to say the very least, disappointing. The Dutch, like their counterparts in Tasmania, endure the bleak, foggy and rain sodden cold with stoicism and forbearance waiting the change of seasons with the promise of warmer, sunnier days. Unlike Tassie, Holland is almost into summer, yet those warm, balmy days have yet to arrive. As disappointing as this can be, life aboard is nevertheless, fun, intimate and comfortable.

The Dutch canal cruiser *Sirius*, now owned by a syndicate of members, is currently lying at Amersfoort, a medieval walled town within a larger modern city. I am the guest of Commodore Chris and Margie and learning what it is to be a boatie on the canals of Europe. Needless to say, canal boating - and there are thousands of nautical miles of it across Europe - is free of heavy seas that are a part of sailing around Tasmania but navigation, shallows, boat handling and boat management are just the same. Generally it seems that shorter passages to sheltered berths, with delightful walks ashore for cheaper shopping and sightseeing that amazes at every turn, add a dimension not so readily available to cruisers at home.

The Club's June Huon River cruise scheduled for the Queen's birthday weekend, to which other clubs have been invited, will be a terrific couple of days. Lew Garnham has been the organiser of this cruise for several years and has developed a formula that is a real winner. The Franklin townfolk and their businesses, The Kermandie Hotel and Marina and other

local businesses all contribute to make it a great weekend. And regardless of the weather it will be fitting end to a busy and well supported cruise calendar.

Alan

Rear Commodore's Report



As I write, it is a sparkling morning on the D'Entrecasteaux Channel, with sheer blue skies and brilliant sunlight glinting off serene waters. Not ideal conditions for racing in the Kettering Yacht Club Winter Series, (we are competing in our Spacesailer 18) but superb cruising weather. These clean, crisp early-winter days are what make sailing in Tasmania so special.

June General Meeting

The speaker at June's meeting will be looking at the subject of seabird conservation.

Scientists and ornithologists believe that more than any other group of birds, seabirds, including albatrosses and penguins, are in danger of population decline and extinction. Ninety-seven seabird species, including 17 albatrosses and 11 penguins, are facing extinction and a further 35 species are nearing this threshold. Seabirds spend most of their time away from land and only need to come ashore to nest and lay their eggs. But even though these birds spend most of their lives away from large numbers of people, their relative isolation doesn't shield them from extinction.



The advertised speaker, Dr Ben Sullivan, may not be available as he has just advised that he has to attend a meeting in Canada at short notice. If this is the case, another bird expert will be available.

Before the meeting, join us for dinner at DSS from 6pm. Please RSVP rearcommodore@cyct.org.au before Tuesday so I can notify the chef.

Queen's Birthday Cruise

Get Ready! The 2013 Queen's Birthday Cruise to the Huon River is fast approaching and this weekend event includes two dinners.

Saturday June 8th at 6pm we will gather at Kermandie Hotel at for a buffet dinner. The theme for the evening is "A

Favorite Nautical Character" so let your imagination go wild and add to the frivolity! With Lew Garnham organising,

there will no doubt be plenty of fun and games with prizes to win. For details of berthing at Kermandie Marina, check out <http://www.cyct.org.au/Cruises/> or call Lew.



Cost: \$38 per person. Payable on the night.

RSVP: Lew Garnham 0417 589 008 garnhaml@bigpond.net.au

After a not-so-early rise on Sunday and a leisurely cruise in company up the beautiful Huon River, there will be a chance to explore the lovely village of Franklin. After last year's impressive arrival of 19 boats, the locals are looking forward to welcoming the fleet and there will be a range of activities in store. I can recommend the Navy Museum (one of the hidden treasures of Tasmania) and the Model Shipyard. Laurence Burgin will host a wine and cheese tasting at Franklin Marine in the late afternoon and believe me, there is no better way to cap a bracing day on the River than sampling a good glass of wine in Laurence's cosy premises. And from there it's a very short (and probably very bracing!) walk to the welcoming warmth of the Living Boat Trust Boatshed. Here, amidst the unique ambience of old timber boats and huon pine shavings, the Trust members will host a three-course dinner, followed by a bit of music. Those who attended last year rated this the highlight of the weekend.

Cost: \$25 per person. Payable on the night.

RSVP: Lew Garnham 0417 589 008 garnhaml@bigpond.net.au

If you haven't contacted Lew already, please do so NOW!

Mid-Winter BBQ at Waterworks Reserve

Let's hope the good weather holds out for a month or so more, until the mid-winter BBQ at Waterworks Reserve. Mark Sunday July 14th in your calendar.

Kim

APPLICATIONS FOR MEMBERSHIP

Patrick and Helen Stanton
HELENA K

Brett and Heather Doubleday
KOKOMO

These 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 later than that date.

WELCOME NEW MEMBERS

John Bradford and Penny Bradford Pretty
CALIBAN

Sue Dilley
(no boat as yet)

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.

Introducing New Members

John Bradford and Penny Bradford Pretty

My Dad built my first boat at 12 years of age, a Tamar Class Dinghy in which I sailed out of Lindisfarne Sailing Club for about 3 years, going on to sail in a mixture of off the beach boats, cherub, Lightweight Sharpie and then in later years in Lasers and Tasers.

In the late 70's I moved to Darwin and raced on yachts with The Darwin Sailing Club. These boats consisted of Triton 24's, Swarbrick 80, Adams 40, Farr 11.6, Beneteau 44.7 and a Murray 50. I represented the Northern Territory in the inaugural Lexcen Cup in Freemantle on Farr 36's and again selected for the 1991 event held in Albany.

I started my cruising by delivering boats from Darwin to Cairns, Brisbane and Townsville and eventually to Manilla. This boosted my enthusiasm for offshore destinations, so joined in with the Darwin to Ambon Yacht Race about 9 times, went on to cruise throughout Indonesia and the Philippines.

I married Penny in 2000 and she is my perfect sailing partner. In Darwin we sailed on a Farr 11.6, but spent the most enjoyable days on a Laser, progressing up to a Flying 14 skiff. This was like going from a Commodore to a Formula one. We have to admit we spent considerable time upside down but in the tropics it didn't matter.

We moved to Hobart in 2004 and bought *Summer Wine*, an Ultimate 23, in 2007. For 3 years we researched most of the Derwent and eventually the Channel. It was a lovely boat, but after a few too many days above 30 kts decided to buy *Caliban*, a Beneteau 375. In this we have continued to enjoy the waters of Tasmania and have met many new acquaintances.



Caliban

Thursday Sailors

Barry Jones

Those who were at the May general meeting heard Barry Jones talk about a regular group of both CYCT members and non-members who meet weekly for a convivial sail. Here's a bit more information about the group:

The Rules:

- Assemble at Derwent Sailing Squadron by **9:00 am** - any later and you'll miss out. Under way by 9.15am.
- 9.30am: Kettle is put on and morning tea soon consumed whilst the keen crew helm the craft in the chosen direction.
- Numbers dictate which boat or boats will be used. And believe it or not **FEMALES** are welcome. Maximum numbers have been 10 -12... at least that's the number who have attended, **BUT** not the number we'll take. If more people come we'll take more boats!
- Weather dictates which the direction we will go. If the wind is determined to be too strong we stay in the marina and spend the day conversing and...? If we're on **Keepsake** and it's cold the wood fired heater is put into operation, **BUT** prepared for a visit from the firemen - it happened once before when a concerned body thought the boat was on fire!
- **DO WE HAVE ENOUGH??** A quick check of numbers of coffee mugs, glasses, plates, cutlery, and of course **GAS!!**

What to bring:

- Something to share for morning tea and a good story to tell. **Definitely no pollie stories.**
- 11.30am: Onions need to be cut up and the cooking process begun.
- Noon: Arrival at destination. Lunch begins with cheese and bickies and a glass of red wine.
- We are blessed with a great cook whose specialty is "Dirty Mince" - the lot in a single pot mix that varies every week according to available ingredients. The "Mince Dish" is accompanied by rice or pasta. All of the above cooked on a two burner stove.
- After first course is consumed desert is served, a cake and/or coffee. The cook usually tells a story and if there's a spare bunk it's "grandpa nap time". And even some others have quiet times too.
- The remaining crew are responsible for the washing-up with fresh water or if in short supply there's always salt water and much detergent. Action is in the

cockpit with in a large bucket. Never stack plates... it helps in the clean up - no washing the back of the plate! Side issues with this chore occur if the cook has been carried away with a good story whilst cooking and the ingredients become welded to the base of the cooking pots - need to scrape or sanded clean!

- And then there is the problem of the cutlery! Left in the bottom of the "wash-up bucket" amidst the somewhat murky water a few mysteriously end up overboard. Anyway others seem to appear as replacements.

More items:

- **Fishing** - the owner of *Keepsake* is a keen trawling fisherman with the odd unlucky fish being caught as well as the propeller and the rudder!!
- **Mulberry** now has an anchor winch. Is this a sign of Bill feeling his...??

Not long after I joined the group, a disabled guy, David, joined us. We managed to help him on to the boats. During the day I found out that David knew a lot about sailing. Although his disability was due to a terrible illness, his memory and knowledge of boating was still with him. David could not communicate very well but kept us honest with sailing and his knowledge of the Derwent. In spite of once falling in the water, Thursday became a day to which he looked forward. In due course David passed away and we still miss him.

SEE YOU NEXT THURSDAY!

The Anchorage

A terrible skipper was going back and forth through the anchorage, searching for a place to drop the hook before dark. Looking up to heaven he said, "Lord take pity on me. If you find me a good spot, I will donate to charity, give up the demon rum, treat women with respect, pay my taxes, and never again give my crew all of the blame and none of the glory!"

Miraculously, the boat with the best spot in the bay began pulling up anchor to leave. The skipper looked up again and said, "Never mind, I found one myself."

Letter from Holland

Chris Palmer

Margie and I have been here for about five weeks and have now settled into a comfortable routine aboard *Sirius*. It has been a steep learning curve in many ways but one that has been both fascinating and enjoyable.

'Why Holland?' is one of the first questions people ask us, and the principle answer is that they make great steel boats here. What the Dutch don't know about shipbuilding with steel could be written on a postage stamp. But as it happens, this is a wonderful cruising country with a vast network of canals and rivers and associated infrastructure. And if that were not enough, many of the canals wind their way through the oldest parts of some very old towns and cities and provide reasonably priced moorings with facilities right there in the middle of things.

I am writing this from Amersfoort, a large town - city actually - about half an hour from Amsterdam on this country's excellent train service. We are moored at the end the Eem River with a medieval gatehouse about 500 metres away in one direction and a 21st



Sirius (foreground) in Amersfoort

century shopping centre, museum, art gallery and university buildings 500 metres in another. The welcome we received from the Harbour-master was warm and the facilities are tops. All this for €11 per night inclusive of power, water and untimed showers. Talk about value!

Our first week or so on the boat was not quite so relaxed. We had to re-commission *Sirius*, put her back in the water and attend to a number of things before we could say we were ready to set off for some cruising. And just when we decided that we would go the next day, the toilet gave up the ghost. Those sort of boating pleasures aren't confined to Tasmania, it seems.

Eventually we were on our way and coming to grips with locks (in which the water level hardly varies - they are used for flood control), bridges and a range of different berths. It doesn't take long before you find out that a boat with a nearly flat bottom, a draft of 1.25

metres and an air draft of 4.3 metres handles a little differently from a Salar 40, especially in a cross-wind. But practice makes perfect, and we haven't hit anything yet.

Holland is a place of great variety. Cities, large towns, villages - all have their own flavour. Many have existed for several hundred years and the evidence is all around you. Some of our highlights have been:

Spakenburg - an old town with a large collection of old wooden bottes, gaff rig sailing boats with totally flat bottoms. They are all lovingly maintained and used regularly. They are slipped on a false keel up a greased wooden slipway, a technique in use since the yard opened for business in 1645.



Bottes at Spakenburg

Durgerdam - a 'polder' village at the mouth of Het IJ, the entrance to Amsterdam. It consists of a row of houses, a pub and a marina and is surrounded by farms. Yet an hour away by bike is Amsterdam Central. We know. We cycled it!



Amersfoort

Amersfoort - where we are now. Serendipitously we arrived on the weekend of the annual jazz festival - and it was all free! Not only that, but there are great cafes, a fascinating museum and a micro-brewery half a km up the road. What more could a person want? Well, some good weather would be nice.

And that is our only grizzle at the moment. Facilities of all sorts are excellent, the people very friendly, often with a wicked sense of humour, the supermarkets well stocked and inexpensive, and the beer very good. But oh, the weather. We have seen the sun for a few hours on about five days in the more than five weeks we have been here. And the temperature has rarely exceeded 15 degrees.

But that said, if you are going to have bad weather on a boating holiday, this is the kind of place to have it. There is so much shore based activity that the usual bad weather blues can be kept at bay for quite a while. Which is not stopping us praying for some sunshine. In fact we even went to church yesterday, thinking we were going to a Gospel Concert as part of the jazz festival, but which turned out to be a normal service. If listening to a sermon in Dutch for twenty minutes seated on a very narrow and hard pew doesn't get us some sunshine, I don't know what will.

ANSWER TO LAST MONTH'S MARITIME MYSTERY OBJECT



This is a Tasmanian Steam Navigation Company pickle dish. Markings on the bottom of the dish show it was made by EF Bodley & Son, an English pottery, sometime between 1880-1898.

Do you have a mystery object you'd like to share? Send a picture (and the answer!) to editor@cyct.org.au

Marine Life Watch

Alan Butler

At the General Meeting on May 1st, 2012, the Club's program **Marine Life Watch** was launched. This originated after a talk by Kris Carlyon of DPIPWE, who spoke to the Club about marine fauna. We realised that the club has a lot of members out on the water at all sorts of times and places, and we can make valuable observations for DPIPWE.

There have not been many returns over the first year of the program (were we all huddling by the fire while the whales swam past?), but another whale season is beginning, so you're encouraged to keep eyes peeled and logbooks at the ready.

Details of Marine Life Watch are to be found on the CYCT website at www.cyct.org.au/MarineLifeWatch, where you can download a booklet giving advice on the kinds of observations DPIPWE particularly seeks, a guide to identification, and a data sheet. The club's website also gives a link to the DPIPWE site, where there is more information about marine mammals, including guidelines for approaching them (or not!) at sea. Please contact Kris Carlyon of DPIPWE or Alan Butler (contacts on the web page) if you have any queries.

Members are asked to bring their logbooks, from time to time, back to Alan Butler at general meetings. Alan will collate them and send them back to DPIPWE. Alan will be away in July 2013, so if there are any at the July meeting, please give them to Jackie Zanetti.

The whales should be turning up about now, so download your booklet if you haven't already done so; carry it on board, and have fun spotting sea monsters. There will be updates on the progress of the program at general meetings.



Oh no, a whale-watching boat is coming our way:
How do I look?

Ilinga in FNQ (Part 1)

John Greenhill

Introduction

Ilinga has recently returned to Kettering from an 8 month cruise to far north Queensland (FNQ). The voyage commenced at the DSS on Tuesday 8 May and was accomplished with many crew changes involving family and friends.

Many CYCT members have been as far north as the Whitsundays but fewer have been to Cooktown and Lizard Island so I will concentrate on the trip from Airlie Beach northwards. Northerlies are common in FNQ in October and November with the remainder mainly 20-30 knot SE trade winds. Our goal was to use the trades to get to Lizard Island (a days sail north of Cooktown) and spend about a week there before catching the next spell of northerlies back to Cairns or Port Douglas.

The next goal was to observe the total eclipse of the sun from the vicinity of Cairns on 14 November and then to sail south as fast as possible in order to get out of the cyclone prone area. The cyclone season officially starts in November but cyclones are very rare before Christmas.

Hobart to Sydney

Our first night was spent at Shoal Bay on Maria Island – arriving after dark. We spent the next two nights riding out a northerly gale at Seymour. The holding there is excellent which is just as well since the wind went around to the west making the rocky point a lee shore. Our Manson Supreme held superbly but we did keep the engine running for a few hours just in case. We also had two nights at Skeleton Bay waiting for the westerlies to slow down for the Bass Strait crossing. The crew (Pete, Barry and I) celebrated Mother's Day with a superb lunch at the café overlooking beautiful Binalong Bay. Julia got a phone call for Mother's Day but no lunch!

We waited a little too long at Skeleton Bay as the westerly wind was only a whisper and we motor sailed most of the way across the strait. It was very roly – the wind had gone but not the swell. Pete left in Eden leaving Barry and I to sail to Sydney. Northerlies, gale force at times, made life difficult for much of the trip. We spent 3 nights in Boat Harbour on the northern side



Boat Harbour, Jervis Bay. Note the swell and quiet corner

of Jervis Bay waiting for the northerlies to subside. Not altogether restful since it is wide open to the southeast. Most of the beach was white with breakers but an amazing little cove at the western end allowed easy dinghy landings.

Sydney to the Coral Coast

I flew home from Sydney leaving *Ilinga* at Gonsalve's Boatyard at Palm Beach. We were moored close to a rather decrepit "Van Diemen" from Hobart. Apparently the boatyard owner bought her for his own use but died prematurely. In mid July I was joined by Chris, Tom and Mike and we set sail for Mooloolaba. Off Newcastle, Chris got a spectacular shot of a flying whale – completely airborne with outstretched fins so that it looked rather like a torpedo. We had four nights in Port Stephens waiting for a SE gale to subside. Three of those were spent in a hideously expensive marina - \$86 per day. I am told that the other marinas are much cheaper. The last night we used a public mooring in Shoal Bay. A motor yacht was moored nearby – my crew thought it was too close and they were right! In the middle of the night we were woken by a load crash as the motor yacht's boarding platform carved a small hole in *Ilinga's* topsides. Well above the waterline fortunately so she still sports a scar patched with plasticine and duct tape!

The Broadwater and Morton Bay gave us a respite from the persistent ocean swells of the NSW coast. Tidal streams are however very strong so great care is needed navigating the many shallow passages. We stopped overnight in the Tippler Passage inside South Stradbroke – a very large sand island.



Ocean beach - South Stradbroke Island

Tangalooma on the NW of Moreton Island is a delightful anchorage with sunken freighters as protection and some enormous sand dunes. Avoid Tangalooma if there is any west in the wind. We rolled abominably all night and left for Mooloolaba at first light. There was another crew change at Mooloolaba with my brother and sister-in-law, Bob and Pat, and friend Dave joining for the next leg to Rosslyn Harbour. After a joint crew and family dinner at the Mooloolaba Yacht Club, we left at 9 pm, in order to catch the tide at the Wide Bay Bar the next morning. The sail was magnificent with 15 knot SE winds and a full moon. There was a 2.5m swell which Lucas (Cruising the Coral Coast) said would lead to a "bit of a bobble" over the bar. He was

right but I would not want to cross it in anything bigger. The seas were very steep with breakers close by on either side. Passage through the Great Sandy Straits was uneventful



Tangalooma anchorage - Ilinga on the far left

apart from an hour waiting for the tide after going hard aground near Boonle Point due to an ambiguity in the Maritime Safety Queensland charts. We met several others who have been caught out there.

After a great sail to the old marina at Port Bundaberg (\$25 a night!) we motored all

the way to Lady Musgrave Island. This is one of our favourite anchorages with clear blue water, great coral, sandy beaches, lovely forests, flightless birds, turtles and thousands of nesting boobies in season. Julia and I had 4 magical days there on our way south. Lady Musgrave is about 50 miles offshore so our cell phones were useless until Dave hoisted his to the masthead and downloaded a movie on the Mars Rover landing to his iPad using wifi in real time. That inspired me to buy a battery powered wifi hotspot which gives me internet connection to my laptop almost everywhere on the Australian east coast.

Heading north we stayed for 2 days at Lady Musgrave and then sailed to Rosslyn Harbour via Pancake Creek, Masthead Island and Great Keppell. Masthead is a large sandy island with a much larger fringing reef. Anchorage is behind the reef – usually near the NW corner in the prevailing SE winds – but is often rather roly. We all checked out the coral and Bob and Pat walked around the island. That was rather rushed as the tide was falling. 30 minutes after their return the only access to the beach was over the exposed coral.



Crew at Lady Musgrave: Bob, Pat, Dave

30 minutes after their return the only access to the beach was over the exposed coral.

Rosslyn Harbour to Townsville

My next crew consisted of my daughter Lisa, her children Corin (16) and Lewan (13) and partner Chris joining us at times. In various combinations with Julia and my other daughter Susie and granddaughter Lily (4) they were to crew for me to Cairns and back to Rosslyn Harbour for most of the next 4 months.

On the way to the Whitsundays we spent 3 magic days in light easterly weather at West Beach, Middle Percy Is. The water was warm and crystal clear and the anchorage was boiling with school fish being chased by mackerel. After an overnight stop at Digby – a lovely fiord-like anchorage – we had a fast sail to Scawfell Is where Lewan managed to hook a 20 kg GT - giant trevally. It was an epic 30 minute battle to land it and quite an epic to eat it. Fortunately we had help from many fellow cruisers!

During the next 4 weeks (19 August – 16 September) we cruised the Whitsundays enjoying sunny weather and moderate winds throughout. Whales were everywhere – some with calves swimming alongside and several diving within metres of the yacht. Lily had a great time in and out of



Sunset at Scawfell Island, southern Whitsundays

the water. In Woodwark Bay we were chased out of the water by a very territorial toad fish. At Butterfly Bay we were amazed by the huge numbers of beautiful black and blue butterflies in the rain forest. At Luncheon Bay Lily discovered a tiny little bat hanging upside down from a rock. In Macona Inlet dolphins chased a big school of fish around the yacht in the dusk.

The first leg into FNQ commenced on Monday 16 September, with an overnighter from Airlie Beach to Townsville in light northeasterlies. On the return journey we did this in day hops, stopping at Cape Bowling Green, Cape Upstart and Bowen. The first two are open roadstead anchorages and rather roly. In Townsville we stayed at the very friendly Townsville Yacht Club marina in Ross Creek. Magnetic Island is less than 2 hours sail from Townsville so we spent a few days there meeting CYCT members Richard and Wendy on *Charon* at Horseshoe Bay. Richard and Wendy lamented their failure as fishermen so Lewan gave them some lessons. Shortly afterwards there was a shout of triumph from *Charon* so Lewan went over to investigate. Wendy had caught her first fish – a remora!

Far North Queensland

After 2 weeks in Hobart I rejoined “Ilinga” for the trip to Cairns and further north. Leaving on 10 October we motored to Picnic Bay, Magnetic Island, then sailed to NE Bay on Palm Island – anchoring in a tiny cove amidst the coral after dark with the aid of the GPS plotter. Without it we would have anchored a long way out in the swell. From here we had stops at Orpheus Island and Little Ramsay Bay on the outside of Hinchinbrook (very scenic but roly) where we walked to a nearly dry waterfall and swam in a rock pool.



Corin, Lisa and Lewan at Dunk Island. Note the cyclone damaged resort

Then on to Dunk Is (the resort deserted due to cyclone damage but hot showers still available!) and next day in fresh SE winds to Fitzroy Is. On the way Lewan caught a 10 kg mackerel. Fitzroy is a popular anchorage for yachts from Cairns. There is a very busy resort, lots of rainforest walks, good snorkelling and a floating trampoline which kept Corin and Lewan amused for hours.

Green Island was 3 hours sailing in a fresh SE trade wind. There were lots of fish, reef sharks and turtles around “Ilinga”. The turtles were not shy until Corin tried to hitch a ride on one’s back! The island has an up-market resort and hundreds of day visitors. There is a pleasant 30 minute walk around the island through the rainforest and everywhere the sound of cooing doves. Anchorage here is very limited and we gently bumped a coral bommy at about 3 am the next morning. That problem was solved by a 5m reduction in anchor scope! Fortunately the wind was light and sufficient scope remained. About noon the next day (Friday 19 October) we sailed for Yorkey’s Knob in the ubiquitous SE wind.

Lizard Island and return to Cairns

Yorkey’s Knob Sailing Club Marina is about 10 miles north of Cairns and is very friendly to visitors. Here Lisa and family left and I was joined by Matthew (my nephew) and John, an old friend and astronomy colleague. After shopping for stores and charts we headed for the Low Isles, offshore from Port Douglas in a fresh south-easterly. This is a popular snorkelling site and the tourist boats were still there when we arrived. The anchorage lies between two low islands and is bit roly but the water was very clear and full of fish. We were surrounded by reef sharks and large bat-fish waiting to be fed. A year earlier, on one of the tourist charter boats, I bumped into a bat-fish while I was waiting in the water for Julia and the other tourists to jump in. I caused a lot of amusement by apologising to the fish thinking it was another tourist.

The next day we had a fast sail, with genoa goosewinged, to the Hope Islands. These were named by Cook as he sailed past pumping furiously after hitting a nearby reef in the “Endeavour”. He ‘hoped’ he could keep afloat long enough to find a safe place to beach the “Endeavour”. As it turned out he was able to do this at Cooktown (18 miles to the north-east) where there is an excellent museum named after the great explorer. We had a rest day at the Hope Islands using a public mooring very close to the small island to the north-east. It is a tiny sandy cay which can be walked around in less than 10 minutes and is covered with trees full of cooing doves. Several prawn trawlers anchored nearby. The snorkelling is good with lots of soft corals. Surprisingly the water was rather murky (visibility ~5-m) on this visit and on the way south a few weeks later.

We had another fast sail to Cape Bedford for an overnight stay and then on to Lizard Island. Dozens of yachts were anchored off the beach in Watson’s Bay and even more game fishing boats lay off the resort in the next bay. There was a marlin fishing competition under way. When they left a few days later we were approached by the crew of one monster motor yacht and offered some breakfast cereal. We ended up with 3 catering packs of corn-flakes and 2 of wheatbix. We are still consuming them!

On our second day at Lizard Island we were joined by Andy – an American astronomer and eclipse freak. He flew in on the several times daily service from Cairns. Andy came out to Australia in order to watch the solar eclipse from Cairns on 14 November but could not resist the chance to sail with us. The Cairns eclipse was to be his sixth and he wasted no opportunities to impress all the yachties we met with of the importance of the coming event and the need to be within the zone of totality – something like 60 miles north and south of Port Douglas. Some of us became concerned that the anchorages around Port Douglas would be wall to wall with yachts and their crews persuaded by Andy!

Lizard Island has it all – excellent shelter from the SE Trades; a great beach for swimming; clear warm water and lots of great coral reefs for snorkelling; the mountain Cook climbed in 1772 to find his way out through the Great Barrier Reef; a biological research station that puts on special shows for visitors and even a bar for visiting sailors.



*Crown of thorns starfish at Lizard Island
research station*

At the research station we were shown a crown of thorns starfish. These ugly creatures are doing a lot of damage to the coral but nobody has found a way to control their numbers.

There is a freshwater well at Watson's Bay but no food source so one has to be self sufficient. The Trade wind blows almost continuously from the SE at a strength too great for all sane sailors wishing to return south. Lizard is known to sailors as Blizzard Island because of the strength of the SE winds. When the wind goes north of east there is a great exodus of yachts heading south. We were lucky. We



Watson's Bay, Lizard Island. Note the coral reef between the yachts.

had a week – long enough for us to sample all the delights and socialise with many of the visiting sailors before there was a brief period of northerlies. Just long enough too for me to contract and recover from a brief bladder infection – with help from the resort nurse advised by the Royal Flying Doctor Service in Cooktown. Time, too, to meet up with Jim and Janine, sailors from Cremorne who also keep a yacht in Yorkey's Knob.

On Friday 2 November the weather went northerly. Matthew and John flew home leaving Andy and I to sail back to Cairns. The trip was uneventful although we had to motor sail much of the way. We stopped at Cooktown overnight and long enough the next morning to take in the James Cook museum; Hope Islands for 4 nights until the Trades backed from fresh SE to light ESE and one night at the Low Islands after motor sailing much of the way



Waiting for the eclipse - getting dark

from Hope. Finally we arrived back at Yorkey's Knob on Friday 9 December. Here Dave and his son Michael joined us. The SE trades returned with a vengeance so we remained stuck at Yorkey's until after the long awaited eclipse on 14 December. We watched it from the beach with hundreds of others. Sadly clouds blanketed the sun until 1 minute after the end of totality. Andy was smart enough to anticipate the

cloudiness problem and took off inland on a bus at 2 am and saw the whole show.



The Sun one minute after totality when the clouds cleared

An overnight trip to Michaelmas Cay was our reward for the disappointment of the cloudy eclipse. The cay is about 15 miles east of Yorkey's Knob. It has no vegetation but is home to huge numbers of birds and thousands of tourists during the day. The water was magically clear with lots of fish and beautiful coral. The reef is very large so the anchorage is relatively smooth in moderate south to northeast winds.



*Ilinga crew at Yorkey's Knob marina:
Andy, Michael, John, Dave*

To be continued...

Lithium Iron Phosphate (LiFePO₄) Batteries

Alex Papij

The Issue: The standard factory fitted electrical system on *Chaika*, a Jeanneau 36i, has 2 x 70 AH house batteries and 1 x 70 AH engine battery. On the input side there is not very much, charging is either shore power or a 60 A alternator. Then there are lots of things on the output side – fridge, cabin and nav lights, radio, nav instruments, chart plotter, autopilot, computer, various chargers for phones etc, fan for Webasto heater, TV (but who watches it?), etc.

I wanted to have “more electricity” so that I didn’t worry about “will the batteries be OK in the morning?”

What to do: The first thing I did was to address the output side. All the cabin and anchor lights were changed to LED. To get an idea of the improvement I did some measurements. The old anchor light consumed 850 mA, the LED version consumed 140 mA. For a 10 hour overnight it meant instead of 8.5 AH, now only 1.4 AH will be used.

On the input side a small (40 watt) solar panel was installed – although the main reason was to get the boat off full time shore power. The next thing I did was improve the charging efficiency of the alternator by installing a Sterling Battery to Battery BB1250 charger – the reason for this is related to the battery solution that was adopted.

In between the output side and input side, the house battery capacity is very small. Without major surgery to panels, walls, etc, which I wasn’t going to do, I could perhaps add another 70 AH battery, not much of an increase.

In my previous life I’d spent nearly 10 years working with lithium batteries in oceanographic applications. Recently reading about lithium cells in cars and boats prompted me to investigate. I could fit a 180 AH lithium battery (four CA180FI LiFePO₄ cells in series, each 3.5 volts, each weighing 5.25 kg) in the available space without any surgery. This would be in addition to the existing lead acid batteries.

Risk: A few comments about risk. There are many different types of lithium ion batteries with very different chemistries – each with its own particular risks. Lithium Iron Phosphate (LiFePO₄) chemistry is in the very less dangerous category, in fact, with a battery management system I think they are safer than lead acid. It’s worth noting that the bulk of the millions of modern battery operated hand tools today use LiFePO₄ chemistry.

Even so, LiFePO₄ is a bit novel on boats, so installing them would be partly experimental. To manage this risk I decided that the existing battery system would not be tampered with at all. A simple switch could revert the electrics back to the exact original configuration.

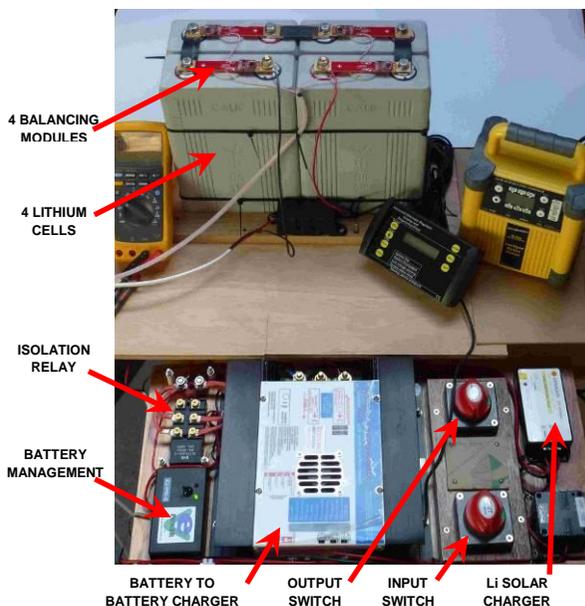
Another important risk management tactic is to install a lithium battery management system with cell balancing and a safety shut off relay to avoid over or under voltage. The battery is automatically isolated if any of the individual cells goes outside its operating voltage range in either charging or discharging mode.

Lithium Batteries and Capacity: Having decided I was not going to tamper with the original configuration (lead acid engine and house batteries) it was logical that the design should be such that the lithium battery would add capacity rather than replace capacity.

It is useful to consider “usable AH”. Using a few assumptions: 1) Lead acid batteries are hard to charge higher than 85% on the alternator and should not be discharged below 40-50%. Useful AH out of a lead acid is 40% of capacity, ie from my 140 AH lead acids I only have a useful 56 AH available. 2) Lithiums can easily charge to 100% and safely discharge to 20%. Useful AH out of a lithium battery is 80% of capacity, ie from the 180 AH lithium I will get a useful 144 AH.

Combining both capacities I will go from a useful 56 AH to a useful 200 AH – nearly a 4 fold increase. By the way, this total useful AH is what you would get from a 500 AH lead acid battery.

The Setup: The lithium battery charges from the solar panel and the alternator. The solar panel charger is a Genasun GV-Boost Lithium MPPT, preset at 14.2 volts for LiFePO4 batteries. The input to the Sterling Battery to Battery charger comes from the engine battery and when it detects that the alternator is running it draws as much current as the alternator can deliver, up to 50 amps, to directly charge the lithium battery while still leaving a bit of alternator current to charge the existing lead acid batteries.



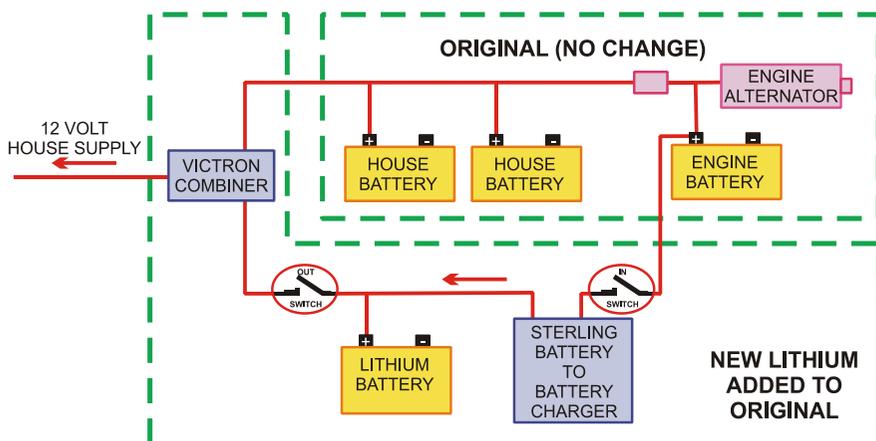
Preinstallation bench testing

Using this charging arrangement allows different types of batteries on board (original lead acid and the new lithium) to coexist and charge from the one alternator.

A Victron diode combiner is used to combine the existing lead acid house batteries with the lithium, which is then distributed to the house system. Again, this type of combining allows different types of batteries to coexist. The lithium, being a slightly higher voltage than the lead acid will be used first.

A manual switch is used to connect/disconnect the source (the engine battery and alternator) to the Sterling BBI250 which goes on to charge the lithium. Another switch connects/disconnects the lithium battery output to the combiner. These switches allow total isolation of the lithium system if necessary.

Two monitoring units are used, one for the Sterling BBI250 Battery to Battery charger and the other is a Victron BMV600 battery monitoring system, set up for LiFePO4 to monitor the lithium status.



Original is untouched and lithium can be isolated

The two isolating switches made installing and commissioning both easy and safe. Simply turn switches that independently connect power to charge the lithium battery or supply the house power from the lithium battery without in any way affecting the pre-existing electrical system. In this way it was easy to do a step by step installation, evaluation and confirmation of its operation.

Happy Cruising: The installation was completed 4 months ago and has been used on a few cruises – 9 days up the east coast, several weekends down the channel – and it's worked exactly as designed. No longer do we hesitate before turning on, or indeed leaving turned on, the myriad of electricity consuming gadgets. I hope to give an update on its operation in 12 months time.



Final Installation

■

Have You Been Through the Rip?

We are planning to cruise to Melbourne later this year. The aim is to arrive in Docklands around mid November.

We're looking for crew with experience in entering Port Phillip Bay through the Rip to join us for the leg across Bass Strait to Queenscliff (or Melbourne).

If you're interested, contact us on 0417 325 230.

Alex Papij and Jackie Zanetti, *Chaika*

GOING ABOUT

Miscellany of items from near and far that may be of interest to CYCT members

AIS

As a result of the increasing use of AIS Aids to Navigation, mariners could soon have 'virtual' aids to navigation (lateral marks, cardinal marks, etc) appearing on their charts with nothing to be seen in or on the water. The following are three examples which are part of Notice to Mariners 443 of 2013, a special mark, port lateral and north cardinal marks:



These aids appear on chart plotters which have an AIS receiver connected; a nearby transmitter sends the location (lat/long) of the aid, but the transmitter need only be in the vicinity, not right at the location of the aid.

Notices to Mariners for Products, Year 2013

443* AUSTRALIA - - AIS charting; amendment to ANTM No 17.

Australian Hydrographic Service (AA668287, AA668288) Given that AIS technology is increasingly being used for Aids to Navigation (AtoN) purposes, the IHO Hydrographic Services and Standards Committee considers that there is now a requirement to implement an interim solution to enable the encoding of Virtual AIS AtoN in ENC. Accordingly, the Australian Hydrographic Service will update both paper charts and ENC for all AIS AtoN. On paper charts all parts of the Virtual AIS AtoN symbol must be magenta, to distinguish it from a physical AtoN. Its position must therefore be identified on the chart by a small magenta position circle with central dot (ie magenta version of B22); see ANTM No 17.

Amendment to Australian Notice to Mariners No 17 Page 81 Substitute accompanying table: http://www.hydro.gov.au/n2m/2013/blocks/0_443_2013.pdf



Web Cam at Melaleuca:

Par Avion has installed a weather station and web cam at the Melaleuca airstrip. The weather information can be seen at <http://paravion.com.au/melaleucaAWIB.html>

The web cams are:

Towards Cox Bight <http://paravion.com.au/jpgwebcam.jpg>

Towards Mt Rugby <http://paravion.com.au/jpgwebcam2.jpg>



Ensure correct disposal of unwanted distress beacons:

The Australian Maritime Safety Authority (AMSA) is reminding people to dispose of their unwanted distress beacons properly at Battery World stores after three false alerts recently.

AMSA's Rescue Coordination Centre (RCC Australia) responded to two distress beacon alerts in the Brisbane area, tasking rescue assets and personnel to investigate. It was determined that neither beacon was associated with a genuine emergency. One of these beacons was found disposed in a household bin at Burpengary, while the second beacon was found in a waste facility at Nudgee.

RCC Australia also responded to a third beacon in Geraldton in Western Australia over the weekend. This beacon was also located at a waste facility. These false alarm incidents require the use of emergency response resources and personnel, which may be diverted from a genuine emergency.

Unwanted beacons should be disposed of at Battery World stores around Australia. This is a free service. For more information, visit <http://beacons.amsa.gov.au/batteries-disposal.html>

This financial year to date, AMSA had 46 confirmed cases of distress beacons being disposed of incorrectly. In the 2011-12 financial year, there were 73 confirmed cases.



Inshore & Coastal Navigation Course

We have recently completed the Inshore & Coastal Navigation course which was organised through Women on Boats. There were four participants in the course and Elaine and I thought it was money well spent and would recommend it to anyone who is interested in learning about navigation. The unit forms part of the Day Skipper course and was run over seven sessions by instructor Jeremy Parker who has a wealth of knowledge and experience and is more than happy to share this with participants. The topics covered included Safety, International Regulations for the Prevention of Collision at Sea (ColRegs), Definitions of Position, Course and Speed, also Charts and Publications, Chart work, Compass application, Tides and tidal streams, Visual aids to navigation, Meteorology, Passage planning, Navigation in restricted visibility, Pilotage and Anchoring. The course was challenging but well worth the effort with a fair amount of homework to reinforce each of the topics covered with all the printed learning materials provided and you supply

your own navigation instruments. After doing the course we now feel more confident to man *Indian Summer*.

(contributed by Robert Goss & Elayne Burke)

One Good Tern Will Do It.

A sailor was caught AWOL as he tried to sneak on board his ship at about 3 am. The chief petty officer spied him and ordered the sailor to stop. Upon hearing the sailor's lame explanation for his tardiness, the officer ordered the sailor to, "Take this broom and sweep every link on this anchor chain by morning or it's the brig for you!"

The sailor picked up the broom and commenced performing his charge. As he began to sweep, a Tern landed on the broom handle. The lad picked the tern off the broom handle, giving the bird a toss. The Tern left, only to return and light once again on the broom handle.

The sailor went through the same routine over and over again. He couldn't get any cleaning done because he could only sweep at the chain once or twice before the blasted bird returned. In the morning the chief petty officer, came to checked the sailor and his work.

"What in the heck have you been doing all night? This chain is no cleaner than when you started! What have you to say for yourself, sailor?" barked the chief.

"Honest, chief," came the reply, "I tossed a Tern all night and couldn't sweep a link!"



Recipe – Minestrone Soup

Jackie Zanetti

Cold weather cruising calls for heart (and stomach) warming recipes! This is one of my favourites to make ahead and freeze in containers to take with us. This is typical peasant cuisine, for which the cook just used what they had at hand, so feel free to make substitutions.



1/4 cup olive oil
25g butter
3 onions, finely chopped
3 cloves garlic, finely chopped
2-3 sticks celery, diced
2-3 carrots, diced
1 smoked hock, whole or smoked ham, diced
185g dried cannelloni or borlotti beans, or 2 cans of beans
1 cup tomato passata or 1 can diced tomatoes
1-2 litres chicken stock or water
2 bay leaves
3-4 cups diced zucchini
1 cup green beans, chopped
2 cups cavalo nero (black kale), de-stemmed and chopped or cabbage
Salt, pepper
Parmesan cheese, grated

If using dried beans, soak overnight in plenty of water. Drain and then cook beans in plenty of water until tender, about 1-2 hours. If using hock, cook hock with beans.

Heat oil and butter in a soup pot, add onion and garlic and cook until translucent. Add celery and carrot and cook for 10 min. Add the passata, stock, and bay leaves and simmer for 15 min. If using hock, remove meat from hock, chop up and add to soup or add diced ham, Add zucchini, green beans, cavalo nero / cabbage and drained beans. Continue to cook until vegetables are soft. Season as necessary. Can serve the same day, but even better reheated!

Serve with freshly grated parmesan cheese and some lovely crusty bread.

**General Meeting held at the Derwent Sailing Squadron
on 7 May 2013**

MINUTES

1. **Opening**
Acting Commodore Alan Gifford opened the meeting at 8 pm
2. **Attendance**
Forty-three members signed the register, there were six apologies and one guest introduced.
3. **Minutes of the last meeting (April 2013).**
Were in the May Albatross. These were confirmed and signed by the Acting Commodore.
4. **Introduction of new members and presentation of burgee**
Eight new members were welcomed to the Club and presented by the A/Commodore with their burgees, and each introduced themselves and their boating history. They were:

Colin and Pam Bell, *Sheenanstar*, joining us from Melbourne.
Kevin and Sharon Donovan, *Gail Force*.
Mark Stephenson & Russell Wither, *Spindrift III*, (from Devonport).
Niki and Graham Breeze, *Kiahla*.
5. **Rear Commodore – Kim Brewer** reported on recent social activities, notably the dinner at Pasha's following the Donald Sutherland Memorial Cruise (see item 10) – a delightful evening attended by 32 people. She called on Lew Garnham to speak to item 6.
6. **The Kermandie Cruise, June – Lew Garnham**, who is organizing this cruise, explained that the third Queen's Birthday Weekend cruise to Kermandie and the Huon River which will take place on June 8th-10th. Arrive at Kermandie (Port Huon) on Saturday – see CYCT web site for the marina entry details and phone number of Marina Manager. Berth in the marina or, if necessary, anchor outside? at HYC. On Saturday night there will be a dinner at the newly refurbished Kermandie Hotel – come dressed as your favourite nautical character. This will be at 6 pm, cost \$38/head, payable at the time.

On Sunday we navigate to Franklin (See CYCT site for Google Earth App) and, if some are adventurous enough, on to Huonville, then back to Franklin. At Franklin there will be a number of activities arranged by Laurence Burgin and other enthusiastic people of that town, notably museums. Later wine tasting at Franklin Marine, and then a three-course dinner at the Living Boat Trust. It is a delightful atmosphere in their workshop. On Monday we sail for our home

ports. Please let Lew know ASAP your intention to participate, so he can advise our various hosts of numbers.

7. **Treasurer – Wayne McNeice**

Wayne reported that the Club's finances are in good shape. Entertainment Books are now available.

It is a practice that we announce subscription fees at this meeting; the A/Commodore reminded us that the Committee has decided there should be **no change** in the fee for this year.

8. **Editor – Jackie Zanetti**

Jackie reminded us of the photographic competition – prize, a bottle of Nant Whisky – see *Albatross* for details.

9. **Vice-Commodore & Acting Commodore – Alan Gifford**

Bad weather has hampered our cruising activities this autumn. The **Anzac Day cruise** had to be cancelled (some boats stayed in the Channel), and there were no takers for the **first mid-week cruise**.

The Nant Distillery New Norfolk Cruise on 13th and 14th April was an outstanding success with twelve boats making up the fleet. It was a weekend of tranquil riverine cruising, lots of socializing and of course, great entertainment as crews performed after dinner on Saturday night for the coveted Nant Whisky prize. The twelve boats managed two rafts of six boats which attracted quite a deal of interest from local Valley folk. The New Norfolk Festival was a fun way to spend a lazy Sunday morning.

Alan reported (on behalf of the organiser, Dave Davey, an apology because he was on his way to go cruising in Europe!) that **the Donald Sutherland Memorial Cruise** unfortunately had to be cancelled because of bad weather. The weather was, indeed, as bad as predicted, but it didn't prevent us from having a delightful DSM dinner at Pasha's, Kettering, on the evening of Saturday 4th May. Alan gave special thanks to Dave Davey who spent many, many hours crafting the cruise; it was disappointing that it could not go ahead as planned. Thanks also to John and De Deegan for their help with the planning; as Dave noted, the plans can remain on file, and the Committee will decide when to use them (perhaps next year). Finally, Alan thanked Kim Brewer our Rear Commodore for the many emails, phone calls and urging that is necessary to ensure the success of an occasion such the DSM dinner at Pasha's.

The next **mid-week cruise** will be on 15th May – email Kim if participating.

The meeting was reminded that there is a group that goes out from the **DSS every Thursday** – assemble at the haul-out area at 9 am. Everyone is welcome. Bring something to share. Red wine is normal, and all topics of conversation except politics.

Finally, Alan reminded the meeting of a couple of matters which we, as members of the Club, will be asked to consider in the next month or so.

- At the September AGM we will be asked to elect a **Committee** for the coming Club year. Your nominations and informed voting are vital for the on-going success of the Club. Please discuss this important event with other members and submit nominations well ahead of time. Your votes on the night will determine the direction of the Club in 2013-14.
- At the Annual Dinner it is likely that an award will be made for the **Cruise of the Year** together with various **Cruising Plaque** awards. Suggestions and nominations must be received by the Hon Secretary before July 1st. The Committee is keen to recognize the exceptional sailing achievements of our members but we need your help with names and details – even your own.

10. **Forums – Bryan Walpole.**

There is a full winter program - see *Albatross* for details of future forums – but Bryan mentioned that the next one concerns batteries and other matters electrical, on May 14th at Mariners Cottage.

11. **Clothing** – the A/Commodore reminded members that Elizabeth Helm had some Club apparel available for sale on the night, and additional items can be bought through the website.

12. **Formal business ended about 8:40** and we broke to charge glasses, before:

13. **Guest Speaker**

Rear Commodore Kim Brewer introduced **Kasey McAllan-Browne** from Akzo-Nobel Paints. Topic: **Antifoul 101**.

(In introducing him, she noted that he will be happy to come back on another occasion to talk about other paints and coatings).

Amongst the many informative points in Kasey's talk were:

Antifoulings are safe if handled properly – and he explained how to do that.

Fouling- we keep our boats in good places for it!

We may be more aware of the larger organisms – weed, barnacles etc., but slime – bacteria, diatoms, micro-algae, - is very tenacious and quite a problem.

Biocide release at a controlled rate is the key to success.

The new Micron 66 has an exceptionally good release rate over a long period.

Kasey explained the differences between hard, abrasive, and self polishing antifoulings. Hard ones, you can scrub. When all the biocide is gone, the paint remains. Abrasive and self-polishing wear away; don't scrub too hard! Most of them perform better if the boat is kept moving (or occasionally scrubbed) but Micron 66 is different and leaches at the same rate whether the boat is moving or not.

Some antifouls can be dried out, others not.

Cuprous thiocyanate is the biocide of choice for Aluminium – copper oxide will cause corrosion! Trilux 33 contains cuprous thiocyanate.

Some products contain boosting biocides: these act against algae or fungi ("grass" and "slime")

Foul release coatings contain no biocides, but work by having a “non-stick” surface; they work best on boats used regularly – companies are working on these and they are improving but still not as good as desired.

Applying antifouling: Stir until uniform (don't leave the biocide in the bottom of the can); don't put on too little, don't spread too thin; it's a false economy. The important thing is to have enough thickness (rather than a particular number of coats). Put extra coats on leading and trailing edges. Slime will block off antifouling leaching, so it may sometimes be smart to polish it off. If the boat has been stored on the hard stand, a quick wash or maybe a wet-sand will reactivate the antifouling.

Priming is necessary to protect the boat, which is NOT the job of the antifoul (it's not waterproof – it's not meant to be).

In response to members' questions, Kasey said that:

- Removing 10 years worth of buildup – yes, sanding or grit blasting is the only way.
- Blisters on steel; cover bare metal quickly, with at least a primer.
- Copper Bote is not his product and he can't comment much, but you do need to scrub it.
- Ultrasonic antifouling techniques – you still have to antifoul.
- Fouling Release Coatings (see above) are close to success
- Is Copper safe on steel? Yes, copper is OK on all hulls except Aluminium.
- Is there an antifoul that will last 2 years in the Derwent? Yes, you should get 2 years here with normal antifouls properly applied.
- Is PropSpeed worth it? Not his product, so, little comment, but it seems yes, if the boat is used. Don't damage it.

In concluding, Kasey said he was happy to be contacted for advice. Kim thanked Kasey for his very informative and enthusiastic talk.

14. **Close**

The A/Commodore closed the meeting at 9:35 pm.

News Flash

One ship carrying blue paint collided with another ship carrying red paint.

The crew is missing and believed to be marooned!



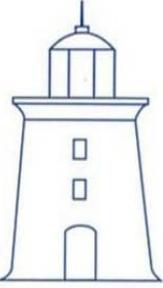
Yarrakai Marine Services

Kerry Williams 0418 135 468
Diesel Marine Mechanic

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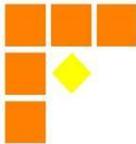
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