

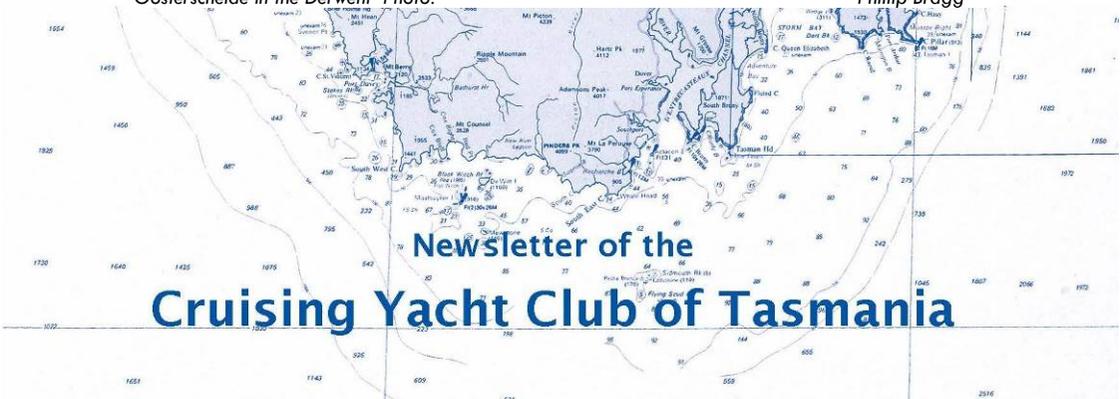
Albatross

Volume 39 No 10 November 2013



Oosterschelde in the Derwent Photo:

Phillip Bragg



Newsletter of the Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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www.cyct.org.au

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



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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>NOVEMBER</u>	
Sat/Sun 2 nd -3 rd	<i>Cruise: Barnes Bay Revisited</i>
Tues 5 th	General Meeting @ DSS at 8pm Speaker: Rex Cox. History of the Port of Hobart
Tues 12 th	Committee meeting @ DSS 7:00pm
Tues 19 th	Women on Boats @ DSS 5:30pm
Sat/Sun 23 rd -24 th	<i>Cruise: Coningham for Families</i>
<u>DECEMBER</u>	
Tues 3 rd	General Meeting – Venue TBA
Tues 10 th	Committee meeting @ DSS 7:00pm
Sat 15 th	Christmas BBQ @ Wavestation, Middleton 12:00

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



Spring has sprung and the smell of paint is in the air! It's time to stop putting off those boat chores that seemed too hard in the cold of winter and get ready for the sailing season. I've seen many club boats on the hard already and this month's issue shows that at least a few members are thinking about fixes and improvements to their boats.

This got me to thinking – what is your favourite bit of gear on the boat? Which tool are you surprised to find you're frequently reaching for? What wouldn't you go to sea without? I bought a hot knife a while back, thinking that it was an extravagance, but boy has it seen a lot of use. It seems there's always some bit of rope needing splicing (thank you Women on Boats for teaching me that valuable skill!) or cutting and the hot knife just cuts through like butter. It's now my favourite toy. Drop me a line and let me know your favourite bit of boat gear – novel ideas may end up in the Albatross!

The quote below from Herman Melville's *Moby Dick* captures that antsy-ness that comes from being land bound for too long. Time to get out there folks!

Alex and I, in the meantime, are getting ready for our first big adventure on *Chaika*... more on this next month, I hope!

Jackie

Whenever I find myself growing grim about the mouth; whenever it is a damp, drizzly November in my soul; whenever I find myself involuntarily pausing before coffin warehouses, and bringing up the rear of every funeral I meet; and especially whenever my hypos get such an upper hand of me, that it requires a strong moral principle to prevent me from deliberately stepping into the street and methodically knocking people's hats off – then, I account it high time to get to sea as soon as I can.

Herman Melville

Commodore's Report

**Opening Day, Saturday 5th October 2013**

At least two CYCT boats headed for Hobart on the Friday, these being *Nyanda* and *Surreal*. (Apologies if I missed anyone over the weekend.) *Nyanda* anchored that night in New Town Bay. Just before midday on the Saturday, I received a phone call from the RYCT, saying that the onwater activities had been cancelled. At that time the River was a white mass of lifting spray, gusting 40+, so I for one was glad that reason prevailed. By late afternoon it had calmed down considerably, and on Sunday had a nice, if cold, sail home.

Tall Ships departure, Wednesday 25th September 2013

While I couldn't make it by boat for their departure, they certainly made a spectacular sight from the shore.

New Clubhouse?

Weld St, South Hobart. The possibility of the Club being able to use this venue in the future is a little more encouraging than I intimated in both my October Report and at the October General Meeting. However, still early days.

Stephen Newham

Guidelines for Contributions to the Albatross

The Albatross thrives on members contributions and we welcome them. Below are a few guidelines to keep in mind when preparing items for the Albatross. Please contact the editor if you have any questions or suggestions.

- Articles should be submitted as a Word document. Typically, stories should be less than 1600 words and contain no more than five photos related to the article. Longer stories will either be serialised or you will be requested by the editor to reduce the length.
- Boat names should be *italicised*, not in "inverted commas" or CAPITALISED.
- Photographs should be in .jpg format, about 200dpi. Please compress files to no more than 1Mb for emailing.
- Photos should be your own or clearly attributed. Please include a suggested caption for each photo where appropriate.
- The cut-off date for submission is the 20th of each month (there is no Albatross in January).

Vice Commodore's Report



Over the past six weeks the EPA's working group called to consider regulations concerning the discharge from vessels has had several meetings and new directives are soon to be published for public review. The final draft of the directives is in the final stages of preparation and a number of key points are outlined below.

There will be a five year phase in period and during that time recreational and commercial boat owners can prepare for the new permanent regulations. In general terms the directives will mandate that raw untreated sewage cannot be discharged within small bays and inlets, marinas, exclusion zones adjacent to recognised swimming beaches, wharves and jetties, aquaculture leases and other areas vulnerable to bacterial contamination from such discharges and near swimmers. There are likely to be minimum water depths, minimum distances between anchored vessels and minimum distances from shorelines and declared anchorages. It is also likely that the boat owners will have particular responsibilities to equip their vessels to manage discharge and to change some current practices.

The directives will allow for the discharge of urine free of any faecal matter, however, it is likely that boat owners will be required to have macerators fitted to all on board toilets with either holding tanks and/or an approved method of electro/chemical treatment of faecal matter prior to discharge. Discharge will be permitted only in accordance to clear guidelines. The working party is aware that a number of treatment processes are currently available, however, some might not comply with the standard to be established and others are known to be unreliable in their operation. It is also recognised shore based pump out stations are insufficient in number and they are not equipped to accept all couplings. These matters will be addressed in the future.

The five year phase in period is designed to allow boat owners to comply with the permanent regulations scheduled for 2018. The discharge of untreated or unmacerated sewage will be permitted only outside the one nautical mile exclusion zone. This zone will apply to shorelines, islands and structures. It is worth noting that currently binding international regulations prohibit the discharge of any sewage in any waterways. I understand that the maximum fine is \$1million. It is important therefore that the EPA can arrive at an environmentally acceptable alternative set of directives. While the EPA Director, Dr Alex Schaap can issue the directives, Parliamentary ratification is needed as a matter of some urgency. The final form of the directives will be available for public scrutiny within the next few weeks and published through the media. Public response is encouraged.

Alan

Rear Commodore's Report



Things are heating up in more ways than one and it's time to get the social diary out. First, load all the cruise dates in the enclosed Cruise Calendar. This year we have included some of the annual social events and have added several cruises into Hobart city. Most notably, we are planning to bring boats into Constitution Dock as part of Dark Mofo. If you joined in this exciting event in 2013, I'm sure you will be booking early to be in the centre of the city for a night of fun, food and spectacle in June 2014. Tasports has come to the party with a special one-night rate for Club members.

Thanks are due to Chris Palmer, Peter Aston and Alison Turnure for October's talk on the process of finding and purchasing a canal boat in the Netherlands. I noted a few eyes lit up afterwards and I think there will be members looking to consult with the three couples who have so successfully put this venture together.

November General Meeting

Rex Cox brings history alive with "Tales from the Port", an overview of the evolution of Hobart's port from colonial times to the present. A well-researched history, illustrated with over 50 photos; this talk will reveal much that is new but will also bring memories back for many members who have sailed and boated on the Derwent all their lives.

Dinner at DSS is available as usual from 6pm and the meeting begins at 8pm. Please RSVP rear@cyct.org.au to book a meal.

December Christmas Party – Sunday 15th December

Put this one in your diary now - it will be memorable! Members Philip and Wendy Kennon have kindly offered the use of The Wavestation at Middleton for our Christmas BBQ. Slow-roasted turkey and beef (spit-roast courtesy of Roger and Pat Locke) will be the centrepiece of the meal and there will be a charge of \$5. There will also be a BBQ available.



Date: December 15th at 12 noon

Location: 180 Esplanade Rd. Middleton. 40 minutes' drive from Hobart.

Cost: \$5 per person

Suggestions to Bring: Salad or vegetable dish to share. Dessert. Drinks. Cutlery, crockery and glassware.

Anchorage: The Wavestation is located just south of Middleton village and abeam Middleton Light. Phil Kennon reports:

Anchoring off is fine in reasonable weather but the water is shallow so bigger boats would need to be further out, nearer the Middleton Light. Beach landing is fine. Plenty of sand and no rocks on the beach.

Skippers will need to make their own judgement whether to sail down or not, depending on weather. If you wish to sail to Kettering and then get a lift by car from there, please let me know.

Facilities: Kitchen, toilet, BBQ, shade and shelter. Lovely garden with plenty of room for kids to play. Access to a nice beach.



IMPORTANT REQUEST: I NEED A MAN!

In fact I need three men. Brave men who are not afraid to bare their six-pack abs in public wearing budgie smugglers. If our Prime Minister can be ~~stupid~~ courageous enough to put his body on the line for the public good, then surely there are three males who will volunteer to do likewise at the Christmas BBQ. All will be revealed (sorry!)

to those putting their hand up. All I can say is that this will be an unforgettable experience for both performers and audience and your names will be preserved in Club annals for eternity. Give me a call (in complete confidence) on 0428 937 358.

Kim

APPLICATIONS FOR MEMBERSHIP

Paul and Susan Bryce
FREEDOM

Greg Koennecke and Wendy Stothers
ANODYNE

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

Duncan and Eva McKenzie
LEMARIS

Jack and Kathleen England
TRES DE MAYO

Keith and Susie Anderson
DREAMTIME 4

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.

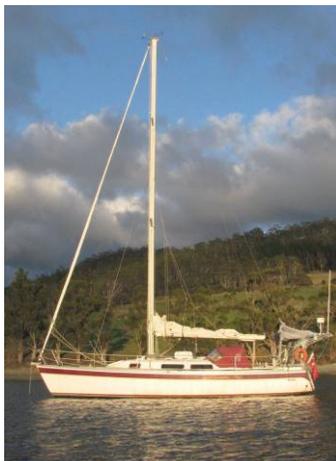
Introducing New Members

Keith & Susie Anderson

A little about our sailing history – we have both been sailing for well over thirty years, starting in dinghies as youngsters in the UK. We met on a boat which was a little larger than our present Cavalier 37 - the QE II on which we were both working at the time!

We have had a number of boats over the last thirty years, our most enjoyable sailing was with our youngest daughter. We cruised the mainland east coast for a couple of years, working occasionally to pay the bills and Susie home schooling Kate. Our present yacht, *Dreamtime IV* we sailed down from Queensland seven years ago, having moved here from the heat because we had fallen in love with the Channel and surrounding waters. Susie is torn between the garden and the water but for myself there is no choice and so I find myself doing quite a lot of single handed sailing which I really enjoy.

We now look forward to some sailing in company and enjoying meeting like-minded people.



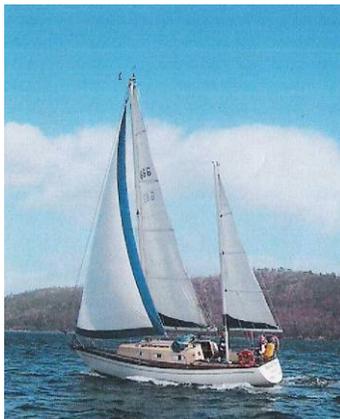
Dreamtime IV

Jack & Kathleen England

I commenced sailing about 25 years ago. Started casually with my late brother, then crewed on yachts club racing at Geilston Bay and Bellerive (Cruising Division).

I first purchased a Rizor motor sailor and kept it for about three years. I then bought the present boat, *Tres de Mayo*. I have owned it for 14 years, for club races and local cruising.

Tres de Mayo was built in South Australia in 1976. It was raced from DSS as 2 + 2. The previous owner converted it to a ketch rig.



Tres de Mayo

That old faithful bilge pump – just the one

Leigh Miller

As the owner of a “production” fibre glass boat I am less than impressed by the apparently standard single electric bilge pump that sits down there amidships awaiting the possibly never to happen ingress of that wet stuff. Yes, just one bilge pump, plus of course a hand operated pump that is accessible from the cockpit.

I am currently upgrading to three high capacity electric bilge pumps (and retaining the manual one) and as I do so I am reminded of a Bass Strait overnight cruise a number of years ago in which but for the arrival of daylight my traditional timber 35 foot yacht may well have headed to Davey Jones’ locker. It too had just one electric bilge pump plus a manual pump located internally and next to the engine box. There was no water alarm.

My watch began at 2400 hours and was to conclude at 0400 hours. The other two crew were to sleep for the entire watch, but at 0400 hours they were still asleep and I decided to continue on at the helm as conditions were moderately pleasant with a one to two metre sea and about 25 knots of breeze from the northwest aft of the beam that had held the ship on a nice starboard cant for the whole of the watch. The thing was that we were under shortened sail for obvious reasons and therefore also under motor. Yes, we had a traditional shaft driven propeller and I always ran the stern gland “wet” (dripping frequently) rather than risk wear on the shaft and overheating of the gland. However, some further loosening of the gland had apparently also occurred en route.

At about 0500 hours the head and shoulders of Julian appeared at the hatchway and in a very relaxed good morning frame of mind quietly asked if I always ran the vessel with “six inches of water over the floor boards” to which I equally nonchalantly (I hope) replied that “no, generally I try not to ... why?... Is there six inches of water over the floorboards at present?”

Julian replied: “hang on, I’ll check again”, shortly reappearing to confirm the worst. I think I remained outwardly calm and suggested that if I brought the boat up into the wind it might turn out to be just a bit of bilge water. Having done so, Julian inspected the floor again and returned to the hatch with “I’d say about 5 inches now”.

My first thought was the right one; the electric bilge pump had failed. For at least 12 hours (and possibly up to eighteen) we had been dripping lots of water from the stern gland with no pump working and no alarm to let the crew know that there was water in the boat. My estimate is that we had shipped about 1.5 cubic metres of water. That was a great deal of water to eject by means of the hand operated pump that required contortion over the engine box to operate successfully. Of course, the frightened man with the bucket analogy once again proved correct and the vessel was dry within a relatively short time, and the

stern gland tightened. Problem solved; a carelessly discarded match the culprit so far as the bilge pump failure was concerned.

We could have become just another mysterious disappearance, sailing quietly into the depths.

I now think of all the ways water might find its way into a vessel despite all the best practices: skin fittings that might fail; stern glands that open; propeller legs that fail; or just plain old hull failure due to stress. It's nice to know that we'll now have three electric pumps strategically located fore, centre and aft, all water alarmed as well as the manual pump. I also hope we never need any of them.



A woman was having a medical problem - her husband was snoring very loudly and every night ! So she called the doctor one morning, and asked him if there was anything he could do to relieve her "suffering."

"Well, there is one operation I can perform that will cure your husband" said the doctor, "but it is really rather expensive. It will cost you \$10,000 down, and payments of \$1000 for 36 months, plus payments for extras of course.

*"My goodness!" the woman exclaimed, "that sounds like I'm buying a yacht!"
"Humm," the doctor murmured, "too obvious, huh?"*

Join the Shaggers

Judy Arundell

We fly the “Shaggers” burgee. We're “Shaggers” and I know there are some other “Shaggers” in CYCT. .

So what are Shaggers? Life Members of Shag Islet Cruising Yacht Club (SICYC). The club founded by Ken Thackery in May 2009 raises money for charity and encourages fun events for cruisers and others. With it's stated aim of being “exclusively, non-exclusive” the club boasts no Commodore or ordinary members, in fact everyone is a Vice Commodore.



Besides being a heap of fun, the concept is to create a network of cruising yachties and people who enjoy the water. Each “Vice commodore” representing different locations i.e. I'm “Vice Commodore” of Kangaroo Bay II. There are currently over 2500 Vice Commodores spread world-wide and numbers are growing.

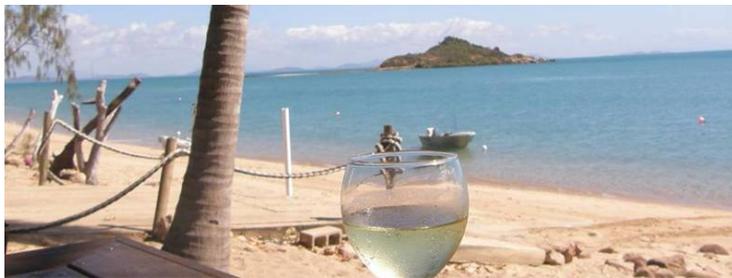
The aim is to develop a social network of “Vice Commodores” who are willing and able to provide local advice and assistance to other Vice Commodores passing by. And no doubt share a sundowner or two. The most demanding responsibility of “Vice Commodores” is their social commitment.

Having joined, SICYC there is no annual membership fee. To become a “Vice Commodore” all you need to do is choose a nautical location, complete the application online and become a life member, the “one off” joining fee is \$50 which includes a “Vice Commodore” club polo, “Life Membership” Card cards, website access, a link to the “Friends of SICYC” facebook site, newsletters, events updates, a frequent diners card from Hog Breath Café, and discounts from a growing number of businesses.

SICYC raise funds for The Prostate Cancer Foundation of Australia, a very worthy cause.

I encourage others to join this club and then we can organise events in Tassie to raise funds also.

For more information and to join: www.sicyc.org
and check the Facebook page Shag Islet Cruising Yacht Club, especially the fun photos.
Phone Ken Thackery on 0428716243 or email sicyc@hotmail.com



So where is, and what is Shag Islet? It is an Islet between Gloucester Island and the mainland in North Queensland, Whitsunday area (20 03.8 S 148 26.5 E). Basically there is nothing on the islet except Shags, and it can be accessed only at low tide when a small beach is exposed on the southern end. Montes Reef Resort is the notional home of SICYC which is situated on the mainland in view of Shag Islet.



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Holding tanks and other inconveniences

Tony Peach

When the head is not working, the humour of the fairer sex rarely improves. The guys can Neanderthal their way past the problem, but overall the crew is not happy. With rumours floating around that the regulations to control discharge in Tasmanian waterways, are under consideration, it seems like a good time to consider system options, associated problems, removal of myths, and to be armed with some facts in case a situation arises where a bureaucrat solicits your opinion.

For old-timers, the thought of carrying black-water aboard a boat is ludicrous. However, in Tasmanian waters I suspect it is all about to alter. Creating a good, odour-free sanitation system aboard, is not really as daunting as some would have us believe.

The current consensus seems to be that:

- Home based systems pour out the effluent every day at a concentrated location so why control the boaties?
- Holding tanks stink, I will just keep dumping
- It is quite unlikely that our Government will invest in sufficient infrastructure (pump-out stations) to keep all boaters happy
- To install a treatment system, is very expensive

A long time back, the waters in our rivers and lakes were safe for drinking and swimming. However, today, disease-causing microbes such as giardia, hepatitis “A” virus, cryptosporidium and gastroenteritis-causing viruses from human and animal faeces, have polluted our waters. Because there are millions of microorganisms in a gram of faeces, it only needs a tiny amount in the waterway to cause a large problem if ingested. So is now the time for ALL boaties to “do the right thing”?

Having recently spent 5 weeks cruising in Canada and USA (August 2013) and reviewing their regulations and those which are being enacted in New Zealand, at a minimum we can expect some of the following when the regulations do come:

- All boats operating in US waters with permanently installed toilets are required by federal law to have on board a Marine Sanitation Device (MSD) that either stores human waste until it can be transferred ashore, or reduces the coliform count to such low levels that discharged sewage poses no public health hazard
- More than three miles from the USA coast it is legal to discharge raw (untreated) waste overboard, either directly from the toilet or by emptying the holding tank
- Inside the USA three-mile limit, it is illegal to dump raw sewage from a boat. In these areas, boaters may discharge waste only if it has been treated by an on

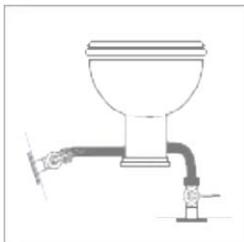
board treatment device of the type 1 or 2 MSD-Marine Sanitation System. (See below).

- If a boat is operated within 100 metres of a marine farm, you must retain all sewage, whether treated or not, for disposal ashore.

So, now we know what to expect, we should commence planning for our system. Some items up for consideration would be:

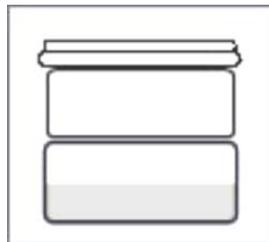
1. How many people are usually on board for a trip?
2. Is the boat only a day tripper or also used for overnight cruises? (Usually day trips do not generate much solid waste. Overnighters will virtually guarantee it).
3. When tied up, will you use the marina toilets?
4. Does your boat's layout have sufficient space for a sewage system?
5. If your intended system is to be electric will your batteries handle the load?

OPTIONS



Direct discharge

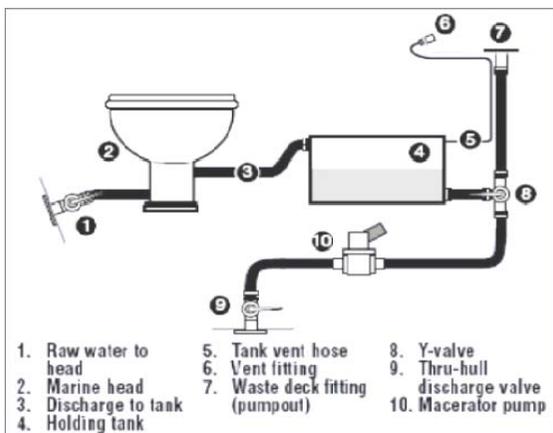
Those who currently have a head may use the direct discharge system, and small power boats often are fitted with portable chemical bath toilets. These are usually a 20 litre holding tank. The contents are taken ashore at the end of the trip or when access to discharge



Port-a-potty (chemical bath)

is available. These require a deodorizing chemical to eliminate odours. This is the least expensive option but limited in capacity.

If you have the room, the following system will offer considerable flexibility. All of the waste is pumped into a holding tank, yet you have the option of pumping it overboard when legal and logical to do so. Aboard my boat *Westwind of Kettering* there is a "Y" valve between the holding tank and the bowl. This allows me to discharge directly overboard when allowable to do so. However, this system is no longer a legal installation for



boats operating in USA waters. If this system is intended to be used inside the 3 mile limit, I would have to organise for the authorities to seal (Cable tie) and label the "Y" valve. Inshore and inland, the tank can be emptied via the deck pipe to a shore based pump out. When offshore the tank can be pumped out, by breaking the seal, and arranging for re-inspection when I re-enter the 3 mile limit. In my case, I have a manual diaphragm pump, but next time I would tend toward an electric pump. The "Y" valve downstream of the tank allows you to choose between the two.

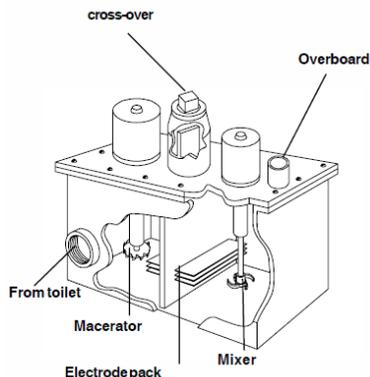
As with almost any system, a plugged valve or hose can make for an unpleasant situation aboard. A "Y" valve between the toilet and tank will eliminate most problems and provide a state of the art system , but keep in mind if you intend heading in your boat to North America the system will cause the authorities to carefully scrutinise your boat.

IS THERE A PERFECT SYSTEM?

In USA, a marine sanitation device is deemed to be: "Any equipment for installation on board a vessel which is designed to receive, retain, treat, or discharge sewage, and any process to treat such sewage.

Type 1 "Flow-through treatment devices that commonly use maceration and disinfection for the treatment of sewage." In USA they may only be installed on vessels up to 20 metres in length. These are the most space efficient systems available.

The abovementioned system will actually treat the effluent aboard prior to discharge. The Raritan Lectra/San treats a flush at a time and discharges it overboard. It's legally accepted worldwide, not only in the USA, and can be used in all waters except those specifically designated "no discharge". It uses 12v power, so does NOT require a generator to be running.



This system, when activated, creates hypochlorous acid by charging the ions in salt water with electrical current. During the treatment cycle, the acid generated destroys the bacteria, but when the stimulus (electric current) is removed, the solution reverts to salt water again, so it's totally non-polluting, but caution should be used when using it in fresh water. Some models use a treatment cartridge, which is good for fresh or brackish water.

Type 2 "Flow-through treatment devices that may employ biological treatment and disinfection". In USA these may be installed on any size vessel. An example is the Managemer by Raritan: "The system uses air, water and the natural occurring bacteria to

biologically convert waste to water and carbon dioxide." However they are quite space hungry by comparison to types 1 & 3.

Type 3 "Typically a holding tank where sewage is stored until it can be disposed of shore-side or at sea (beyond three miles from shore)". This is probably the most common system fitted to production boats manufactured for the Australian market, but unfortunately in Tasmania they must rely on off shore discharge as there are no pump out facilities available.

I AM READY TO INSTALL A SYSTEM, NOW WHAT?

Don't skimp by selecting inexpensive hoses and fittings. Some hoses will allow odours to permeate the material. To minimise the likelihood of permeation and odours, keep hose runs as short and straight as possible. Try to avoid dips in any hose runs which will remain "wet". Wherever practical, use rigid pipe below the level of the top of the holding tank since sewage will sit in this pipe whenever the tank is full ("wet" hose will permeate more quickly). Use fittings with a large radius bend instead of elbows in connections wherever possible. How do you know whether your hose has permeated? Wrap a hot damp cloth around it, preferably at the lowest point in the hose run; leave it there until it cools, then smell the cloth. If you cannot smell sewage on the cloth, that section of hose is good.

If any of your hoses leak or release an odour, don't waste time trying to clean or use anti-odour products. The quicker you fix/replace it, the better off you are. If you get sewage in your bilge, it will travel and spread the bacteria and smell throughout your boat, permeating carpet, any clothes, and bedding. Cleaning out the tank scum can be problematic, especially when the tank does not have an access plate on the top. If you are preparing to install a system specify an access cover. When urine is mixed with salt water it will eventually create a hard crust inside your tank and hoses. If not treated it can completely block hoses. A hint - ordinary vinegar poured into the head and flushed into the tank on a regular basis will eliminate the crust, dissolving it in a matter of hours.

For your holding tank, no metal of any kind should ever be considered to hold sewage. Urine is a most corrosive medium. While the walls of a metal holding tank may last a decade or more, the welds will typically begin to leak at a seam or a fitting in two to five years, and the tank will have to come out for repair or replacement.

The only avenue, in my opinion, is to use rotationally moulded seamless polyethylene with a minimum wall thickness of 6mm, preferably more. Holding tanks are made from linear, polyethylene; therefore anything thinner than a 6mm wall will permeate, and that dimension should increase proportionately with the size of the tank walls. For example a 50 litre tank should have a wall thickness of 8mm. If the wall thickness doesn't continue to increase with size, the tank walls will be too weak to support the kilogram per litre that sewage weighs. A tank with insufficient wall thickness will bulge and, at the very least,

distort and create leaks at the fittings if it doesn't eventually crack. There are poly tanks being sold as holding tanks through many of the marine catalogues which have maximum 6mm wall thickness. People buy them because of price and out of ignorance. A correctly designed and installed tank will last 20 years or longer.

Never put any cleaning product that isn't specifically marketed for the purpose into a marine sanitation system. Do not use detergent, bleach, dish soap or other cleaners, especially cleaning products which contain pine oil, petroleum, or alcohol. Those substances can cause deterioration by chemical action on the seals, gaskets, and valves in the system, and will also break down the walls of the hose, causing it to be more susceptible to permeation. I have previously been advised to pour vegetable oil down the head to "lubricate" the parts. DON'T do this! The oil will combine with the animal fats present in sewage to "gum up" your MSD. Follow manufacturers' recommendations for periodic head maintenance and lubrication which usually involves taking something apart.

Some useful information can be found at the following websites.

SANI-LOO <http://www.sani-loo.com.au/sanitation.html>

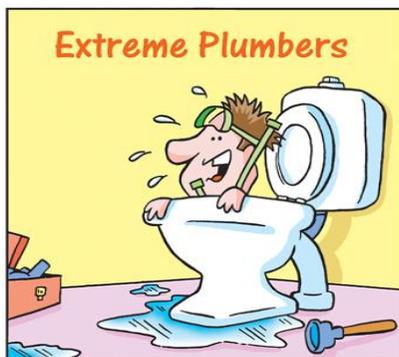
DRAGONFLY http://www.dragonflymarine.com/how_it_works/

RARITAN <http://www.raritaneng.com>

Remember **NEVER PUT ANYTHING INTO A BOAT TOILET THAT HAS NOT BEEN EATEN AND SWALLOWED PREVIOUSLY.**

Happy headhunting.

Tony Peach



"All Clear!"

Citizen Scientists

Jackie Zanetti

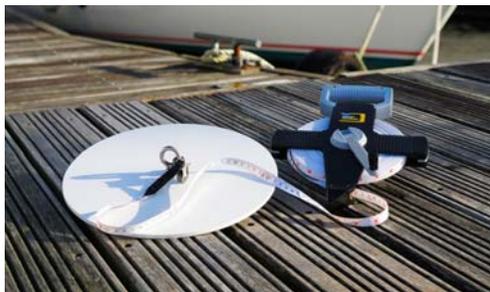
How many kids dream of being a marine biologist while splashing about in rock pools or playing on the beach? How many yachties still turn up to talks by scientists and envy their careers? Here's a fun way to get involved in real science projects using your own boat.

Citizen science is a growing trend around the world for linking scientists with ordinary people to help gather data and feed that into larger projects. There are a number of citizen science projects here in Tasmania. This past year, ABC Science in conjunction with the Integrated Marine Observing System (IMOS) ran a project to collect images of kelp and sea urchins to help identify species and locations of these organisms. An ongoing project to map fish species is Redmap (Range Extension Database and Mapping project). This project invites Australians to share sightings of marine species that are 'uncommon' to their local seas. To learn more about this project, go to <http://www.redmap.org.au/region/tas/>

A UK based project that recently caught my eye is the Secchi App (www.secchidisk.org). This public science project, run out of the Plymouth University's Marine Institute, will measure the amount of phytoplankton, minute organisms at the very start of the marine food chain, in the world's oceans, as an indicator of the impact of climate change on our oceans. The project will allow scientists to build a map of the oceans that charts the seasonal and annual changes of phytoplankton.

According to the Secchi App website:

Two years ago a group of Canadian marine scientists reported that the phytoplankton in the oceans had declined globally by 40% since the 1950s due to climate change. But there's a lack of data about marine phytoplankton because the



oceans are vast and there aren't that many scientists to cover them. The marine phytoplankton account for approximately 50% of all photosynthesis on Earth and, through the plankton food web that they support, they both underpin the marine food chain and play a central role in the global carbon cycle strongly influencing the Earth's climate.

Living at the surface of the sea the phytoplankton are particularly sensitive to changes in sea surface temperature. A recent study of global phytoplankton

abundance over the last century concluded that global phytoplankton concentrations have declined due to rising sea surface temperatures as a consequence of current climate change.

We need to know much more about these changes and you can help by making a simple piece of scientific equipment called a Secchi Disk and using the Secchi App. These home-made devices can measure phytoplankton populations.

“We need to know if, how and why phytoplankton are changing, and this is where we believe citizen science can help.”



Sailors can carry out a simple experiment using a home-made 'Secchi Disk'. Attached to a measuring tape, the Secchi Disk is lowered over the side of a boat and the depth at which it disappears from sight estimates the amount of phytoplankton in the sea. This depth can then be uploaded to a database using a free, smart phone app known as “Secchi app” – named after Father Pietro Angelo Secchi, an astronomer who invented the disk device in 1865 to measure water turbidity in the Mediterranean. ”

The ABC's of boating (cont'd):

Gear

Generic term for any pieces of boating equipment that can be forgotten in the back-seat or boot of a car, left behind on a pontoon, soaked in the bottom of a dinghy or lost over the side of the boat.

Hatch

An opening in a deck leading to the cabin below with a cover designed to let water in while keeping fresh air out.

Iron Jib

Slang for engine. An engine thrown overboard for failure to start in a critical situation is known as a cast iron jib.

Recollections of Quarantine Station

Keith Wells

Windrush was only a year old (in my ownership) when we made our first overnight stop in Quarantine Bay on 14th January 1995.

We were introduced to Peter Sackcloth (now deceased), the caretaker at the Quarantine Station, and on hearing that it was a first time visit for *Windrush* he came aboard after dinner and ceremonially welcomed us.

To hear Peter leaving his house at dusk, playing his bagpipes as he came down the road through the trees was a magical experience. (I always believe that bagpipes should be played in the open!) Then to have him on board playing for at least an hour was a great welcome.

Some members may remember a great Club night at House Sophia, Dennes Point, some years later. Peter was in the band that played for us that night. I forget what instrument, but it was not the bagpipes. He was a fascinating man and versatile musician.

I feel privileged to have known Peter.



Memories of Moonbird

Julia Greenhill

The following quote is from an article titled “Buying a bilge- keeler” by Peter K Poland, and published in *Practical Boat Owner* 562 July 2013 (www.pbo.co.uk)

In a discussion about Maurice Griffith’s designs it stated “Maurice Griffiths became a prime exponent of spacious and rugged yachts that appealed to DIY builders and adventurous passage makers alike, and many of his designs were published in *Yachting Monthly*, of which he became editor. Most of his yachts have a distinctive look – with raised topsides above the sheerline topped off by a chunky coachroof – and most featured a triple-keel format with a long but shallow central ballast keel and steel plate bilge keels. “

“The first of these DIY cruisers was the 26ft Athena, launched in 1956. But the models that really it the mark were the 1957 Eventide 24 and Eventide 26. Both are shoal draught (2ft 9in and 3ft 0in respectively) and have modest ballast ratios of around 25%, but don’t let that put you off. These tough little yachts have covered thousands of miles. The Eventide Association says: “It was not long before the Eventide was crossing the oceans of the world. E8 *Borer Bee* was built in Singapore by Lt Cdr EW Atkinson RN who sailed her to England.



‘Probably the longest known voyage by an Eventide was that of the 26ft *Moonbird* skippered by J Greenhill with his wife and four-year-old daughter. They left Bosham at Chichester in September 1970 and ended in Hobart, Tasmania, in December 1971, earning the association’s Passage Trophy.’”

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MARITIME MYSTERY OBJECT #7



What was this item used for?

Here's a brain teaser to test your knowledge of maritime history.

Answer in next month's Albatross.

GOING ABOUT

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

Boating Guides

MAST's popular boating guides, which include information about many anchorages around the state, have been out of print for a while. MAST has recently announced that the Tamar River Guide, South-East Boating Guide and East Coast Boating Guides are all now available from MAST and other outlets. Cost: \$3.30



LEDs and TV reception

Looking forward to settling down after dinner with your favourite show, but the TV seems to be on the blink? This happened to us – we wondered why every anchorage we visited seemed to have no TV reception. It took far too long for us to discover that it was the LED anchor light that was interfering with the Glomex TV antenna on the masthead! Solution? For us it was to buy an inexpensive battery operated LED all around light with a suction cup to put on the cabin top as an anchor light. No more missing Miss Fisher's Murder Mysteries!



Skipr.net

Not quite into Twitter, but want to keep your family and friends up to date with your cruising adventures this summer? If you have access to the internet then *Skipr.net* is an easy to use, free site that allows you to enter your boat's position and a short update on what you're up to.

You can also register your affiliation with CYCT and make it easier for other club members to find you!



<http://skipr.net/wp/where-is/clubs/cruising-yacht-club-of-tasmania/>



Vesper Marine XB9000 AIS transponder

I recently purchased this unit at a cost of \$1400 from a Hobart chandlery. Vesper Marine is a New Zealand company, marketing several AIS products. The XB9000 is a stand-alone transponder with a four inch touch-screen, and includes NMEA 0183 and NMEA 2000 connection capabilities, as well as WiFi. It can connect to a PC via USB for the purposes of basic configuration, which can also be done with the unit's touch screen. The unit has a built-in GPS antenna, but this did not work where I had my unit mounted – under the steel roof of my dodger. External 'no-name' antennas are available through eBay for only \$5 – rather cheap I thought.



The unit displays AIS targets, with different shapes for Class A and Class B. Filters can be applied. The basic icon is quite small, and in light grey colour, which is not all that easy to see. According to Vesper Marine “you can adjust the brightness of the display but you can't change the colour of the ship icons. Ship icons will vary though based on whether they are filtered or not. When a ship doesn't meet your filter criteria it will display as a small light grey icon. But when it is deemed important enough to be filtering into view it will be much larger and filled in solid. If it triggers your warning criteria it will be orange and if it triggers your alarm criteria it will be larger and red.”

The instructions which accompany the unit are basic. I had trouble connecting my PC to the unit in order to input basic data about my vessel. First I tried a wireless connection, then a USB cable, and when both failed I configured the unit using the touch screen. This is the first touch screen device I have purchased, and I don't like them. My initial experience was that many of my 'touches' did not seem to get through – then suddenly something would change, sometimes apparently without me touching it. I should state that I'm not particularly tech-savvy, and do not own a smart phone or iPad.

I found that Vesper Marine's customer technical support is quite good, and they are clearly keen for users to have a good experience with their units. Being based in New Zealand, there's not much time lag in getting advice. They helped me find the right driver for the USB connection, which solved one problem – although I still can't connect my PC via WiFi – not that I need to now. The other problem I had was a weak signal, and the XB9000 contains a neat little feature which actually measures the effectiveness of the VHF connection. This helped me work out that the cable to my VHF aerial was faulty.

The coastal outlines shown on the screen are useful in providing context, but are not as well registered as they could be. For example a few targets moored a couple of miles away on the shoreline were displayed as being around 100 metres inshore – on dry land. I raised this issue with Vesper and they pointed out that the outlines are for context only and are not to be used for navigation. I have not yet tested the alarm features of the unit, but judging by the instructions they seem straight-forward – and an external buzzer alarm can be wired in, which is also a useful feature.

Overall, I would give the unit four and a half stars out of five. I do think the instructions which accompany the unit should have a “getting started” section, specially worded for tech-dummies like me. I think the way the targets are displayed on the screen could be made clearer, although I guess I’ll get used to the way things are fairly quickly. And I still don’t like the touch screen – but maybe the problem is with my finger not the screen.

ANSWER TO LAST MONTH’S
MARITIME MYSTERY OBJECT



Canvas lifebelt filled w granulated cork, 1958

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

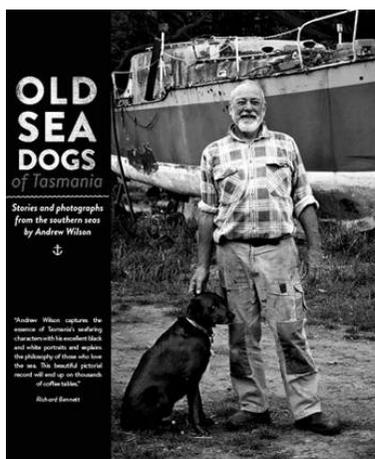
***Old Sea Dogs of Tasmania* by Andrew Wilson**

I rarely buy coffee table books, but I was intrigued by the subjects and stories in this book as well as the images. This lovely photo essay was a delight to read (the editor in me was even happy to overlook some grammatical/spelling clangers!) and worth considering as a Christmas gift for a sailor (old or young) in your life.

Experienced photographer (and first time author) Andrew Wilson seeks to uncover the “world of sailing, seafarers and shipwrights” in Tasmania. In the process, he travels around the state, uncovering stories of places and people preserving the legacy of our rich maritime history.

Wilson starts with the story of his own Old Sea Dog father, Bob Wilson (pictured on the cover). Conversations with his father’s friends then led him from one veteran mariner to another. Wilson records his conversations with each of these men (what, no women?), as his Sea Dogs speak through their own rich, time worn voices and tell of close encounters and adventures in Tasmanian waters in the last century. He writes with genuine affection for these people and places and the accompanying black and white photographs capture the characters and moods of the waterways around the state.

This being Tasmania, you’ll likely recognise a few of the names in the book as some of our club members come from Old Sea Dog lineages!



**General Meeting held at the Derwent Sailing Squadron
on 1 October 2013**

MINUTES**1. Opening**

Commodore Stephen Newham opened the meeting at 8 pm.

2. Attendance

Seventy six members registered their attendance, and there were eight guests and three apologies. A copy of the attendance sheet is filed with the official copy of the AGM minutes.

3. Minutes of the last meeting (September 2013).

The previous GM minutes, as published in the October *Albatross*, were confirmed and signed.

4. Introduction of new members and presentation of burgee

The following new members were welcomed to the Club by the Commodore and presented with their burgee. They provided a few words on their yachting background.

- Duncan and Eva McKenzie - Lemaris.

5. Vice Commodore – Alan Gifford

Alan was an apology. His report is as published in October *Albatross*. In Alan's absence the Commodore provided the following additional comments:

- Tall ships cruise: 15 Club boats welcomed the tall ships to Hobart on 20 September and others attended the departure sail past 25 September .
- Yachting Season Opening – 5 October: Program has been sent to all members. Limited hard copy programs available at the meeting. Stephen will lead the CYCT contingent for the sail past and will make radio contact around midday.

6. Rear Commodore – Kim Brewer

Report was published in the October *Albatross*.

7. Treasurer – Wayne McNeice

Wayne was an apology. A Report was prepared. Key points were forwarded in an email as follows:

- There are still 22 un-financial members;
- Only one *Albatross* advertiser has paid up (+ one has withdrawn);
- Social Other – mostly relates to a late previously unpaid invoice relating to the Kermadie weekend.

(Note: Due to an administrative slip-up these comments were not read out at the meeting. Wayne's email and Report is attached to the official copy of the minutes.)

8. Editor – Jackie Zanetti

Jackie requested early submissions for the next two editions because she will be cruising for an extended period.

9. Commodore – Stephen Newham

Report was presented in the October *Albatross*.

Additional comments:

- Mariners Cottage replacement – One option is being investigated at a former school in West Hobart but initial indications are that CYCT use may not be consistent with the intended use (arts) of the premises.
- Eight responses have been received to the email request dated 13 September regarding Nubeena mooring. Further responses will be accepted up to Friday 4 October.

Cruising Plaque presentations:

- The Cruise of the Year Plaque was presented to David and Alex Tanner (*Star*);
- Cruising plaques were presented to Peter and Chris McHugh (*Honey Bee*) and Stephen Newham (*Nyanda*).

Photographic Competition prize:

- A Gift Voucher (Oyster Cove Chandlery) was presented to Lew Garnham for his Member's Choice winning entry in the photo competition from the Anniversary Dinner.

10. Other Business

Chris Palmer requested any additional comments (via email) based on members own experience/notes which might be appropriate for the revisions to the Cruising Guide. Chris noted that the revised guide will have a significantly expanded coverage to include Norfolk Bay and the East Coast to Wine Glass Bay. The email address is cst@cyct.org.au.

11. Close of formal business

The formal meeting was closed at 8:15 pm.

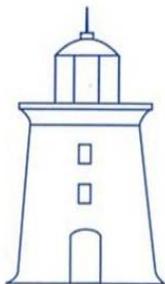
12. Guest Speaker

After a short break, Kim introduced Chris Palmer, Margie Benjamin, Alison Turnure and Peter Aston to talk about "Cruising the canals of Europe".

This was a very interesting and comprehensive presentation covering process of researching for, purchasing and operating a shared canal boat as well as some insights into cruising in the Netherlands and beyond.

13. Meeting Close

The meeting concluded around 9:30 pm.



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