

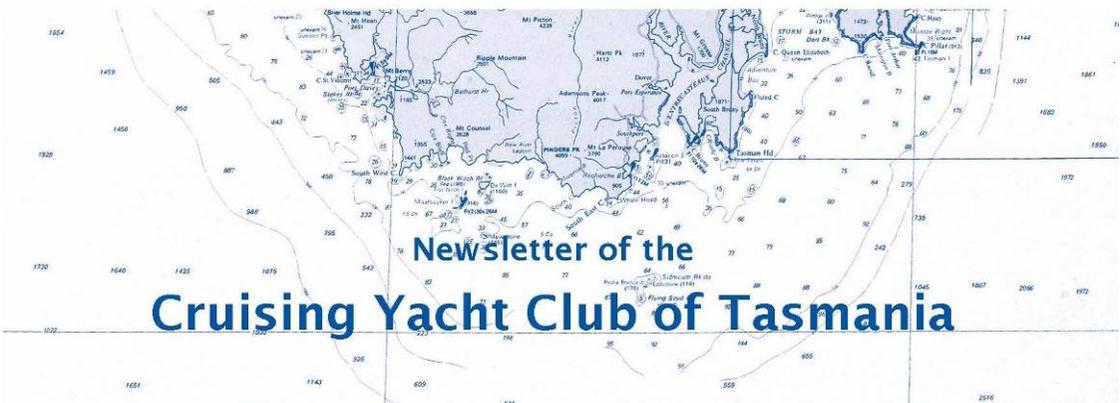
Albatross

Volume 40 No 2 March 2014



60 knots blowing through Kettering, 9 February 2014

Photo: R. Catt



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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**Send all material for publication in 'Albatross' to the Editor -
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Cruising Responsibilities

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

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

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

	CYCT CALENDAR
<u>MARCH</u>	
Tues 4 th	General Meeting – @ DSS 8:00pm Speaker: Lia Morris, MaST
Sat 8 th – Mon 10 th	<i>Cruise:</i> Cygnet 150 th Anniversary Regatta
Tues 11 th	Committee meeting @ DSS 7:30pm
Tues 18 th	Women on Boats meeting @ DSS 5:30pm
Fri 21 st – Sat 29 th	<i>Cruise:</i> Freycinet Peninsula and Schouten Passage
Sat 22 nd – Sun 23 rd	<i>Cruise:</i> Ralphs Bay
<u>APRIL</u>	
Tues 1 st	General Meeting – @ DSS 8:00pm Speaker: Jamie Mitchell
Sat 5 th – Sun 6 th	<i>Cruise:</i> Donald Sutherland Memorial Cruise
Tues 8 th	Committee meeting @ DSS 7:30pm
Sat 12 th – Sun 13 th	<i>Cruise:</i> New Norfolk Festival
Tues 15 th	Women on Boats meeting @ DSS 5:30pm
Fri 18 th – Mon 21 st	<i>Cruise:</i> Bruny Island Circumnavigation
Fri 25 th – Sun 27 th	<i>Cruise:</i> Norfolk Bay and Taranna

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



We were in the marina doing some work on *Chaika* on the 9th of February and so were there to witness the wild squall that blew through Kettering. It was awesome in a terrifying way, as gusts roared through with the noise of a train, picking up anything not lashed down (including a wooden picnic table!). The wind shredded headsails and biminis and tore at boats on their moorings. An airborne shed roof did an incredible amount of damage to a car, electricity box, and two boats. We later heard reports of boats overturned and washed ashore. It was good to hear that no one on the club cruise in Great Taylor Bay suffered any damage.



Storm damage in Oyster Cove marina



This month I've included an article from the Bureau of Meteorology on winds in the Derwent, Storm Bay and the Channel – perhaps it could help us anticipate changes!

I was very pleased at the last general meeting to award Erika Shankley the 2013 Editor's Prize (a bottle of Nant Whiskey) for her outstanding five-part series on the history of Partridge Island from colonial days to present times, I'm looking forward to another year of excellent contributions to the *Albatross* from our members. We'll see what suitable prize we can rustle up this year!

Jackie

Commodore's Report



No report from our commodore who is still off sailing the east coast and Bass Strait!

Vice Commodore's Report



Mid-Summer Cruising

Our cruise to Great Taylor Bay was a successful outing despite the storm that swept across the south east of the State on Sunday 9th February. Seven boats anchored in Mickies during Friday and Saturday and enjoyed the lovely summer weather. With strong winds forecast for early afternoon on Sunday several boats moved during the morning to alternative anchorages elsewhere. The boats that elected to stay on were well sheltered with the worst of the storm passing to the north.

The experience highlighted the need to monitor weather forecasts and reports on a regular basis, particularly when extreme weather conditions are expected. Barbeques ashore on Saturday (Mickies) and Monday (North Aitkens Point) were relaxed and just the best way to get catch-up with the crews of *Irish Mist*, *Intrepid*, *Westwind of Kettering*, *Riverdance*, *Blade Runner*, *Pandora* and *Spirit of Freya* (skipper Jo Harpur, all the way from Melbourne and one of our newest members).

Wayfarer II was one of number of Club boats represented at the Kettering Yacht Club Wooden Boat Festival. During the storm on Sunday, *Neptune* set off on its own, carefully avoiding boats nearby to successfully find a better mooring spot. Well done *Neptune*.

Annual Maintenance

During the past couple of weeks I've slipped several boats for annual maintenance. One in particular was long overdue and suffered the consequences of anti-fouling that had long lost its effectiveness and anodes that had all but dropped off. Its false economy to leave these tasks for more than a year or so unless you are certain your boat is protected. Ineffective fouling protection allows growth to take hold which not only slows your boat but more seriously, gives the fouling the chance to lift primers and sealers, block water inlets and dramatically reduce propeller efficiency. The damage electrolysis can do is enough to keep most of us awake at night. So, even at this time of year, if it needs doing, get to it before serious damage is done.

At the time of writing....

Twelve Club boats plan to cruise to Sykes Cove on the coming weekend Saturday 22nd Sunday 23rd February for the dinner cruise to The Smokehouse on Bruny Island. It should be a great night with well over 35 members present. Sadly, despite our best intelligence, we found the breakwater at Alonnah to be quite unsuitable as a safe berth for all but boats drawing just one metre or so. We found a suitable anchorage to the NE of Satellite Island tucked in next to the fish farm. For those members who would like to see soundings in the area please feel free to contact Tony Peach or me. Tony patiently worked *Westwind of Kettering* through the Satellite Is. anchorage and across to the entrance to the breakwater

plotting soundings and noting shore-side features to aid navigation. In the right conditions the stopover would be great and The Bruny Hotel offers exceptional meals.

PFD's

Don't forget PFD's need servicing every two years. If you are not sure how to arrange a service ask at your friendly chandlery. At the very least learn how you can check the condition and serviceability of your PFDs. It's a bit late to find out the gas bottle is empty when you're bobbing around in the briny.

See you on the water.

Alan

Rear Commodore's Report



The first get-together for 2014 saw over 50 members enjoy a buffet "BBQ" (no grill in sight) at DSS. It was a good start to the year and a chance to catch up with old friends and to introduce some new members to the Club.

March General Meeting – 4th March

Guest Speaker at the March General Meeting will be Lia Morris, CEO of Marine and Safety Tasmania. With a career which includes positions as Tasmanian manager for Walker Corporation, Regional Executive Director of the Housing Industry Association and a member of the Resource Planning and Development Commission of Tasmania, Lia brings a wide variety of experience to her role at MaST.

The formal meeting commences as usual at 8pm and dinner will be available from 6pm. Please RSVP to me at rear@cycct.org.au on or before Sunday March 2nd.

Women on Boats

The year kicked off well for this group also. Twenty eight women crowded into the DSS classroom for a discussion on the ever-popular topic of toilets – specifically the new holding tank legislation and how it will apply to our boats and boating practices. Alan Gifford outlined the new guidelines and Hans van Tuil spoke about practical considerations when designing a holding tank system and demonstrated how he had constructed a fibreglass holding tank.

New members are very welcome at our monthly meetings and topics to be discussed are suggested by participants so are guaranteed to be relevant and interesting. Membership of the CYCT is not required (though we are finding that this group to be a great recruiting ground) and if you know a woman who is new to boating and keen to learn in a very friendly environment, please pass on Alan's or my contact details.

April General Meeting – 1st April

Come and hear a remarkable story! Meet Jamie Mitchell, who in 2009, sailed his 25ft Top Hat yacht *Possibilities* into Sydney Harbour to complete a ten-year circumnavigation. Jamie has been sailing since a few months old when his parents, Ian and Jan Mitchell, had their first child in Durban, South Africa, during their circumnavigation in *Caprice*, also a Top Hat. Jamie and partner Lisa are now carrying on the family tradition and raising their little one aboard a floating home. Meet this enthusiastic couple and hear just a few of Jamie's adventures.

Kim

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

Quarter berth

A bunk tucked up under the cockpit seats, usually near the navigators table and usually reserved for him or her, so that she can be the first into the life raft should a decision on her part bring the boat to an untimely end.

Radar

Extremely realistic kind of electronic game often found on larger sailboats. Players try to avoid colliding with "blips" which represent other sailboats, large container ships and oil tankers.

Sailing

The find art of getting wet and becoming ill while slowly going nowhere at great expense.

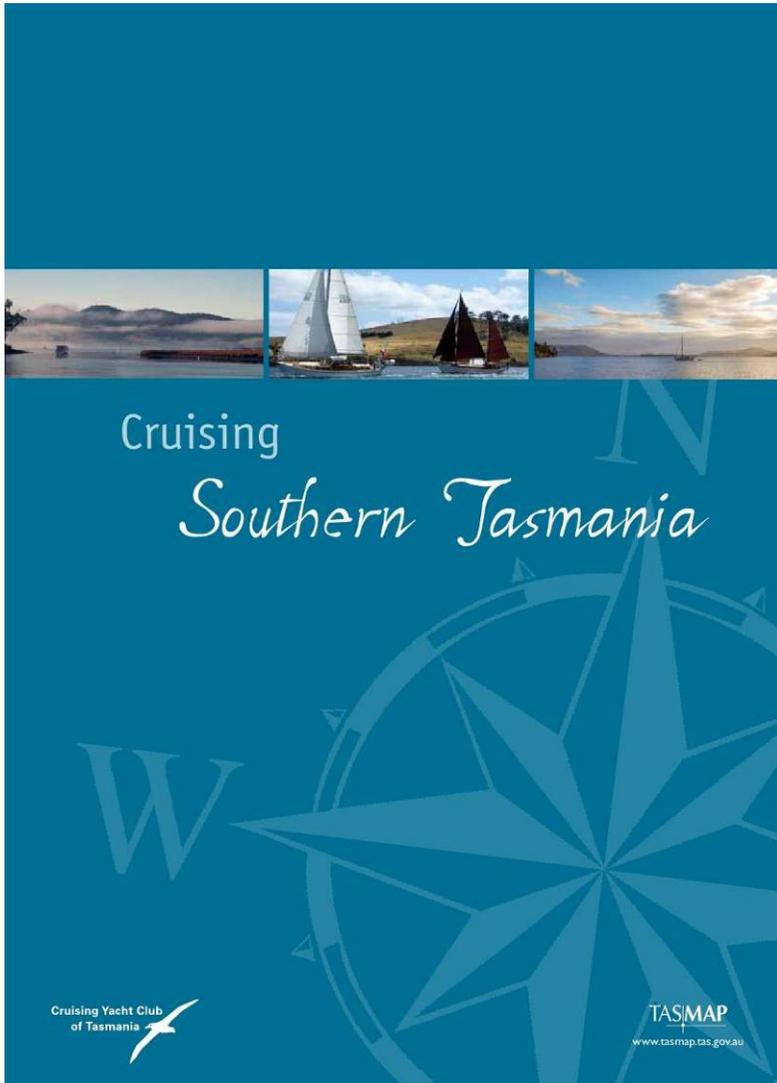
Trim

Adjusting the sails so that they are working most efficiently. Because this can require the concerted, often physically taxing, effort of the entire crew, it is most often suggested by whoever has just taken over his turn at steering.

Coming soon...

The brand new 4th edition of **Cruising Southern Tasmania**, now expanded to include Frederick Henry and Norfolk Bays, the Tasman and Forestier Peninsulas and the Lower East Coast will soon be available to members.

Watch this space for details of how you can purchase this excellent cruising guide!



APPLICATIONS FOR MEMBERSHIP

Joanne Harpur
SPIRIT OF FREYA

Annie Abay and Tony Giffard
AVALON OF TASMAN

Anita and Denis Planchon and family
ILLUSION

Margie and Craig Westlake
SARA II

Peter Timson and Lou Leol
AQUA-HOLIC 2

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.

*When you're down by the sea
And an eel bites your knee,
That's a moray!*



WELCOME NEW MEMBERS

Robert Stott and Vanessa Smith
JANET ANN

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

Robert Stott and Vanessa Smith

We have both been sailing for many years and have sailed across Bass Strait so many times we have lost count. Our sailing experience is both in racing and cruising and we have made a few yacht delivery trips which are always an adventure into the unknown. We enjoyed sailing South Australian and Tasmanian waters.

We have owned various sailing craft until we purchased an old fishing boat which we converted to a gaff rigged motor-sailer. We sailed her for a few years and sold her 15 years ago. After returning to sailing boats for a few years we purchased *Janet Ann* a year ago. She is a Lacco build timber 34' motor-sailer and we have been converting the interior to a more user friendly style. She is gaff rigged and launched in 1976 and had been in the one family until we bought her.

We live in a small country town and the boat is moored in a new marina in Portland, Victoria, which is a good starting point for our intention to cruise to Tasmania again.



Introducing Old Members' New Boats!

It's come to my attention that there have been a few changes in boat ownership amongst our members recently and so I thought I'd start a new section to introduce new boats to the club – that is, current members' new boats. Let me know if you or someone else in the club has recently changed boats and we'll feature it here.

Brendan & Catrina Boon

Dalliance

Dalliance is a 40 ft Zeston called *Dalliance* purchased in Melbourne with a deck saloon to provide us with a little more comfort in the coming years.



Hans & Jackie van Tuil

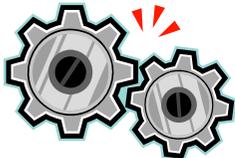
Alida

The latest *Alida* is a Northshore 38.



Look out for them on the water!





The Gearbox

This is a new feature that I'm trying out for the Albatross, but it will only continue with your contributions! Please let me know about your latest or favourite bit of handy gear for the boat or galley. It doesn't need to be expensive or unique.

LED Spotlight

Torches have come a long way in the last few years and it seems that every time we go to an outdoor shop or electronics store there are smaller and more powerful LED torches. This little baby is a 480 Lumen Cree LED that fits in your palm and can be adjusted for narrow or wide beam. Great for spotting unlit moored boats when coming into an anchorage at night!



A boat painter was awarded the job of painting a small sailboat and when the owner asked him, how long it would take him to finish the job, he replied, "Two weeks".

Three weeks went by and the owner, a little concerned of the delay, confronted the painter. "Hey mate", said the owner, "You told me that it would take you two weeks to paint my boat and it's been three weeks... What's up with that?"

The painter put his paintbrush down, looked the owner square in the eye and said, "That was two NAUTICAL weeks, like a nautical mile, they're a little longer".

Great Taylor Bay Cruise: 8-10 February

Elizabeth Helm

Seven CYCT boats took part in the Regatta Long Weekend trip to Great Taylor Bay: *Westwind of Kettering*, *Blade Runner*, *Irish Mist*, *Riverdance*, *Pandora*, *Spirit of Freya* and *Intrepid*.

The passage south from Kettering on Saturday morning was idyllic – not a breath of wind (these were the two motor craft of the fleet!), a perfect summer day. The three hour cruise brought us to the rendezvous at Mickeys Bay, where most of the other boats already lay at anchor. A bite of lunch, an afternoon snooze, and we were ready for the beach barbecue near the point.



Eniovina a BBQ at Mickeys

But clouds were gathering and the later arrivals got a dampening from a light shower as we rowed across. The pine trees offered adequate shelter until it passed, then Tony Peach took charge of the cooking facilities, lighting the fire and providing his very useful barbecue grill for use by all and sundry, for which we were most grateful. Several people from other boats in the bay joined us for drinks and snacks beforehand, and we may potentially have a couple of new recruits for the club. A couple of very convivial hours were passed together, and we all returned to our vessels as darkness approached. Some people returned to the wrong vessel (or right one!) and spent a couple more convivial hours, where the merits of single malt whiskies were debated at length!

We woke to a grey but warm Sunday morning, which rapidly cooled as the westerly change set in towards the middle of the day. It didn't take long before the sky had blackened and thunder and lightning boomed and cracked, rain bucketed down and the wind abruptly rose to a howling gale. *Irish Mist*, *Pandora* and *Spirit of Freya* had opted to leave early in the morning, aiming to get up the Channel again before the change arrived. The remainder decided to wait it out in Mickeys, a couple of boats moving closer in to the lee of the point.

When the highly damaging storm reached its crescendo, the seas in Great Taylor Bay were a roiling white-crested tumult, and the radio was alive with Maydays and Pan-Pans, as we heard of yachts with shredded sails being driven aground in the Huon River, boats dragging their moorings in Little Oyster Cove, capsized craft off Barnes Bay and so on. How

grateful we were that we had a snug bolthole and were totally unaffected. Several boats limped around the corner into our sheltered waters, looking as if they had barely escaped a similar fate. We were full of admiration for the calm reassurance of the wonderful volunteers of Coast Radio Hobart, who worked tirelessly to coordinate rescue attempts, gather information from those in dire need and keep them informed about who would be assisting them, and when (and whether) they could expect help to be at hand.



Simpsons Point

breezy, with a rolling southwesterly swell to be bounced through until we turned up past The Quarries. *Riverdance* headed for home, while *Westwind*, *Blade Runner* and *Intrepid* made one more landfall at Simpsons Point for a final beach barbecue on that lovely little stretch of cleared sand among the rocks in Great Bay. It was another quiet anchorage and the sun even smiled upon us as we ate and chatted, and we left for home reminded that this is one of the real bonuses of belonging to the CYCT – the opportunity to join together with like-minded people for great cruising and socialising.

We shared a delicious pot luck dinner on board *Westwind of Kettering* (Tony's Taverna) that evening, this time examining the merits of red wine, glad to have escaped unscathed, and spent an unbelievably quiet and still night in the bay, while the wind continued to sigh in the treetops.

Monday morning dawned grey and (as we one by one left the shelter of Mickeys)



Winds on the Derwent, the D'Entrecasteau Channel and Storm Bay

An article by Kenn Batt, Bureau of Meteorology, Sydney and Alasdair Hainsworth, Bureau of Meteorology, Hobart

The rugged topography of southern Tasmania makes for extremely tricky wind conditions over this extremely attractive sailing area. To the west lies a range of mountains extending from Collins Cap and Mt Wellington (1460 metres) in the north which are only approximately 15 km west of the Sydney/Hobart finish line, to Adamsons Peak (approx 1200 metres) in the south, which is only 20 km from Cape Bruny. Even Federation Peak and Precipitous Bluff further south and west, may have an effect on winds over southern Storm Bay and they aren't even visible from Storm Bay itself. To the northwest lies the large elevated area of the Central Plateau, which on occasions will act to shelter Storm Bay from strong northwesterly winds and on others, cause very strong winds and gusts to descend on the area from a significant height in the atmosphere. Even to the east and northeast there are significant ranges of mountains that rise up to almost 800 metres, which sometimes have a significant effect on the winds. With such significant features so close to the shores of Storm Bay, it is easy to see why sailing can be very frustrating and wind forecasting on the Derwent and elsewhere a forecaster's nightmare.

The Derwent River drains not only water from Tasmania's Central Plateau, but it also drains cold air. Temperatures fall overnight, particularly over the Central Plateau, significant areas of which are above 800 metres. Air over higher ground is naturally cooler and overnight, temperatures inland become markedly colder than those on the coast. As the air cools, it becomes denser and this denser air flows down slopes into the valleys. Like its liquid counterpart, this heavier colder air flows down the valleys into the sea. Hence in the morning, summer or winter, it is most frequent that winds flow down the Derwent and Huon Valleys from the north and northwest. This flow, known as a "katabatic flow", extends out a considerable distance from the Derwent River mouth, typically 10-20 km, resulting in most of Storm Bay being influenced by this under most circumstances. The flow out of the Huon River affects an area west of about Gordon (in the D'Entrecasteau Channel, known locally as the "Channel") and out around the southern parts of Bruny Island. Areas of the Channel, east of Gordon to around Northwest Bay, can be plagued by very light winds overnight. The BIG secret in traversing this area successfully, especially overnight, is the state of the tide! Do your homework! The katabatic loses its influence over the winds, only when there is a strong (20 to 30 kts) SW through S to easterly gradient airflow. Thus, unless there is a 6 hPa pressure gradient or more across Tasmania from the SW, S or E, expect winds in the Derwent, Channel and Storm Bay to come from the N or NW. Over the eastern parts of Storm Bay, a NE wind is possible, but it quickly backs N to NW as one moves further towards the centre. That's the easy bit!

Once the sun comes out and warming commences, all sorts of different things have to be taken into consideration to determine which wind directions are going to be favoured in different areas.

Let's first examine the northwest quadrant – N through W. As long as the gradient wind does not exceed 23 knots, we would normally expect the morning NW wind to decrease and a SE seabreeze to develop over the Derwent around noon local summer time. It could occur slightly earlier if it is warm and skies are clear inland, or later if it is cool to cold or it's cloudy inland. If the maximum temperature inland is not expected to exceed 16 or 17C and it's cloudy, the seabreeze could fail altogether and light NW winds persist all day. The seabreeze in the Channel is likely to be more southerly and over the rest of Storm Bay, S to SW'ly. The strength is extremely difficult to quantify and will depend on the strength of the gradient and the temperature inland. Suffice to say, there will be areas where it funnels, particularly around headlands. The Dennes Point area is also affected in this way.

If the gradient strength is more than 23 knots, a seabreeze is unlikely and sailors can look forward to a lovely afternoon of shifting winds varying from very light to Kenn's favourites – "bullets". The shape of the Central Plateau is such that it can sometimes "drag" air down from a considerable height to the surface over southeastern Tasmania. More often than not, the wind well above the surface is stronger than that lower down and consequently, air that is brought down to the ground level results in strong gusts.

In this wind regime, it generally does not pay to be too close to western parts of the Derwent between Kingston and the John Garrow Light as winds can be extremely flukey.

We said above that in this circumstance, a seabreeze is unlikely, but it's not impossible.

In summer, SE Tasmania can become very hot in a NW gradient stream, causing pressures to fall even more strongly than they do as a normal lee trough forms over eastern and southeastern Tasmania. On rare occasions, pressures fall so strongly that a small low develops in the lee trough, effectively forming in Storm Bay, resulting in fresh to strong S/SE winds developing over the western Storm Bay, including the lower Derwent Valley. In this situation, it is not unusual for the winds to continue NW through Hobart airport and northerly down the eastern side of Storm Bay. This circulation may also enhance the northerly winds at the southern end of Tasmania's East Coast. So much for northwesterlies!

Winds in the southwest quadrant can be almost as flukey. Because Mt Wellington acts as a giant cliff over Hobart in a southwesterly, a SW stream can often result in N/NE winds over western parts of the Derwent as a return flow (known as a rotor) develops (Figure 1).

Further south however, S/SW winds tend to funnel northwards through the D'Entrecasteau Channel, particularly past Dennes Point and may be considerably accelerated in comparison to southwesterlies further out in Storm Bay or in the Derwent. Similarly, southwesterlies can be accelerated around the southern part of Bruny Island and if beating southwards along Bruny's east coast, expect much stronger southwesterlies upon rounding Tasman Head.

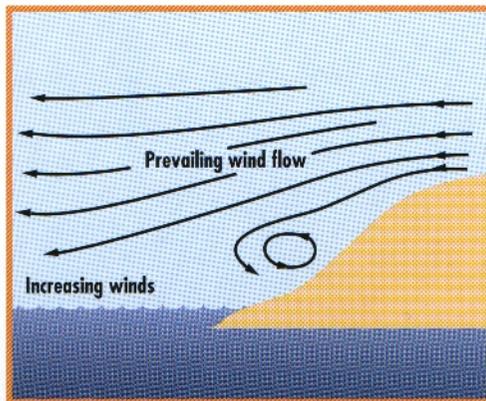


Figure 1 (From Wind, Waves and Weather, Tasmania)

In south to southeast gradient wind situations, winds over Storm Bay and the Derwent are generally more uniform, although some acceleration can be expected near the more prominent points and headlands.

In an easterly gradient situation, surface winds over northern Storm Bay and the Channel are quite frequently light in the morning and turn SE during the afternoon. Over southern Storm Bay, winds more often turn northeasterly during the afternoon under the influence of Coriolis force, which is caused by the Earth's rotation.

The final quadrant, east to north, is again strongly affected by topography. Because of the steep sides of the Derwent Valley, northeast winds are generally uncommon on the River and during the morning, will more often than not result in light to moderate N/NW winds, while in the afternoon they tend to veer into the east. In Storm Bay and the Channel, NE winds are possible and these may tend to freshen during the afternoon as the seabreeze from the East coast breaks through across the Tasman Peninsular and enhances the stream.

There are variations on all the above themes so obviously, take careful note of the forecast on the day. However, as we hope we have illustrated, there are so many variations possible and likely across Storm Bay, the Channel and the lower Derwent River, that forecasters have got little chance of describing them all. Indeed, would you be able to absorb a forecast that included every little nuance and shift?

References:

Bureau of Meteorology *Wind, Waves and Weather. Tasmania*. Commonwealth of Australia. 2000
 Pendlebury. S.P. *Notes Accompanying the Derwent River Estuary Wind Frequency Analyses*. Bureau of Meteorology, 1987.

MARITIME MYSTERY OBJECT #10



What was this item used for?
(it's not what you're thinking!!)

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.

In the early 1840's the government introduced a system of probation for convicts transported from Britain. This required the construction of several new stations and many were around the shores of Norfolk Bay on Forestier's and Tasman's Peninsulas, now known as Forestier and Tasman Peninsula.

The story of the probation system in the area is well detailed in the book "Probation in Paradise" by John Thompson.

Sites were established at Salt Water River, Impression Bay, Cascades and Flinders Bay looking out across Norfolk Bay. Impression Bay is now known as Premaydena, and Cascades as Koonya.

The probation system had a fairly short life and in 1857 the Impression Bay station was used as a quarantine station for passengers from the ship *Persian* which arrived with a fever on board, said to be typhus.

The book "Impression Bay" by Richard Lord gives an account of the quarantine, and information of the development before and after. One of the activities at the probation station was harvesting of timber for use at the coal mines at salt water river and other uses. To assist transport of goods into and out of the station, a timber railway was constructed from the site to a jetty on the end of Premaydena Point.

From Impression Bay, by Richard Lord:

"In the half yearly report of the Comptroller General of Convicts dated February 1851, he stated that a railway from the jetty to Impression Bay was under construction. This railway was used to transport milled timber for transport as well as to bring in supplies. It crossed a corner of the tidal flats of the bay in front of the station then followed the line of the cemetery road out on to Premaydena Point where it connected with the jetty. This railway was supported on a trestle bridge built upon the tidal flat on 18" diameter logs,

Convict establishment Premaydena, Tasman Peninsula 1850



each 13' long and placed at 6'6" centres. Today at low tide over 60 of these logs can be counted."

Much of the building development at Impression Bay was removed after the end of government use, but some of it remains in private use.

My grandfather bought property at Impression Bay in about 1890 and extended his holdings as he developed an orchard and farm in addition to his trade of blacksmith, coachwright and wheelwright. He died in 1940. At one time he owned the shop, post office and the old convict farm known as Valley Farm.



Sleepers crossing the head of Impression Bay

I was born at Koonya, in the hospital which had been a school when my father was at school.

Following closure of the Probation Station, the railway was replaced with a road to Premaydena Point. It is assumed that the raised trestles were removed, but sleeper logs were left in place and an earth filled abutment constructed to serve a new jetty on Premaydena Point.

I don't know when the railway was replaced, but it appeared to be in place on a survey by George Smith in July 1876. A copy of the survey is included in "Probation in Paradise."



Sleeper logs at Premaydena point

The jetty served the developing civilian community for decades with supplies coming and going by steamer and later diesel powered vessels. The last two in my memory were the *Excella*, steam powered to the end, and the *Cartela* which had a diesel engine fitted - Michael Roche would know when.

In the late 1950's or early 60's, the jetty started to collapse, some say through overloading, others say due to an unfortunate incident involving one of the ships. By this time trucks were taking over transport duties and so the jetty was not repaired.

It gradually disintegrated and in following decades, the earth filled abutment washed away, revealing the 19th century sleeper logs which supported the trestle.



Pin hole in sleeper log

When I first visited the site after the sleepers were exposed, about 2000, there was still a timber pin in the pin hole of one of the sleepers. Sloped columns sat on these pins and supported the railway above.

Richard Lord's book includes a sketch of how the railway was constructed.

I had often wondered why Impression Bay is a charted tide location. I believe the answer may be that Norfolk Bay was used as the location for naval manoeuvres for several months each year. Memoires of an uncle who was born in 1900 have recently come to light having been written in 1980.

He said:

“Every year after the Hobart Regatta, the Royal Navy (Australian) Squadron used to manoeuvre for several months in Norfolk Bay and all their mail came to Impression Bay. Until well into the 1890's the Navy kept in touch with Headquarters by Signal Shore parties who were based at Mt. Communication (near Black Jack), Slopen Island and Sandford to Mt Nelson. When the new fangled telephone came along the Navy requested that one be installed at Impression Bay. I think research will reveal that the first telephone was, at the request of the Navy installed at Impression Bay and that Mother was the first Postmistress on Tasman to have a telephone. The Naval Squadron in my young days consisted of HMS *Powerful* (a 4 funnel ship) 4 cruisers *Challenger*, *Pioneer*, *Psychic* (I cannot recall the 4th name) and about 6 smaller vessels called Torpedo Boat Destroyers. They were roughly a cross between corvette and patrol boat of present day.

“At night they used to anchor along the south side of Norfolk Bay from Sympathy Point to near the Coalmines about ½ mile offshore. The flagship used to anchor directly in front of Pomona (*the Locke family home-RS Locke note*). The

flagship and cruisers had very fine bands and on fine evenings people from miles around would have a free band concert when bands of the Navy ships would take turn to practice on the forecandle.

“By day gunnery practice was carried out – the *Powerful* was armed with 8 inch guns and the week before she did her practice residents all around Norfolk Bay were warned to keep their windows open to prevent them being broken by the concussion of the 8” guns. In 1911 the first really Australian ship arrived. HMAS *Australia* armed with 12 inch guns. She became flagship and *Powerful* returned to England. The week before *Australia* did her gunnery practice the usual warning was given to residents to open all windows. But despite open windows when the 12 inch guns operated there were very few sound windows in the district. 1911 was the last year of manoeuvres in Norfolk Bay. From that day all naval exercises were carried out at deep sea.”



Nautical Quiz

Name four specific kinds of shipwreck



Answer on pg 26

One year on

One year ago our newly installed lithium iron phosphate (LiFePO₄) batteries on *Chaika* went live. An article in March 2013 goes into the details of the installation. How well have they performed? Has it been a complicated business managing both lithiums and lead acids simultaneously? Was the effort and risk worth it? Indeed, was there a risk? After one year and 1700 nautical miles later these questions can be answered.

The *Chaika* lithium story

Our boat came with insufficient electrical capacity. It had a 60 amp alternator, 140 Amp Hours (AH) of lead acid house batteries and plenty of electricity consumers (halogen cabin and anchor lights, fridge, radio/tv, VHF, nav instruments, chart plotter, autopilot, chargers for computer/phone/camera/printer, etc). Generation capacity was increased by adding a small solar panel. Electricity consumption was reduced by changing cabin and anchor lights to LED. But in between there remained the small AH house battery. There was insufficient room for more lead acid batteries without major reconstruction of panels/walls/partitions.

A lithium battery solution was possible in that a large AH battery in a small and light weight volume would fit without the use of a saw. Furthermore I did not want to remove the original lead acid installation. If lithiums were to be installed I wanted to be able to simply switch the lithiums in or out of circuit with the original lead acids untouched. Also if necessary, one day the lithiums could be removed to leaving the original configuration. With the lead acids still in place the lithiums would add to the existing battery capacity instead of merely replacing them.

The lithium battery solution was adopted with an 180AH battery pack.

As it turned out, there was a side benefit that increased the on board generating capacity – a Sterling battery-to-battery charger was installed to charge and isolate the lithiums and this greatly increased the charging capacity and efficiency of the alternator.



Lithium Battery Monitoring Panel

How have they performed?

The lithium batteries have performed without fault, exactly as expected.

Operation involves setting the switches when heading off on a cruise (for a day or a week) to “operating mode” and then when coming back setting the switches to “off mode”. When in “operating mode” the lithiums are switched in circuit to the alternator for charging and combined with the lead acid house batteries to supply the house/domestics (solar panel is fed to lithiums). When in “off mode” the lithiums are switched out of circuit from the alternator and isolated from the house system leaving the lead acid house batteries to run the automatic bilge pump (solar panel is fed to the lead acid house and starter batteries). Leaving the lithium batteries fully or partially charged (eg at 20%, 50% or 80%) for however long a



Lithium Battery Installation on Chaika

period, 1 day or several months, doesn't matter. So operating and managing them is extremely simple – flick a switch when you're about to go on a cruise and flick a switch when you leave the boat at the marina. It is also possible to just leave them in “operating mode” indefinitely, but the solar panel will only charge the lithium or the lead acids and not both, that's the only reason for the switching – to keep the lead acids topped up. It should be noted that it reduces the life of lead acid batteries to leave them partially charged for extended periods.

With the engine running, charging goes on at the full capacity of the alternator right up to near fully charged. It only tapers off for the last 5 or so AH over a few minutes. Charging is extremely efficient with every 1 AH that goes into the battery resulting in at least 0.98 AH available (compared to lead acid of about 0.85 AH).

LiFePO₄ batteries are extremely safe. They are used in millions of hand operated power tools every day. The installation has fuses and upper and lower voltage detectors with automatic shutdown – this is partly for safety but more so to protect the battery from damage. The individual cells have automatic balancing circuits fitted. Since installation neither the safety cut out nor the balancing circuits have been triggered.

So how much risk has there been? Pretty much very little, in fact much less than with lead acid batteries.

The added battery capacity has made a huge impact on our cruising, whether it's been for just a day or for a week or more. There is no worry about using too much power. It's

possible to get by with little or no charging for a few days, keeping the fridge going, using the autopilot, charging the computer and so on.

Has effort been worth it? Absolutely!



“Albert Ross”

The latest from our mascot:

- Albert noticed on Australia Day that one Club member, in his haste to display his patriotism, managed to hoist his Australian flag upside-down until a shout from the Vice Commodore's boat made him realise the error of his ways. The flag was quickly righted.



- Overhead at the Kettering Marina the day after the big blow, Albert spied *He* and *She* standing besides their two modern craft both bristling with all kinds of aerals and devices - one power (two stories tall) and one sailing (of questionable French origin).

She: Have you heard a weather report - we're thinking of going out for bit of a run?

He: No. The power is down on the marina, and there's no phone coverage.

She: Oh well, I guess we'll have to wait then...

Albert reckons neither of them had a sextant on board either!!!!!!!!!!!!

"The difference between stupidity and genius

... Is that genius has its limits"

Albert Einstein

GOING ABOUT

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

Denison Canal “fee” abolished

The tradition of passing a stubby and a gold coin to the bridge operator when transiting the Denison canal has passed. The new operator has informed a club member that the bucket is “obsolete”. So those of us with poor hand/eye coordination can breathe a sigh of relief and thank the government for providing this excellent free service.



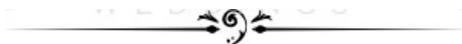
Shallows near Vansittart Island

Anyone planning to follow the route in or out of Lady Baron (Flinders Is) along the eastern shore of Vansittart Island as described in Cruising Tasmania (Brettingham-Moore) should be aware that there is at least one area significantly shallower than indicated on the chart. Refer to Notice to Mariners 165/2014 for details of a 1.6 m depth where the chart shows 5 to 10 m and which is on the track between Brettingham-Moore’s waypoints.



Barnes Bay Regatta – 5th April 2014

Conducted by the Kingborough Boating Club on Saturday, 5 April this year, the Barnes Bay Regatta incorporates several races. Racing starts at 9am from Hobart to Bligh Point. Racing in the main Barnes Bay Regatta race will start at 2pm in Barnes Bay. There will be Spinnaker and Non-Spinnaker divisions as well as a Cruisers division for those who wish to just cruise down (more for the really non-racing boats). This year the family friendly on shore activities will start in late afternoon with drinks and hopefully some special nibbles with involvement of local purveyors. Maybe even some relaxed music to enjoy with your conversation. There will be hot food from 6pm with drinks and music into the evening. Plus lots of great prizes. Entry is \$30. For more information or to enter, go to: www.kingboroughboatingclub.com.au.



ANSWER TO LAST MONTH'S
MARITIME MYSTERY OBJECT



Stainless steel bathysonde - early CTD
Used to measure water conductivity, temperature and density

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

Answer to Nautical Quiz

Name four specific kinds of shipwreck:

- **Flotsam** is floating wreckage of a ship or its cargo.
- **Jetsam** is part of a ship, its equipment, or its cargo that is purposely cast overboard or jettisoned to lighten the load in time of distress and that sinks or is washed ashore.
- **Lagan** is cargo that is lying on the bottom of the ocean, sometimes marked by a buoy, which can be reclaimed.
- **Derelict** is cargo that is also on the bottom of the ocean, but which no one has any hope of reclaiming.

(Definitions from Wikipedia)

Recipe: “Baked” Beans

Jackie Zanetti

I've adapted this from a recipe I found recently in *Cruising Helmsman*. It makes a very quick and hearty breakfast or lunch on board. Just the thing for a nippy morning! If you haven't got fresh garlic or parsley on board, dried/powdered will do. I usually bring bacon frozen in individual portions on cruises, but you could do without.

- **2 x 400g tin beans (eg butter beans)**
- **400g tin tomato, chopped**
- **1 large onion, diced**
- **3 rashers bacon, diced**
- **1 clove garlic, crushed or ½ tsp garlic powder**
- **2 tsp brown sugar**
- **1 Tbsp paprika, smoked or sweet or mix of both**
- **2 bay leaves**
- **1 Tbsp parsley leaves, chopped**
- **1 Tbsp olive oil**

Sauté onion, garlic and bacon in oil until soft. Drain the beans and add to pan. Add other ingredients except the parsley and simmer 15-20 min.

Remove the bay leaves, sprinkle with parsley and serve. Very nice on toast!





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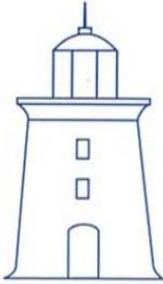
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