

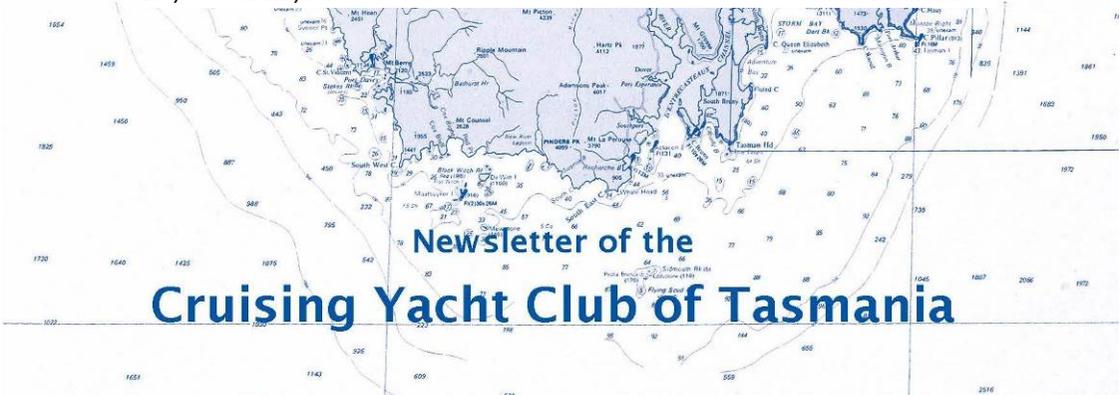
Albatross

Volume 39 No 11 December 2013



Lofty views on the yard

Photo :L Garnham



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay TAS 7006

www.cyct.org.au

Committee Members

Commodore		
Stephen Newham	H 0427 674 879	<i>Nyanda</i>
Vice Commodore		
Alan Gifford	H 0447 250 945	<i>Eight Bells</i>
Rear Commodore		
Kim Brewer	H 0428 937 358	<i>Vailima</i>
Treasurer		
Wayne McNeice	H 6225 2392	<i>Riverdance</i>
Secretary		
Mike Ponsonby	H 6247 1409	<i>Rubicon</i>
Editor 'Albatross'		
Jackie Zanetti	H 6223 4639	<i>Chaika</i>
Committee		
Hans Van Tuil	H 6229 1875	<i>Alida</i>
Ottmar Helm	H 6229 3932	<i>Intrepid</i>
Membership Officer		
Julie Macdonald	H 6247 9569	<i>Westerly</i>
Warden & Quartermaster		
Chris Creese	H 6223 1550	<i>Neptune</i>
Albatross mailing		
Chris Creese	H 6223 1550	<i>Neptune</i>
Webmaster		
Dave Davey	H 6267 4852	<i>Windclimber</i>

Life Members

Erika Shankley

Doris Newham

Chris Creese

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



Contents

CYCT CALENDAR.....	2
Editorial	3
Commodore's Report	4
Vice Commodore's Report	5
Rear Commodore's Report	6
A personal voyage on <i>Europa</i>	10
A winning trip on <i>Europa</i>	12
Chloe's voyages	16
Passing through the Rip	18
GOING ABOUT	21
Recipe: "Far Breton"	24
November General Meeting Minutes.....	26

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>DECEMBER</u>	
Tues 3 rd	General Meeting – @ Maritime Museum, 6:00pm \$5 donation entry, nibbles provided, BYO drinks
Tues 10 th	Committee meeting @ DSS 7:00pm
Sat 15 th	Christmas BBQ @ Wavestation, Middleton 12:00
<u>JANUARY</u>	
	No General Meeting or committee meeting
Sat 25 th - Mon 27 th	<i>Cruise:</i> Peppermint Bay Dinner / Apollo Bay
<u>FEBRUARY</u>	
Tues 4 th	General Meeting – @ DSS 7:30pm
Fri 7 th – Sun 9 th	<i>Cruise:</i> Great Taylor Bay
Tues 11 th	Committee meeting @ DSS 7:30pm
Tues 18 th	Women on Boats meeting @ DSS 5:30pm
Sat 22 nd – Sun 23 rd	<i>Cruise:</i> Alonna Dinner Cruise

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



Seasickness is a terrible, horrible thing! I know that I'm susceptible to queasiness when in confused seas, especially when I'm cold, stressed, or tired, but I rarely reach the stage where I'm afraid that I'm going to die or, even worse, the stage where I wish I did.

Preparations for our cruise to Melbourne included provisioning the boat with a veritable pharmaceutical store of various pills and miracle cures. Well, I can report that so far I haven't found the right combination which will work for me.

An unexpected gale between Maria and Schouten islands saw me curled up on the cabin sole, debating my future as an ocean-going cruiser. The gale and my condition resulted in an unplanned stop at Schouten and a re-examination of our passage plan: turn back to Hobart, disembark the disabled sailor (me), or continue to Melbourne. Well, after a good night's sleep and a bit of soul-searching I determined not to capitulate so quickly to the evil beast and so we soldiered on. I'm glad I did, because otherwise I would have missed a delightful run up the east coast with dolphins and whales a plenty, a pleasant rest in Beauty Point, and the sense of pride at then crossing Bass Strait and bringing *Chaika* into Port Phillip Bay.



I know that seasickness will be the bugbear that I have to contend with as long as we choose to sail outside the Channel, but I wouldn't miss the adventure for the world!

As this is the last issue of the Albatross until February, I'd like to wish all of you a safe and happy holiday season. I look forward to seeing you on the water this summer.

Don't forget, the Editor's Prize for the best article of the year will be awarded at the Christmas Party on the 15th!

Jackie



Commodore's Report

**Two Draft Plans for the Melaleuca – Cox Bight Section of Southwest National Park**

Those members that cruise to Port Davey, or have an interest in that area, should read the above Plans, as circulated by our Secretary. Comments close by 6th December. At the time of writing, it appears likely that the Club will be making a comment, at least regarding the Deep Water Landing.

New Clubhouse?

The search for a clubhouse of our own has been put on the back burner. The Committee realises that there are great advantages in the Club meeting at the DSS. If a venue that the CYCT could call home comes to our attention, we will investigate, but will not actively seek at this stage. If anyone comes across a venue that they think has potential, please let the Committee know.

As I sit writing this, watching the pouring rain, I can only hope that the coming summer will offer the weather that we all hope for.

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



The end is nigh

As the New Year approaches most of us will become increasingly preoccupied with tying up the loose ends remaining during 2013 and preparing for Christmas and the holiday period. Recognizing that these commitments are a priority the Club scales down its cruising programme until the end of January. The last organized cruise programmed for 2013, a family oriented cruise to Coningham in North West Bay, was held late November. As this report precedes the cruise an account of the cruise will be made at a later opportunity.

The first organized cruise for 2014 is the Australia Day long weekend cruise from Saturday 25th to Monday 27th January which includes an evening meal at Peppermint Bay Restaurant, Woodbridge. Subject to weather crews might overnight at Peppermint Bay before sailing across the Channel to Apollo Bay for the remainder of the weekend. Details will be found on page 6 of your Club's Cruising Calendar. A dinner at Peppermint Bay is a great way to begin a long relaxing weekend when the weather will be warm and user friendly. As numbers attending are usually high it is recommended that you RSVP well ahead of time as the restaurant will need to set up accordingly.

Planning for the sailing season

The last sailing season 2012-2013 had a busy programme and was well supported by Club members. The current season 2013-2014 also has a full programme including several new destinations and a variety of different cruise types. In compiling the programme every effort has been made to take account of weather considerations at the time of year, the best use of long weekends and public holidays, festivals and other events at the destinations, what's new and what are old favourite destinations, what activities can be incorporated to improve seamanship and what the Club can do to assist new members with their needs. Of course, a common element in every cruise is the lively socializing that inevitable takes place. While we are not a teaching body per se, there are nevertheless wonderful opportunities for members to learn from each other and indeed to crew for each other, during Club cruises. The Club has a rapidly growing and vibrant membership and cruises taken together offer excellent opportunities to compare notes, to learn from each other and to enjoy the friendship of a diverse group of like-minded people.

You are encouraged to plan your Club cruising and diarize the dates now.

Additional activities

Members are well aware of the current additional activities conducted by the Club (Women on Boats, Winter Forums, New Members Night, representation at various events and festivals etc). To these, consideration is being given to repeating some of the

highly successful activities held in previous years. Your feedback is needed in particular, on the support you would give to (i) an on-board COB (crew overboard) emergency response and retrieval exercise, (ii) a practical hands-on flares exercise and (iii) a hands-on VHF radio operation session(s). Just a one line email to me would suffice, to assess the level of support. Email me at alangifford75@gmail.com.

My best wishes to all members and their families for the coming Festive Season.

See you on the water.

Alan

Rear Commodore's Report



I was disappointed to miss November's speaker. By all accounts Rex Cox presented a wonderful talk on the history of the Port of Hobart and his photos were exceptional. Rex has a lot more material and is willing to speak again so keep an eye out for him in next year's list of speakers.

I did have a good excuse for being absent. I got a last-minute opportunity to deliver a 36-footer down from Beauty Point. With an experienced friend (new member Greg Koennecke) crewing, we had a very quick and generally pleasant run south, hitting 15 knots off the East Coast and reaching Hobart in 50 hours.

December General Meeting – Tuesday 3rd December

We round the year off with a social get-together in a **different venue** at an **earlier time**.

Venue: Maritime Museum, 16 Argyle Street Hobart

Time: 6pm until 7.30pm

Nibbles will be served. BYO drinks. Glasses will be provided.

We will meet in the foyer of the Maritime Museum at 6pm and there will be time for a wander through the galleries before a brief formal meeting followed by a social hour to chat over drinks and nibbles. The Museum Shop will be open and this is a great chance to buy unique Christmas gifts.

December Christmas Party – Sunday 15th December

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.

Entertainment: Not to be missed!

PLEASE RSVP to rearcommodore@cyct.org.au by December 13th so we have an indication of numbers for catering.

Kim



WANTED
Club Photo Archivist



Do you enjoy looking through old photo albums? Lots of happy snaps are taken at CYCT events, but with modern technology, no one seems to print photos anymore and the club is in danger of losing these valuable links in the anchor chain of the club's history!

Here's a great little project that would suit someone with a passion for organising/filing things. The committee would dearly love to have a volunteer to put together a set of electronic "photo albums" from some of the many pictures received by the editor. The main tasks are to sort, select, label and file the pictures into folders in a way that makes sense. These folders will then be put onto the club website and updated with new pictures to form a continuous pictorial history of the club.

Anyone willing to have a go at this please contact the editor: editor@cyct.org.au

Going anywhere interesting this summer?
Want some company?

Check out the CYCT Member Cruise Link page
(<http://www.cyct.org.au/Members/CruiseLink/>)
in the members section of the club's website.

This is a great way to link up with other cruisers for trips beyond the club's scheduled cruises. You can post a description of where and when you would like to go and see who else might be heading in the same direction.

WELCOME NEW MEMBERS

Paul and Susan Bryce

FREEDOM

Greg Koennecke and Wendy Stothers

ANODYNE

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.

On the historic Nant Estate (circa 1821), located in the mystic Central Highlands of Tasmania, Nant Distilling Company produces Australia's only Highland Single Malt Whisky.

Nant Whisky is made using Tasmanian brewers barley and pristine water sourced from the Clyde River. It is these outstanding elements that have provided Nant international recognition, being rated as one of the top 50 whiskies in the world for 2012 in the prestigious Jim Murray Whisky Bible.

Nant is proud to support the Cruising Yacht Club of Tasmania, and we look forward to hosting you at the Nant Estate, or in one of our Nant Whisky Cellar & Bar venues located around Australia.

To order your very own bottle of Nant Single Malt Tasmanian Whisky, or for more information on Nant, please visit us at www.nant.com.au, or call us on 1800 SINGLE MALT (746453).



A personal voyage on *Europa*

Lew Garnham

This voyage began before I was born, in about 1936, when Don, my father to be, at the age of 19 joined the famous Gustaf Erikson wheat ship *Herzogin Cecilie* in South Australia. His second rounding of 'The Horn' was on the sailing ship *Moshulu*, also carrying wheat to the UK. This time his voyage would be life changing as he continued on to Finland. It was there in a seaport that he met my mother, Impi.

As a child I would poke at the dusty dilapidated model of a five masted full rigged ship and wonder. It was given to my father prior to his first, 'to make a real seaman' sailing ship voyage. The old photo albums showed masts fully set with sail, and others of courses, lower topsails and big seas in southerly gales.

*Lew on Europa*

When 19 years old, I too made my first ocean voyage in an undermanned, poorly skippered yacht from Melbourne to Sydney. We were hove to off Gabo for three days, no radio or motor, and a little 'lost'. By the fourteenth day and adventures when becalmed, we made Sydney. Later, a modern passenger ship apprenticeship was not inspiring enough to continue an 'Albatross life'. The love of the sea, ships still ran deep.

Recently my father, now 97 years old, was invited as a 'Cape Horner' guest at the centennial International Fleet Review, Sydney. There was no question of me not assisting the wearing old Captain with this trip. The *Europa* was among the many 'Tall Ships' that called into Hobart en-route to Sydney. How could one not be taken (like *Europa* mythologically was) by its beauty and power. The clean white hull, three tall masts and the captivating 'Bull and Europa' figurehead. From a second visit with my wife, and her suggestion of "why don't you go?", the application was quickly completed on board.

After a book launch of 'Old Seadogs' featuring dad, we visited the *Europa*, but his silence at my enthusiasm was a little puzzling. That night he quietly asked "Do you think I can come too? How wonderful it would have been to have shared a final square rigged ship voyage with him, however frailty intervened. His sea spirit is still strongly with me.

We realised that it was thirty years since he was skipper of the brig *Eye of the Wind*, sailing out of Hobart and then from Sydney to the Pacific via New Zealand. My mother, an initially reluctant sailor, went with him, fulfilling his cruising dream. That thirty years ago made him the same as my age as myself for the voyage!

It is about 60 years since the last famous 'Grain Race' left Australia, and sadly the steam ships 'cankered' in. When hardship was normal, dad's 'forecastle bunk was initially bedding-less box, no heating, frugal meals with old salted pork, soups and rationed coffee. Warmth was an unknown word and with no heating and poor protective oilskins, one can imagine how difficult it would have been. Especially without luxurious heated ensuite accommodation, dry clothing and high quality regular meals. Not even the Captains had this in their motor-less sailing ships. Battling the heel under sail still remains, as does the cycle of watches and sleep depriving work between.

How did they survive with a short crew, no communication, GPS or accurate forecasts and charts, but only sextant sights, running log, dead reckoning and blind faith?

On deck the rawness of nature still speaks out loudly as the wind and seas combine, untamed and wild, as seas roll over the bulwarks and the rigging strains to the heel of the ship. The braces and sheets are taut and the course's canvas arch into quivering cathedral ceilings. The crew haul on the clew lines, buntlines, ease sheets and halyards as the increasing fury is met. The skilled crew clamber up the ratlines and onto the arcing skysail yards. It is dark and the shadowy figures seem lost in the scudding clouds. They are down as when a bright flash illuminates the deck followed instantaneously by a point blank gunfire clap of thunder. We all jump, and then it coolly rains solidly. The officer of the watch reports a mast strike and loss of wind instruments.

The squall passes and the ship hisses back a sea sound as we speed along at 11 knots, the cutwater sending out white sheets of foam where the dolphins had danced. The weather moderates and blue sky is seen.

On the wheel there is no infamous wheel kick, but the compass still swings a dance to the lubber line. It is eyed, the horizon and the set of the sails. Dark clouds of another approaching south west rain front astern are arced by a rainbow as *Europa* ploughs east. I too steer, '2-6 haul'on ropes, and climb the high rigging to gaze thoughtfully at the albatross skimming the endless swell from the far horizon.

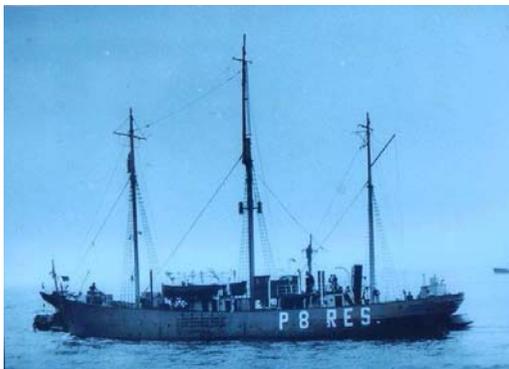
This is the sea, a ship and the seaman with a strange inbred romance of hard real sailing which makes the memories that will never die.



A winning trip on *Europa***Lew Garnham**

This Tall Ship Race has been an incredible experience, not only from the 'sail a square rigged ship in gales ' angle, (with a very supportive captain and crew), but also for the enjoyable after race cruising in New Zealand's north eastern waters.

The Bark *Europa* was originally a German built light ship, which was launched in 1911 and served at the mouth of the Elbe River as *Senator Brockes* until the seventies. Even then she was an amazing ship, surviving two World Wars and also being exposed to the roughest of tidal waters and foul icy North Sea weather. Despite not having an engine or generator, her permanent crew of twelve ensured that a non-electric light shone until 1975.



In 1985 the ship was in need of complete restoration, and over eight years and 5 million DM, this grubby vessel was transformed into a white winged 'butterfly'; a beautiful three-masted bark, with thirty sails in total (with six studding sail also), to be manually set. Her make-over has been incredible with a large lounge/dining windowed deck house, three elevated 'dry' decks and a low wheelhouse for navigation. Below are numerous 'en-suite' air conditioned cabins, dining saloon and a galley staffed by magicians! At night the aroma of a variety of homemade breads baking, and fresh coffee adds to the wholesome homeliness.

Breakfast was a continental choice with a touch of the 'English' cooked also. The porridge, muesli, breads, cheeses, ship made yoghurt (Herman) and perked coffee prepares one well for the day! Lunch is a choice again, often served on deck, while tea and desert is an eager line up, often with people pleading for second helpings!

The paid rotating crew of about sixteen do the regular 4h on, 8h off, watches, while the paying signed on trainees are divided into red, white, and blue watches and do a similar night shift but with 6 hour day watch also to keep the watch times rotating. The permanent deck crew are very skilled, resourceful and eager to lead and to instruct.

I arrived in Sydney early for the Navy's biggest event, The International Fleet Review, marking the 100 anniversary of the arrival on the Royal Australian Navy into Sydney Harbour. It also included the arrival of visiting tall ships and the first International Tall

Ships race to be held in the Southern Hemisphere with seven entrants. While the bark *Europa* was in Hobart, I had signed on as a trainee crew member.

An early visit to the tall ships in Darling Harbour revealed a broken mizzen mast damaged in a white squall on the Bass Strait crossing. She looked very incomplete. The *Oosterschelde* also suffered, two large heavy booms broken and sails torn. On the docks, the *James Craig* crew assisted as new timber was being spliced in. All the original metal fittings, radar aerials, stays and halyards had to be refitted. What a big job in such limited time preparing, for not only the Tasman crossing, but to sail to round Cape Horn! If Bass Strait did this, then what will the infamous Tasman Sea do?



On Wednesday, 9th October was an exciting moment as I saw the white ship standing proud with its indistinguishable repaired mizzen mast. Us trainees arrived with our ever too large bags, were shown our allocated shared cabins, and the small locker drawers to fit the necessities in!

We were soon up on deck gazing at Sydney's Darling Harbour, other tall and museum ships, and of course the magnificent restored *James Craig*. A magnetic social gathering of sailors sharing ales and tales ensured a first good night's sleep. We were on board and tomorrow was the start of the 'Race'!

Thursday was another hot Sydney day with 40 knot northerlies forecast before a southerly change later. Captain Eric detailed safety issues for MOB, fire, sinking and rigging climbing. As *Europa* left the docks unassisted the wind and heat increased. The Harbour Bridge soon soared well above our 32 m masts, but that did not settle the height fear factor for us.

Outside the Heads the seven racing tall ships formed an approximately in line fleet, the *James Craig* leading the way as a host escort. Soon all our sails were unfurled and we engaged the myriad of pins, releasing, hauling and then correctly coiling the lines. The race was on across the Tasman! Watch duties and routines for the next week had begun! Soon our level cabin soles were tilted, and the gentle pitching into the Tasman roll assured us

that were on the way in good but light weather! In these conditions we saw the speed of the *Spirit of New Zealand*, *Tecla*, and *Young Endeavour* outpace us. What's wrong with the old girl? The *Lord Nelson* was abeam however the *Picton Castle* was astern.

The next day only the *Oosterschelde* was close to us and on the AIS but we were far behind the modern square riggers. However this fine weather was to be enjoyed and the 117 nm days run made a small dent in the 1200nm to be covered. Going aloft and steering skills were soon being taught, also the worming, parcelling and then serving of a new stay. Tomorrow was a midnight weather change.

Now that we had been lured into the Tasman, the weather forecast changed to gales. Sails were furled, life lines run and harnesses were to be worn on deck. As the seas built up they tumbled over the bulwarks. The cutwater forged powerfully into the seas at 10 -11 knots, with a white bow wave foaming out wide in the plunges. The ship heeled with the gusts of 30 – 40 knots and rolling seas. This is sailing, but what could Cape Horn be? It was tiring doing the four hour shifts, with lookout, helming and working the ship as required at the end of a shift. The dog watch is aptly named for the dogged tiredness it brings! Despite hearing of storm damage and retirings of some of our competitors, we rolled along with shortened sail and we slowly forged ahead of the fleet.



A good day's sail

We were leading at last, however as the conditions eased, a ship slowly overtook us. The *Oosterschelde* looked magnificent under full sail, but our Captain then took the helm with

blocking manoeuvres! It made good photographs. I wondered what it would be like if this was a bygone pirate ship. The wind came again and we were away! As a heavy rain squall washed the decks there was a brief lightning flash and then the point blank explosion of thunder above our heads as the wind instruments were struck. Soon light winds followed this second change and here was talk of possibly being becalmed off New Zealand. Torn sails were sewn.

The masts and yards were now friendly climbing challenges and being on the jib boom was an exhilarating experience. Sea sickness had taken its toll on many, but the cure was time and the calmer water. On approaching New Zealand, light winds and less speed put us at risk of being overtaken so *Europa's* six studding sails were set on the fore yards. We looked like a pictured romantic tea clippers of old; thrilling sailing!

"Land Ho" was called at dusk on the sixth day as Three Kings Islands was sighted. The excitement was mixed with sadness that the voyage was almost over. On that starry night and a book guide clearly identified many constellations. The next day the winds were still light as we passed Cape Ranier on the northern tip of New Zealand. Other ships were about now, including a NZ patrol ship.

We headed south to the finishing line off the Cavalli Islands; our time was seven days and five hours at an average speed of 6.8 knots for the 1178 nm. Our approach and finish was witnessed by the topsail schooner *R. Tucker Thompson* that sailed to greet us with an exuberant haka performed on her deck. There definitely was no doubt that the spirit of the show reflected well that of our rival, the *Spirit of New Zealand*. Result was *Europa* first (line and corrected time), with *Tecla* and *Spirit of New Zealand* following. The four ships retired.

Overnight we anchored off the old 'Hell Hole' of the Pacific, Russell, that in the whaling days was known for booze and brothels. Now it is an expensive holiday resort with many expensive seasonally used homes. One exclusive resort was reported to charge \$16,000 per night with a minimum of four nights! We were not allowed ashore till cleared by customs at Opuia. All our consumable food was either used up locked up with custom fridge seals or had been buried at sea. Even eggs, vacuum packed foods and cooked foods, were not exempt! Their visit was interesting as the large custom team boarded complete with a TV crew for a 'Border Patrol' series, so 'WATCH OUT'!

The next week in New Zealand's waters can make another story!



Chloe's voyages

Christine Miller

When our family were new to sailing many years ago, we took our cat sailing too.

Chloe, like the rest of the crew, gradually adapted to the unpredictable nature of the sea and survived many a 'hairy' moment, as her inexperienced owners set out to 'learn the ropes'.

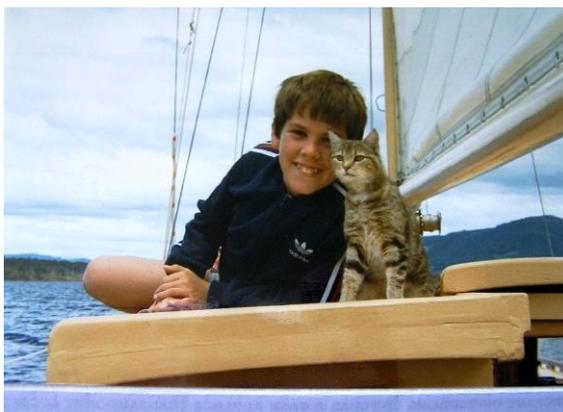
On day one aboard she adopted a hilarious splayed four-legged walk along the deck as the vessel heeled to the wind, but soon afterwards had her sea legs and from then on confidently wandered freely, seeming to take in with interest all the new vistas of the ocean, including the sea birds!

When the crew fumbled with potential disasters, such as a jib sheet underneath the keel, it was she who remained calm until order was restored. For the children her example of calm was reassuring.

However as soon as Chloe was installed atop gear in the dingy her desire to regain the shore first was unstoppable, and no obstacle was too great! Even the smooth sided steel fishing boat, tied to the jetty, was an attracting beacon. From the bow of the dingy she launched herself for the deck but misjudged the distance, landing on the side of the boat. It's funny how cat claws will not dig into steel and she slipped inevitably to the water below! Chloe then proceeded to paddle to the safety of a jetty pylon well underneath the jetty where she clambered up and clung on. Who said cats can't swim?

Of course the captain was immediately assigned the task of wading underneath to rescue her. Once ashore Chloe was wrapped warmly in a towel while her shivering rescuer was forgotten!

She may not have been as adventurous as Matthew Flinder's famous cat, Trim, but Chloe proved a worthy sailor and wonderful companion to us all.



Rob & Chloe, 1985

(Ed: Do you have any tales (tails) of your favourite pet on board? We'd love to hear them!)

MARITIME MYSTERY OBJECT #8



What was this item used for?

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

Answer in next month's Albatross.

Object courtesy of the Maritime Museum of Tasmania.

Passing through the Rip

Alex Papij

The entrance to Port Phillip Bay, through Port Phillip Heads (commonly referred to as the Rip), has a notorious reputation. Australia's largest and busiest container port is in Melbourne and all traffic passes through the 0.6 nm navigable entrance – the Rip. With Point Lonsdale to the west and Point Nepean to the east, tidal currents can run very fast in both directions up to 6 knots and water can stack up to over a metre and sometimes 3 metres depending on wind and swell.

Preparing for my first passage through the Rip I read up on cruising guides, trip reports and Australian Pilot. I spoke to people who had been through it (who basically just said to “keep to the west and pick the tide”). I also booked in for “The Rip Tour” organised by the Ocean Racing Club of Victoria – probably the best on-water instruction available for yachties preparing to navigate the Rip. We flew to Melbourne for The Rip Tour only to find it cancelled at the last minute due to bad weather! However, the instructor, Robin Hewitt, took pity on us Tasmanians and gave us a “shore based” course at his home. This proved to be the most valuable information I received.

Armed with concrete information, advice, rumours, urban myths, instructions and guesses, the plan was to arrive at the Heads in time for slack water after ebb, pass through the Four Fingers West Channel and continue on the 30 minute run to Queenscliff for our first stop since Beauty Point. Although the Queenscliff channel has strong tidal currents, slack water there is 30 minutes after slack water in the Rip, so it should all work out well.

After waiting for favourable weather we set off across Bass Strait to arrive comfortably before the scheduled slack water in the Rip at 15:50 the next day. The second half of Bass Strait saw the winds ease off and the seas calm down. In the morning the first sight of land was Cape Schanck. By the time the channel lead lights were visible the wind had died to nothing, the seas were mirror smooth and there was a gentle long south west 1.0 m swell, – quite the opposite of all the frightening stories one hears about the Rip.

Approaching from the south east, it was peaceful and calm and the sky was dull and grey. At 4 nm from the Rip and 6 nm from Shortland Bluff, the high light, low light and towers at the Bluff could just be made out. They mark the channels through the Rip. Keeping off shore at 4 nm and heading north west to line up with the Four Fingers West Channel, we clearly identified first the Eastern then the Central and then the Western channels.

HIGH LIGHT, LOW LIGHT AND TOWERS
MARKING THE
FOUR FINGERS WEST CHANNEL



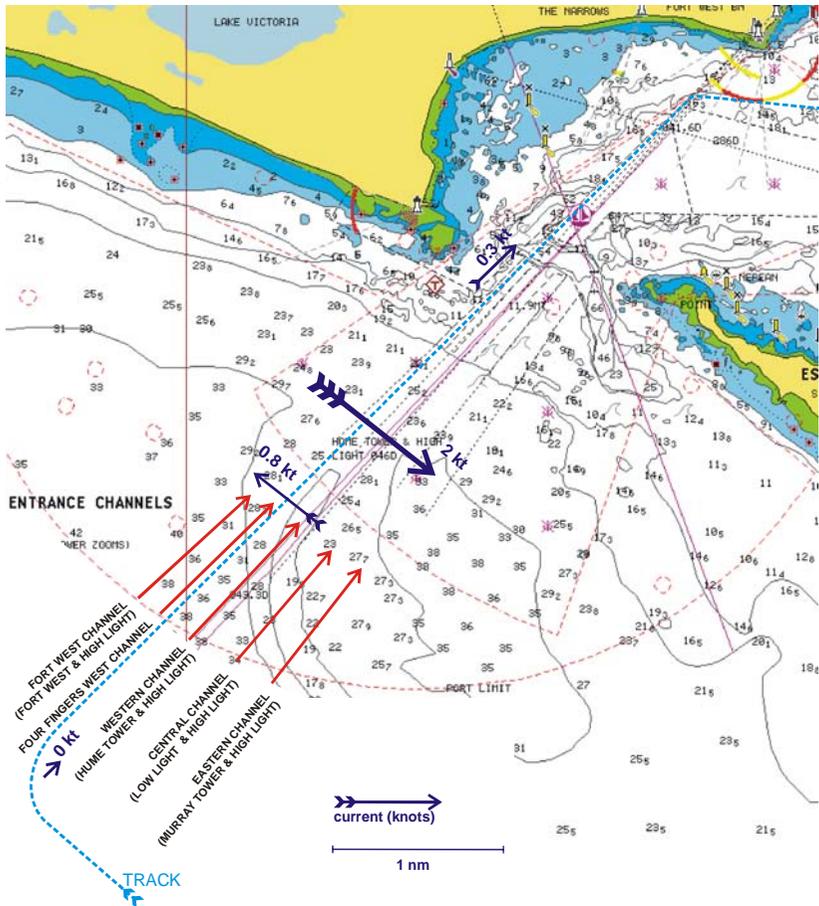
Identifying the Four Fingers West Channel

When Four Fingers West was lined up we called Point Lonsdale VTS (Vessel Traffic Service) to advise our intention to pass through the heads at 15:40, using Four Fingers West Channel and to request information about shipping movements.

The conditions were as calm as could be imagined and we were passing through at slack water so it was interesting to note the effect of currents on *Chaika*. Beginning 4 nm out from the Rip at 15:10 we proceeded along the channel at 5 knots. The annotations on the chart below show the currents as estimated from speed through water, speed over ground and heading versus course. At first there was no noticeable current, but over the 4 nm to the centre of the Rip the current changed to more than 0.5 knots from the east followed by a very sudden change, over less than 200 metres, to 2 knots from the west. At the Rip, cross currents ceased and a flood stream of less than 0.5 knot had developed even though it was a little before the published time for slack water. Maintaining a course on Four Fingers West Channel required changing the heading from 50°T to 57° to 33° and finally back to 50°. By the time we reached Queenscliff, instead of slack water as expected, there was a small flood that made berthing in the marina an interesting *Chaika* dance.

The amount of shipping in the approaches to and inside Port Phillip Bay is something we are not used to in Hobart. This is where our AIS came into its own. We were alerted to ships before we noticed them on the horizon. We could get an instant understanding of what they were doing: were they at anchor or which direction and how fast they were travelling. Referring to the AIS we could always see if they were heading towards us or were going to pass nowhere near us, without having to stare at them when they were appearing over the horizon.

TO QUEENSLIFF



Shipping channels and "slack water" currents

The planning and research I did gave me confidence for this first passage through the Rip. When it actually came to it, Neptune and the weather gods blessed us, so it was a doddle going through. This gives me further confidence for our return, even if conditions might not be quite so kind.



GOING ABOUT

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

Major Changes to Tascoast Radio

The marine station Tascoast Radio operated by The Royal Yacht Club of Tasmania is to change its operations due to the impact of various technological advancements.

Since April 1983 Tascoast Radio has conducted twice daily broadcasts for mariners sailing Tasmanian waters and for long-distance sailors travelling throughout the south-west Pacific. Initiated by the late Jeff Boyes BEM, a Life Member of the Royal Yacht Club of Tasmania, then in later years by a small team of volunteer members of the club, the service has provided essential safety information including weather forecasts, tracking positional information, navigational assistance and message relays.

The advent of automated broadcasts of weather forecasts, satellite technology such as satellite telephones and GPS, computers having internet and email access while at sea, have all removed the need for the twice daily voice radio service that will end on 30 November 2013.

RYCT Commodore Richard Batt commented "It is sad to see the passing of an era of routine radio voice communications but fortunately with many other existing automatic and voice services the safety of mariners is not being compromised. The small team of RYCT volunteer radio operators who have quietly and unobtrusively gone about the business of maintaining the regular service are all to be commended for their expertise and dedication."

Tascoast Radio is believed to be the last regular club run marine radio service in Australia. However, the RYCT will continue providing a safety service to organised yachting events such as the Rolex Sydney to Hobart Race, the Van Diemen's Land Circumnavigation Cruise, Tasports Maria Island Race as well as supporting other clubs and organisations in their events as the occasions arise.



Quarantine Station Heritage Interpretive Walk

Next time you're looking for a nice spot close by for a picnic with a bit of fascinating history, head for Quarantine Bay. PWS and Friends of Bruny Island Quarantine Station have just installed an interpretive walk to help bring to life the stories behind this unique bit of Tasmanian history.

And if you haven't been through the site before, the Quarantine Station will be open every Sunday until the end of April 2014 from 10:00am to 4:00pm.



Membership Database and the Albatross

Members now have several options they can choose in their database entry:

- to not receive a hard-copy Albatross by post
- to receive an email alert when a new issue PDF is uploaded to the website
- to automatically be sent by email a copy of a newly loaded Albatross PDF file

Also, with this copy of the Albatross you will receive the Member List for 2014. If you find any errors please inform the Membership Officer so that they can be corrected on the website, or correct it yourself by going to: www.cyct.org.au | *Member Resources* | *My Membership* | *Check/edit database entry*.



ANSWER TO LAST MONTH'S
MARITIME MYSTERY OBJECT



**Clew Iron used on clews fore and aft and square sails
ex barque Lobo**

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

WANTED (to buy)

2.7-3 METRE (preferably drop stitch floor) inflatable dinghy

PLUS

6 person life raft

Please contact Philip Bragg (Honeywind) at:

Mobile: 413105818

Home: 03 62672334

Email: honeywind1@hotmail.com

Recipe: “Far Breton”

Jackie Zanetti

As usual, I've been on the lookout for boat friendly recipes. I first came across this traditional French dessert on a cruising blog and thought it would fit in well with the ingredients I usually have onboard. As with most recipes, it can be adapted to what you have and what you like.

- ***¾ cup of flour***
- ***½ cup of sugar***
- ***2 cups of milk (I've heard it works well with powdered milk)***
- ***2 eggs***
- ***½ tsp vanilla***
- ***~1 cup pitted prunes, soaked in brandy or other spirit (or use any dry/canned fruit of your choice)***

Put the sugar in a deep bowl.

Add the eggs and vanilla and mix well (whisk)

Add the milk and whisk.

Add the flour and whisk.

Add the fruit and pour into a well buttered baking dish (I used a 27 x 18cm pan that fits my galley oven).

Bake for ~45 minutes or until a knife comes out dry



A group of Skippers are walking through town looking for crew, when they see a five-story building with a sign that read, "Crew Association: Ship's Crew Available" Since they are without their crews, they decide to go in. The Security Guard, a very salty type, explains to them how it works. "We have five floors. Go up floor by floor and once you find what you are looking for, for crew, you can go there and make a selection. It's easy to decide since each floor has a sign telling you who's inside."

Everything seems wonderful, so they start going up and on the first floor the sign reads, "All the crew on this floor are beginners." The skippers laugh, and without hesitation move on to the next floor. The sign on the second floor reads, "All the crew here are experienced, smart but weak."

Still, this isn't good enough, so the Skippers continue on up. They reach the third floor and the sign reads, "All the crew here are experienced, smart and strong." They still want to do better, and so, knowing there are still two floors left, they kept going. On the fourth floor, the sign is perfect, "All the crew here are experienced, smart, strong and Former Americas Cup Champions." The Skippers get excited and are about to go in when they realize that there is still one floor left.

Wondering what they are missing, they head up to the fifth floor. There they find a sign that reads, "There are no crew here. This floor was built only to prove that there is no way to please a Skipper!"



"Is that one of my good sheets?"

**General Meeting held at the Derwent Sailing Squadron
on 6 November 2013**

MINUTES

1. **Opening**
Commodore Stephen Newham opened the meeting at 8:00 pm.
2. **Attendance**
Forty eight members registered their attendance, and there were six apologies. A copy of the attendance sheet is filed with the official copy of the AGM minutes.
3. **Minutes of the last meeting (October 2013).**
The previous GM minutes, as published in the November Albatross, were confirmed and signed.
4. **Introduction of new members and presentation of burgees**
The following new members were welcomed to the Club by the Commodore and presented with their burgee. The new members provided a few words on their yachting background.
 - Kath and Jack England.
 - Keith and Suzie Anderson.
5. **Vice Commodore – Alan Gifford**
Report as published in November *Albatross* and noted that the Cruising Calendar was issued with the November *Albatross*. Alan also noted that his report dealt with the status of waste discharge changes.

Alan reported on the successful Barnes Bay Cruise which included demonstrations by Kim Brewer and Andrew Boon scaling the mast on their respective boats.
6. **Rear Commodore – Kim Brewer**
Kim Brewer was an apology. Her report was published in November *Albatross*. In Kim's absence, Alan requested 3 male volunteers to support her for the Christmas barbeque. Jon Nevill, Damian Hope and Barry Jones accordingly volunteered.

Alan also advised that the December Meeting will be held at the Maritime Museum on 3 December. Kim will provide details via email (and the website).
7. **Treasurer – Wayne McNeice**
The Treasurer's Report is attached to the official copy of the minutes. Wayne commented that the financial position is generally in accordance with the budget. He noted that there remained some 10 members with outstanding annual subscriptions.

Wayne also asked that members make their CYCT membership known to *Albatross* advertisers in the course of doing business with them. This will assist them understanding the benefits of their advertising which in turn helps support the club financially.

8. **Comments from other officers/Other business**

De Deegan thanked Alan and Kim for their efforts in producing an excellent Cruising Calendar.

Alan Gifford noted that there were some errors in the Cruising Calendar which will be addressed through a separate Erratum to be issued.

Chris Creese noted the availability of a “mud map” of the South Coast of Tasmania which may be of interest to members.

9. **Commodore – Stephen Newham**

Report was presented in the October *Albatross*.

10. **Close of formal business**

The formal meeting was closed at 8:20 pm.

11. **Guest Speaker**

Andrew Boon introduced Rex Cox who provided a well researched and very interesting presentation on the long and varied history of the Port of Hobart, illustrated with over 50 photos.

12. **Close**

The meeting concluded around 9:15 pm.

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

Jibe

Course change which causes the boom to sweep rapidly across the cockpit; also, frequent type of comment made by observers of this manoeuvre.

Keelhaul

To drag beneath a boat as punishment (seldom used today).

Latitude

The number of degrees off course allowed a guest.



**240-BERTH FLOATING MARINA
25-TONNE TRAVELIFT NOW OPERATING
ALL ASSOCIATED SERVICES ON-SITE**

7 Ferry Rd., Kettering
www.oystercovemarina.com.au
admin@oystercovemarina.com.au
Phone: 6267 4418



OYSTER COVE CHANDLERY

**SPRING IS IN THE AIR AND THAT MEANS
BOAT MAINTENANCE TIME!**

**DON'T FORGET – 10% DISCOUNT ON MOST
CHANDLERY TO CYCT MEMBERS**

ICE FUEL BERTH GAS

OYSTER COVE MARINA
PO Box 47
Kettering, Tasmania 7155

Telephone: (03) 6267 4300
Mobile: 0411 419 299
Facsimile: (03) 6267 4876

Email: oystercovechandlery@bigpond.com



Drysdale
ENGINEERING
Slipping Painting Repairs Fabrication

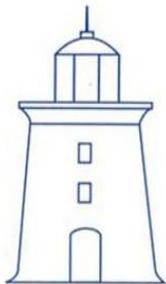
Margate Marina Park Slip Yard
Slipping, Lift Capacity, 18 Tonne Crane, Licensed Operators

- **Grit Blasting**
- **Antifouling of all Vessels**
- **Painting**
- **Accredited Prop Speed Applicators**
- **Prop Shaft Repairs & Maintenance**
- **Stainless Steel Ladders & Railing**
- **Repairs & New Construction**
- **Steel Boat Hull Repairs**
- **Fabrication and Refurbishment of Vessels**

Contact Justin to arrange an estimate or quote for all your vessels maintenance & repairs, all available in a single location with the convenience of one bill.

Phone: 0448 971 405

**Email: Justin.drysdale@bigpond.com
www.drysdaleeng.com.au**



ABLE MARINE

Angelo Perry & Sam Gregg

Boat Construction & Repairs
Fibre-Glassing & Spray Painting

0429 174168 or 0418 301929

Ferry Rd Kettering - under the Lighthouse

CRUISE IN COMFORT THIS WINTER

ABLE MARINE are Tasmanian agents for



Enjoy warm, dry air ducted quietly through the boat
See Angelo and Sam for a no-obligation quote



KitchenMade

Let us surprise you

Excellent Value

- Pre-Assembled
- Hettich Soft Close.
- Many benchtop options
- Easy Installation
- Accessories and Handles

Pre-Assembled Kitchens

We can supply a modern high quality brand new kitchen and arrange for it to be professionally installed for a price you will not believe

Visit our website
www.kitchenmade.com.au
for information on how to plan your own kitchen design.



2 Ascot Drive HuntingField Kingston ph 62393645

85 George St Launceston ph 6334 3314

 **Island Mooring**
Tasmania

Island Mooring Tasmania
We provide short and long-term mooring facilities around the State for all types of craft, as well as offering mooring maintenance and a Cruising Route within the D'Entrecasteaux Channel.

 www.islandmooring.com

Island Shacks Tasmania
Simply and comfortably furnished and with superb beachfront positioning and views, our Island Shacks make ideal getaways for individuals, couples and families. Email info@islandshacks.com

 www.islandshacks.com

For more info, please call Wes on 0419 322 978 or email hello@islandmooring.com

 **PRINCE OF WALES BAY**
marina

MARINA BERTHS AVAILABLE NOW!
SHORT STAY OR LONG TERM.

20 BENDER DRIVE, DERWENT PARK TASMANIA 7009

THE MARINA BOASTS A 160 BERTH FLOATING PORALU MARINE PONTOON SYSTEM WITH STATE OF THE ART MARINE FACILITIES AND CATERS FOR VESSELS UP TO 35 METRES IN LENGTH.

www.princeofwalesbaymarina.com.au

 **0400 927 510**
POWMARINA@GMAIL.COM

 Find us on **Facebook** 

NJM MARINE

ABN 70 439 342 778

Norton Makepeace

0414 014 752

- *Marine Electronic Installations & Sales of All Major Brands*
 - *General Marine Wiring*
 - *12v / 24v*
 - *Full Insurance*

njmmarine@gmail.com



Mermaid Café

Ferry Road Kettering

Lunch snacks coffee

9am – 5pm 7 days

Ph: 03 6267 4494



\$ 139,500

Nauticat 33

Hand-built in Finland of solid fibreglass, Nauticat is one of the world's prestige pilothouse motorsailers. Puffin's large wheelhouse offers the luxury of inside steering and her furling main and genoa make her a breeze for two to sail. Presented in very good condition with an extensive inventory.



- Practical wheelhouse with wonderful 360-degree visibility.
- Double master with ensuite aft & double fwd.
- Extensive inventory including excellent electronics
- Ford Lehman 90 Hp diesel engine & 5hp bow thruster

MURRAY ST PIER HOBART www.boatsalestas.com.au **FERRY RD KETTERING**

Ph: 1300 288 007

KIM BREWER 0428 937 358

PAUL NANSCAWEN 0418 385 866

JOHN NANSCAWEN 0409 433 547

