

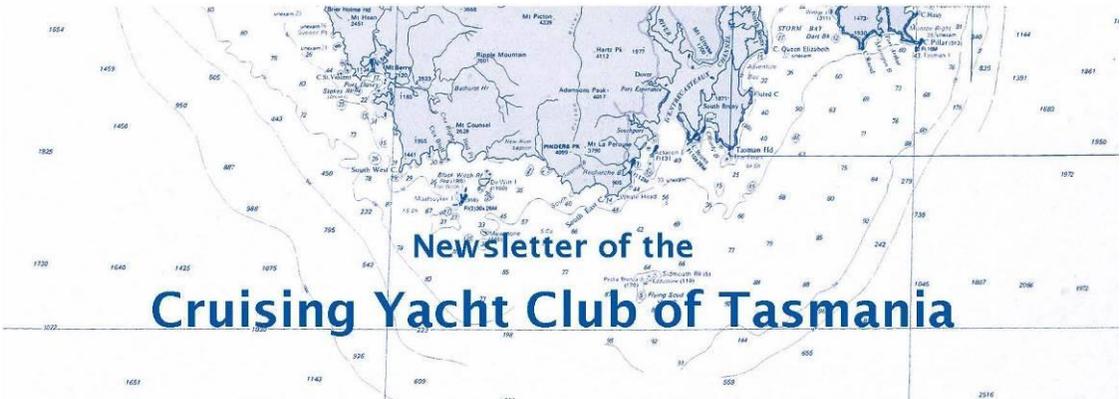
Albatross

Volume 40 No 3 April 2014



New pontoon in Quarantine Bay

Photo: J. Macdonald



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay TAS 7006

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 |
| Treasurer's Report | 7 |
| The Donald Sutherland Memorial Cruise | 8 |
| Applications for Membership | 9 |
| Welcome New Members..... | 9 |
| Introducing New Members..... | 10 |
| Jon & Alice in Matai Bay – 24 Feb 2014..... | 15 |
| Sykes Bay Cruise – 22-23 February | 17 |
| Fitting a toilet hose without stress | 18 |
| Dalliance's Delivery Trip..... | 20 |
| Cygnets Regatta – 8 - 10 March..... | 24 |
| GOING ABOUT | 27 |
| Recipe: Mushroom & Pea Risotto..... | 28 |
| March General Meeting Minutes | 30 |

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>APRIL</u> | |
| Tues 1 st | General Meeting – @ DSS 8:00pm Speaker: Jamie Mitchell |
| Sat 5 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 |
| <u>MAY</u> | |
| Tues 6 th | General Meeting – @ DSS 8:00pm |
| Tues 13 th | Committee meeting @ DSS 7:30pm |
| Tues 20 th | Women on Boats meeting @ DSS 5:30pm |

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



I've never enjoyed disaster movies, so I'm not sure why I thought watching "All is Lost" on the airplane to London would be a good idea. Maybe it was because it starred Robert Redford in the only role. It turned out to be a good choice – it was probably the slowest moving, calmest disaster movie I've ever seen! There were plenty of Hollywood generated discrepancies to quibble about and the lack of swell in many scenes seemed hardly believable, but I still enjoyed seeing how the stricken sailor worked his way through one problem after another. I'm not sure that it would appeal much to non-sailors, but it's a movie for yachties to look out for.

This month we have a quite a number of new members to welcome. Please look out for them on the water or in the club meetings and say g'day. We also have a reports from *Dalliance's* delivery trip and from Jon Nevill, who is currently cruising in New Zealand. The editor loves to get reports from members cruising distant places (hint, hint!).

The Donald Sutherland Memorial Cruise will be happening again the first weekend in April. Hopefully the weather will cooperate with us this year – if you haven't come along in the past why not give it a try? It's a lot of fun and you might pick up a skill or two – see the notice further on for details.

Also, the committee is very pleased to announce that the new expanded cruising guides are now available to members – get in early for a significant discount!

Jackie



Commodore's Report



Firstly, I would like to thank Alan for stepping in for me in my absence, and for the other Executive and Committee Members for their efforts in recent months.

I have been on holiday for six weeks, most of which was spent boating. The time spent in the Tamar River and around the Furneaux Group has reinforced my appreciation for the Channel area, with its small tides and relative lack of rocks.

The Committee is considering making an application to MAST under the Recreational Boating Fund 2014-2015 for the provision of a public mooring at Lady Barron. With strong tides and a weedy bottom, Lady Barron is reputedly not an easy place to anchor. Maintenance of a mooring in such a location is obviously a major issue – we understand that there are no mooring contractors based any closer than Launceston. Neither MAST nor the CYCT wish to be responsible for a mooring so far away: the ownership/maintenance issue seems to me to be a major stumbling block, but we can but try.

Discussion is ongoing regarding long term accommodation for the Club. As a result of a phone call between Roger Locke and the Chairman of the National Trust in Tasmania, I have approached the Chairman and am meeting with him to explore possibilities. As an aside, the Mariners Cottage still appeared to be unoccupied on 5th March 2014.

The Committee decided to make a donation to the DSS in appreciation of them providing us with meeting space. We asked the DSS for suggestions as to what the dollars could be used for, as we didn't want it to disappear into consolidated revenue. They had a number of suggestions, and the one chosen was a rostrum, with a plaque acknowledging the CYCT's contribution.

Chris Palmer mentioned at the March General Meeting that the Cruising Guide was now at the printers and should be available shortly. Our thanks are due to Chris and his fellow workers/contributors for their efforts. The Committee is discussing how many copies the Club buys in the first instance, and at what price are copies sold to whom.

Stephen

Vice Commodore's Report



Summer Cruise Programme

The long, hot summer we were promised hasn't materialized although recent weekends have been perfect for boating.

The change to the programmed Alonnah Cruise was regrettable but necessary. The alternative, with a cruise to and overnight at Sykes Cove in Barnes Bay Bruny Island, proved to be a real winner. Thanks to the suggestion from Lyn Peach we booked into The Smokehouse.

Thirty nine members and friends made the walk up from the anchorage to enjoy the sumptuous meal offered by the restaurant. It was a barmy clear evening with a magnificent outlook overlooking Sykes and Quarantine.

The Sunday barbecue was attended by thirty six members who were mightily impressed by the new Quarantine Station pontoon and ramp which lead directly to the barbecue area. A great relief to all who own RIB's.

Club boats spotted over the weekend included *Intrepid*, *Storm Fisher*, *Juliet*, *Andromeda*, *Fleur de Lys*, *Eight Bells*, *Finesse*, *Avalon of Tasman*, *Westwind of Kettering*, *Kokomo*, *Blade Runner*, *Mistral*, *Westerly*, *Rubicon*, *Parhelion*, *Easting Down*, *Pendulum* and a visiting yacht, *Africa*.

Autumn Cruises

There are lots more excellent cruises to add to your diary or calendar. At the time of writing the 150th Anniversary of the Port Cygnet Sailing Club Regatta will have been held and a group of members have already indicated their interest in attending. Also the East Coast Cruise will have been conducted and already we will have a sizable fleet.

The new Cruising Guide

Thanks to the huge amount of writing and editorial work undertaken by Chris Palmer and his group of helpers the new Guide is ready, being published and should be available to members any time soon. The end result is a superb, professional production equal to any available anywhere nationally and internationally. Members will enjoy a considerable discounted price and copies will be available widely both in Tasmania and interstate. More details will be sent to members soon.

A reminder....

With settled weather on its way, now is a great time to practice some of the skills we should have mastered or jobs we should have attended to eg: retrieval of a floating object and particularly, a person over-board; reefing the mainsail; some paper chart navigation with you at the nav station and someone else on the wheel taking directions from you; perhaps its time to let your better half make your VHF radio position report to Coast

Radio Hobart; have a go at steering with your emergency tiller; have your PFD checked and surveyed; time to replace those out-of-date flares and those rusty old fire-extinguishers and how long is it since someone has been up the mast? All tasks we overlook but are vitally important for crew and passenger safety and for the safe operation of any vessel.

See you on the water.

Alan

Rear Commodore's Report



They say it can be mistake to go back to a place of happy memories; that memory is fickle and changes can disappoint. So returning to Malaysia, where we spent two amazing years in the mid-nineties, was a risk. Would the little kampongs among the rubber plantations have survived? Would conservative Islam have a tighter grip and the tolerance that enabled very different races to co-exist lessened? Would the world's best food still incredibly good and cheap? To our delight much is the same or better. While headscarves conceal every strand of hair, young Muslim women wear the same shrink-wrap tight leggings as Australians.

Urban development hurtles ahead in the form of futuristic skyscrapers but the traditional timber houses on stilts still exist. And the food oh, the food! Prices are very cheap. The saving on the cost of a dentist's visit, with excellent treatment, repaid my airfare. Of course airline flights are the major topic as the whole country waits in suspense for news of flight MH 310 and it's 227 passengers. A sad time for a very special country.

General Meeting April 4th

It is no mean feat to sail around the world in a 26-footer. Don't miss the opportunity to meet Jamie Mitchell, a modest guy with an extraordinary story to tell. Dinner will be available as usual from 6pm.

See you all at May's meeting.

Kim

Treasurer's Report

Albatross articles from the Treasurer are unusual, mostly reflecting that there's never much to report, apart from an end of year statement of finances, however it's timely to share several items without dwelling upon the inevitably dry subject of finance.

For members (particularly newer) who may not be aware, our annual members subscriptions (\$70) comprise 96% of our income, with the balance from participation at the Wooden Boat Festival, sales of the Entertainment Book, Maritime Market, and saleable items including the Cruising Guide. So where does your subscription go? ... approximately half is attributed to production and postage of the Albatross (plus payment from advertisers) with the balance split across member social and cruising events, donations, subsidies for member training, maintenance of our Nubeena mooring, and some minor financial, & admin expenses. Generally the club achieves a small surplus each year.

Member subscriptions 2014 (due 30th June) – If you are one of the fortunate members to be cruising to warmer climates during winter months or other extended overseas holidays, consider paying your subs early (payment options are under Member Resources on our web site).

Entertainment Books will soon be available to members (for which the club receives a 'healthy' commission), orders can be placed at <https://www.entertainmentbook.com.au/orderbooks/242c666>, or email Treasurer@cyct.org.au, or catch up with me at a club meeting. This year a digital version is also available (directory, and discount card/vouchers on smartphone).

Order before 11th April and receive additional discount vouchers that can be used immediately, new books are valid from 1st June.



Vacancy !

Our club constitution limits the number of consecutive years that the Treasurer can hold the position, unfortunately my term will soon be up. Like to be involved on the club committee, with an easy role? No finance background necessary, just some basic spreadsheet skills and ability to maintain some simple finance records. Consider nominating! I can honestly say that I've thoroughly enjoyed this role and participating on the club committee over the past 3 years, and recommend it.

The Donald Sutherland Memorial Cruise **and Prize Giving Dinner**

Saturday 5th April

The Cruise: Donald Sutherland was the first Commodore of the Cruising Yacht Club of Tasmania and this annual Memorial Cruise commemorates his leadership and contribution to the fledgling Club. Donald was passionate about the Club and a passionate racing sailor. He was known use the Commodore's prerogative to alter the course and rules of races to gain an advantage over other Club competitors.

While some basic navigation is involved, the event is largely a social occasion, designed to be fun and enjoyable. There will be plenty of activity for all on board.

Assembly Time: Be in the vicinity of Little Oyster Cove (Kettering) at **09:30** and log in to *Windclimber* by VHF radio before **09:45**. Event instructions, the starting line location and other details will be posted via emails just prior to the weekend of the Cruise.

Requirements: Please have on board the latest chart AUS 173, *Cruising Southern Tasmania* editions 3 or 4 and *Browns Book of Signals*.

All members are welcome to join the prize-giving dinner at **Kettering Yacht Club**, starting at **18:00**, but booking is required.

Dinner will be catered and include choice of roast meats, jacket potatoes, salads and vegetables. Drinks available for purchase at the KYC bar.

Dinner will be \$30pp payable by paypal on the CYCT website or at the General Meeting on 1st April.

APPLICATIONS FOR MEMBERSHIP

Joy Phillips and Philip Myer
HOLGER DANSKE

These nominations will automatically be accepted within 14 days of the next General Meeting immediately following this issue of the Albatross, subject only to any Member lodging an objection in writing to the Secretary no later than that date.

WELCOME NEW MEMBERS

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

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

Joanna Harpur

I will have owned *Spirit of Freya* for 5 years this coming July 2014. She is a Jeanneau Sunfast 36 that I purchased in Sydney and brought to Port Phillip, Melbourne. I've had a few adventures doing ORCV races, some successful, some not - it is not always easy to complete a race and retiring is a matter of safety for vessel and crew. I think it was 2011 when we did the Melbourne to Launceston race and, while



Spirit of Freya

we came at the rear of the fleet in the ocean race, we fared quite well in the Tamar race - a small trophy attests to the fact.

In 2013 *Spirit of Freya* completed the West coast half of the RYCT circumnavigation and has stayed in Hobart at RYCT since. I endeavour to travel down to Tasmania once a month, being a working owner one has to juggle time and so on, but I'm really enjoying the time there. I've been to Port Cygnet a number of times and joined the CYCT for the recent Great Taylors Bay cruise. A delightful weekend, complete with 50 knots up the channel on the way back. I was very pleased I had some experienced sailors aboard that day. There are lots of cruises I would like to do, but time and work dictate. I'm hoping to join the club for the circumnavigation of Bruny Island at Easter, anything else is a bonus.

Annie Abay and Tony Giffard

We purchased *Avalon of Tasman* some 12 months ago to explore Tasmanian waterways and gain further experience at sailing before retirement adventures begin. We also use *Avalon* to live aboard at POW a few nights a week, saving on travel time from "home" in Eaglehawk Neck.

Annie has sailed as a child on the Tamar, as a young adult for Sunsail (as a hostie in Turkey) and many family boating holidays and weekend racing around Sydney harbour.

We both went to Turkey for a sailing holiday, which ignited the idea of *Avalon*. Tony, besides having been a professional fisherman for 4 years, and around boats all his life, sailed a cat from Darwin to Indonesia. *Avalon* is a Martzcraft 35' and by all accounts pretty well known in Hobart waters. We are giving *Avalon* a deserved 'make over' and taken 10 years off her 31.

Anita and Denis Planchon and family

Denis is a former French naval officer who has cruised extensively in monohulls in the Mediterranean. He and Anita spent three years cruising New Caledonian waters on a 45' Schionning catamaran, *McMoggy*, which they reluctantly sold on returning to Australia. Denis' fascination with multihulls continued in Tasmania with a Wardrop (Farrier) 22, which was recently sold to make way for a return to monohulls, although sticking with light composite construction and speed.

Anita grew up with boats in the family in and around Adelaide - a bit of dinghy racing, beach play on a caper cat, and some cruising on her parent's 24' wooden sloop, built for the Murray lakes then converted to a keel boat -and was once the proud owner of a *Mirror* on Lake Burley Griffin.

Luc and Isabelle (our kids, 4 and 2) have been aboard boats since they were born, are reasonably good about wearing their life jackets, and particularly love winching.

Our new boat, *Illusion*, a Davidson 34, is well-placed veteran of 3 Sydney to Hobarts, and is being refitted by Denis for cruising (fast) with the family.



Illusion

Margie and Craig Westlake

We are both very new to sailing having purchased our first boat in late 2008, a Lidguard 26 trailer sailer named *Karma*. We learnt the hard way, literally with the "Sailing for Dummies" book on Margie's lap and Craig at the tiller.

After some fantastic support from the members of the Cruising Yacht Club of SA we gained confidence and decided about six months later to purchase our current boat, a Duncanson 35 named *Sara II*. We have enjoyed many trips in South Australian waters and have particularly enjoyed the comradeship and wonderful experiences that being part of a Cruising Yacht Club bring.



Sara II

We have recently relocated from Adelaide and *Sara II* is berthed at Kettering. We look forward to sailing in company with members of the Cruising Yacht Club of Tasmania and enjoying all that Tasmanian waters have to offer.

Peter Timson and Lou Leol

We are both originally from country N.S.W. from the township of Young, located at the foothills of the Great Dividing Range, where we were busy establishing a vineyard, mixed farming and raising three children. We were also in full time employment as nurses in Community health and later in correctional services.



Aquaholic

After many years of drought and hardship, we relocated to the beautiful state of Tasmania where we have been for four years. Our children have grown up with one daughter in Sydney, a son in Canberra and a daughter in Tasmania.

We have discovered the wonderful variety of the Tasmanian landscape including the fantastic waterways. Most Sundays, weather permitting we are fishing around Bruny in our Fly bridge cruiser named *Aquaholic*. Both of us are interested in learning how to sail and enjoy listening to the yarns and stories of many of the more experienced folk.

We are both in full time employment – Peter in Forensic mental health and I in refugee health.

Greg Koennecke and Wendy Stothers

I've been sailing since my teens. Wendy is not so keen, but does enjoy the dinner parties on our little boat and always looks forward to entertaining at the Wooden Boat Festival. My first boat was wooden packing case with a bit of canvas sail set up in the back yard on our SA farm - I did the Sydney to Hobart several times in this and often added various scraps of wheat bag sail 'extras' to increase the healing moment and excitement level. I sailed dinghies for years until I bought a little trailer sailer and started cruising SA waters.

Bought my wonderful Waarschip 24 ft *Anodyne* in Melbourne in 2001 and have had a few adventures, single-handing Melbourne - Adelaide - Hobart, and a lot of fun racing the twilights. We've cruised Tassie in *Anodyne* a bit, including 8 days in Port Davey with four aboard - two of us slept very comfortably in the cockpit. And a couple of near death experiences when caught in big blows off the south coast.....a testimony to the remarkable seaworthiness of my little Dutch designed quarter tonner. I bought a 26ft Len Hedges design *Salam* recently in Batemans Bay as it promised to be a more comfortable cruiser for Wendy.....but *Salam* is only an average sailer and is a temporary addition to the family as I can't bear to sell *Anodyne*. The future may include trading up to a larger racer/cruiser for two.....or down to a minitransat for me and a nice motel room for Wendy!



Anodyne

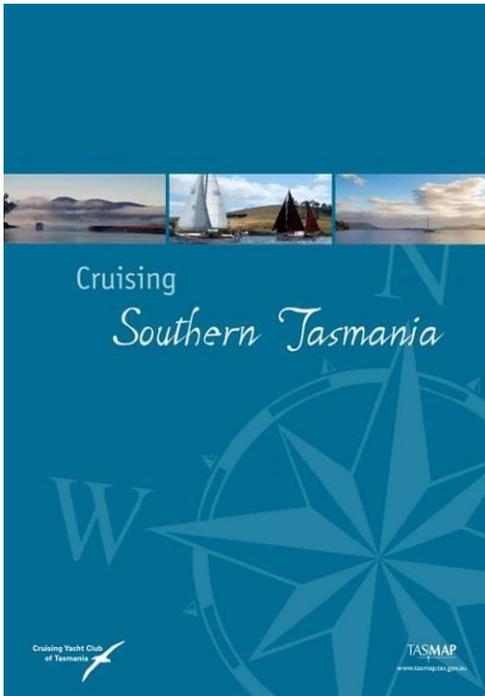


Cruising Southern Tasmania

Now Available!

The brand new, expanded edition of the **Cruising Southern Tasmania** guide is now available to members either at club meetings or on the **CYCT** website (in the members section).

Members can purchase the guide for a massively discounted price of \$30 until the end of June - after that the price will go up. At this price, there is a limit of 5 guides for each member family.



The guide will also be available to the general public at the RRP of \$38.50 through Tasmaps, bookshops, chandleries and the **CYCT**.

Look out for the public launch!

Jon & Alice in Matai Bay – 24 Feb 2014

Jon Nevill

This morning Alice (*Ocean Child's* crew) decided to lie on the warm sand of the beach. No-one around, just a few seabirds overhead... wind rustling the grass... gentle sound of the low waves breaking on the beach. Jon on the boat fixing something... perfect peace. Then up walks a horse to say hello! No sign of the owner, just a horse having its daily stroll along the beach! When was the last time you were approached by a horse on a remote beach, not a soul in sight?



Horse sulking after Alice leaves



Seagull following Alice

Alice and the horse have a good chat, all done with eye contact of course. Then she starts the 100m swim back to the boat. As soon as she's swimming, a seagull lands just behind her, and paddles with her all the way back to the boat! The seagull seems to be paddling hard to keep up.

Next Alice decides she wants fish for lunch. Must be plenty around? We put on our masks and flippers and swim to the nearest rocks. There's a cave - big and dark - it takes a while for our eyes to adjust. There's quite a swell. "Look Jon, there's light over there, there's a tunnel to another part of the bay!" "Yes, so there is - look at the way the water is surging through the tunnel, nearly closing it with each wave". "Can we go through?" Jon doesn't reply as the words "are you crazy?" go through his mind. Then the same question again, "Can we go through?" "No!" "Why not?" Unable to think of a reply which doesn't make him look like a scaredy cat, Jon says "Well, OK, if you really want to..." They swim towards the tunnel. Jon is scared by the darkness and the force of the water, and reaches for Alice's hand, but the force of the surge pulls them apart. Jon gets sucked through in just a few seconds. Alice is not so lucky and is tossed against the roof of the tunnel. She's bleeding, but not hurt badly. "Wow", she says, "that was exciting! Let's do it again!" Jon assumes she is joking. Luckily there's another interesting passage which attracts Alice's attention, and through they go, safely this time.

They swim past a rock standing like a vertical tower in 25m of water, kelp on its upper portion surging backwards and forwards with each passing wave, its top just under the

surface. Around its base in the clear water they can see a school of maybe 150 fish, each one shining in the sun as if it's made of aluminium foil, only a bright sky blue... the whole school swaying to and fro as if they were a single organism.

Jon is getting cold in his 3mm wetsuit. Alice seems to not notice the cold in her bikini. Jon returns to the boat, and Alice follows with a leatherjacket for lunch, which is promptly cooked and eaten.

After lunch they walk along the uninhabited beach to a tiny sheltered cove, where a huge tree, must be hundreds of years old, overhangs the crystal clear shallows, the sun dancing of the water. "What if I hang from this branch, and let myself drop into the water?" "I don't think so..."



On the way home in the dinghy they pass another tiny cove, it's own special boulder beach, each stone round, almost spherical, and polished, the big stones lower down, with smaller ones, about the size of a tennis ball, higher up. There are big trees immediately above the boulder beach, cormorants have come home after a day fishing to roost, their white breasts facing the sun setting in the west. There are large nests beside the roosting birds. In Australia I have never seen cormorants roosting in trees - too many predators. They generally nest on off-shore rock stacks and small islands. But in New Zealand, without mammalian predators, it has been safe for these birds to evolve what looks like more comfortable, and certainly more picturesque, nesting strategies...

Meanwhile, *Ocean Child* has been lying peacefully at anchor, in Matai Bay's protected shallows...



Sykes Bay Cruise – 22-23 February

J & I Macdonald

The weather gods were certainly with us for the dinner cruise to Sykes Cove. There was one boat in the cove when we arrived late on the Saturday morning and I'm sure they thought they had found a nice quiet spot for the weekend. They must have wondered what was going on as more and more boats arrived through the day, until by 4 o'clock there were more than 20 boats anchored.

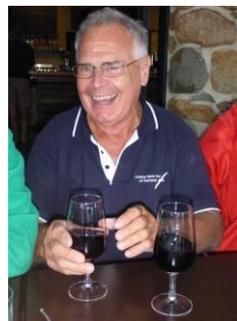
We all dinghied ashore at about 5pm and wandered the few hundred metres up the road to the Bruny Island Smoke House (BISH). I did offer to give Alan a piggy back, but he nobly insisted on struggling up on his own two feet.



Ian and Raven, our hosts at BISH, had prepared a magnificent feast for us, with their locally smoked produce. There was a variety of dips to start and these were followed by a gourmet spread of wallaby, chicken, salmon and trout all complemented by delicious chutneys and tasty bread. The evening was warm and the view from their verandah out over the bay and across to Mt Wellington was stunning. We eventually dragged

ourselves away while it was still light and everyone managed to get back on board their boats without any dramas.

The next morning dawned clear and warm with absolutely no breeze so it was a very pleasant motor over to Quarantine Bay for a BBQ lunch and a wander up the hill to have a look around the Quarantine Station. The brand new pontoon was all finished and made access to the shore a doddle. People gradually left for their various home ports after what we all agreed was a very successful weekend. Many thanks to the organisers.



Fitting a toilet hose without stress

Andrew Boon

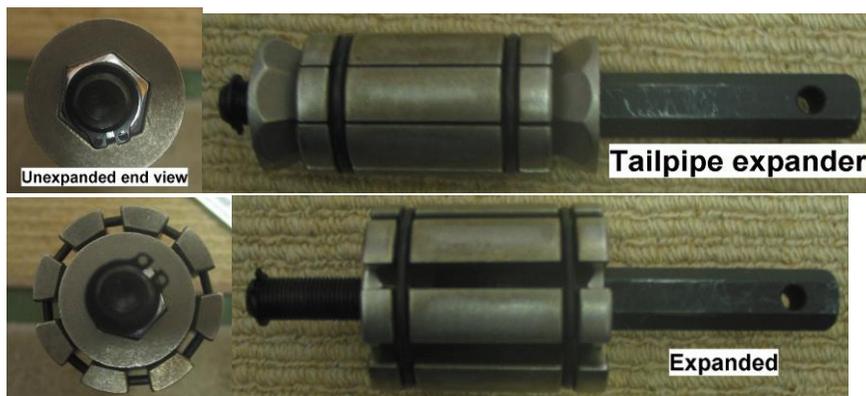
I have recently renewed the valves and hoses in the toilet and holding tank plumbing on *Juliet*. I managed to get most of the 38 mm hose (1 1/2") onto the fittings using hot water to soften the hose and brute force, but the final connection to a tail on an elbow above the gate valve on the skin fitting proved too difficult. Getting the 38 mm hose onto a 41 mm tail is an effort at the best of times but this one was in the bottom of a locker, with room to get only one hand on it, and I couldn't even get it started.

I did some googling and found this entry from *SV Carolena* in a discussion on the "best head hose to use" on the Sailnet.com forum on Gear and Maintenance:

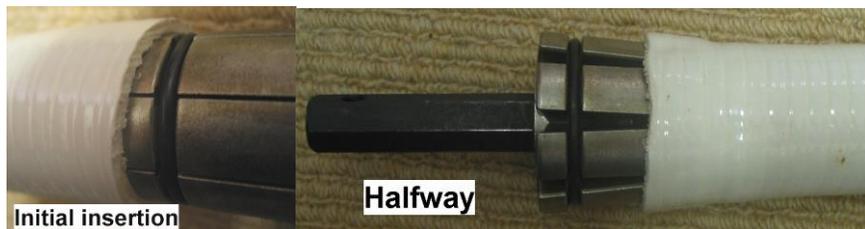
"I highly recommend purchasing a tailpipe expander to stretch out the ends prior to installing on the barbed fittings. We used one while replacing the head in our boat and it made the job very easy. Just make sure to only stretch it as much as necessary to get the hose on. At first I was concerned that the hose wouldn't return to its original shape, but we had no problems in that regard. In fact, after about a minute following installing the hose on the fittings it was almost impossible to remove even before putting on the clamps. We've been using the head now for a couple months and absolutely no leaks or odours."

Another post in Practical Sailor suggested using the same tool when fitting exhaust hose onto the tail of a skin fitting. I was pleasantly surprised to find this tool on the shelves at a shop I visit frequently for nuts, bolts 'n' other hardware and it is now in my toolbox. The toilet hose is in place, without too much exertion and no skinned knuckles.

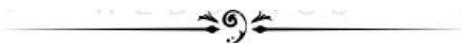
The tool is shown in these pictures. There is a cone on each end; when the shaft is screwed into the bottom cone, the outside sections (held in place by two rubber rings) are forced apart as the cones move together. This causes the overall diameter of the tool to increase from 38 mm to 64 mm.



The unexpanded tool is a tight fit in the 38 mm hose. I heated the hose with near-boiling water then pushed the tool in as far as I could and expanded it (by turning the shaft with a spanner). I then contracted the tool and pushed it further into the hose. After another expansion I managed to push the tool its full length (63 mm) into the hose and expanded it. To get the tool fully inserted, I pushed each of the outside segments individually, gaining about 0.5 mm at a time without much effort. Hold the pipe with one hand and turn the spanner with the other. Contract the tool, wriggle it out of the pipe and push the hose onto the tail. Job done!



I'm not sure that it was necessary to warm the hose before pushing the tool in but it might take a few extra steps (push in, expand, contract, push in, ...) with cold pipe.



Dalliance's Delivery Trip**Catrina and Brendan Boon**

After purchasing our Zeston 40, named *Dalliance*, in Melbourne and surviving a week of 40degree heat whilst provisioning and getting to know her, Brendan, Greg Abbott and myself set sail for Hobart. Our local guide Brian sailed with us to the heads, making our journey across the busy Port Phillip Bay much less stressful. We lunched in the quaint little town of Queenscliff before saying farewell to Brian and had time for a quick look around. Such a nice town whose old hotel, the Vue Grand, boasts a roof top bar. This hotel occasionally hosts Faulty Tower nights and there is also a Blues train which leaves from there regularly. On this trip you steam out of Queenscliff to the tones of blues musicians whilst enjoying a meal. Both sounded like fun, but on this trip we had no time to stay, the weather forecast was favourable and we were set to begin our journey.

We sailed out of Queenscliff at slack water at 6.30 pm on the 20th January, headed for Deal Island. With a 15knot south westerly breeze and a 1-2 meter swell it was ideal conditions to begin our journey. As there were 3 of us on board we decided to take 2hour watches overnight and using the autohelm we motor sailed the night away. Thank goodness we had AIS as it soon became clear that slack tide is the time to go through the heads and it wasn't long before we had several cargo ships bearing down on us. AIS took the pressure off and certainly relieved my anxiety as those lights always seemed to be getting closer. Everything is different when it's dark and it's so difficult to determine how far away those lights really are. The pilothouse ensured a comfortable night for all, although Brendan didn't seem to get much sleep, as he wasn't feeling too good so we let him rest for a while.

All was going well until about 11am the next day when it became obvious the autohelm was not working. Brendan was soon up and, after turning the autohelm off and doing a 360degree turn, it was pretty obvious neither inside or outside helm were responding. After investigating below he discovered hydraulic fluid leaking into the bilge. As fast as Brendan tried to replace the fluid it drained back into the bilge. He soon realized all steering, auto and manual were connected and therefore we had lost all steerage. Two more 360's later he located the emergency tiller and the outside helm was removed and the tiller fixed in place. Thank goodness Brendan had spent the week in Melbourne locating all of these important safety devices!! Murphy's law then ensured that the change we thought was still hours away, arrived early and it wasn't long before we were in 30 knot winds with a 3-4 meter swell. Needless to say the sails were down, it took both Greg and Brendan to hold the tiller against the force of the waves. For 6 hours they held the tiller and I tried to keep them on track with constant commands to steer to port or starboard. We surfed down the waves and at one stage I clocked 11 knots coming down a wave. Brendan says the swell was only 3 meters but I am sure it was more! We were pretty pleased to arrive safely at West Cove in Murray Pass in between Deal and Dover

Island. Once safely anchored the anxious crew made a beeline for the head before enjoying a meal and some light refreshments. The forecast for the next day wasn't looking too favourable and with temporary steering it was decided to stay two nights at our anchorage to wait for better weather before continuing to Flinders Island for repairs.

After a good rest overnight we thought it was time to launch the rubber ducky and explore Deal Island. We pumped her up and dropped it into the water only to discover that she immediately filled up with water. This dinghy had been sitting in a shed for 5 years and was only delivered to us the day before we purchased the boat. We had pumped up the pontoons and floor checking the valves before purchasing and they seemed fine, but we had neglected to put it into the water at the time. After making sure the bung was in, we hauled her back on board and discovered that where the floor and the was joined to the pontoons the seal had given way and there were two big holes... So we admired the lighthouse from the boat and only ventured out of the channel to radio in as there was no reception where we were anchored.

Rested and ready to move we left at dawn to head to Flinders. A 12 hour journey in 1-2 meter swell with light winds we motor sailed all the way. We phoned ahead to ensure a berth on the jetty at Lady Baron, and contacted a mechanic to meet us there. As it was the Thursday before the Australia day long WE the mechanic was exceptionally busy and not sure if he would be able to help us. He called us at 8pm when he finished work for the day and said he would come at 6.30 the next am! What



Brendan on emergency tiller enroute to Flinder's

service, he came as promised at 6.30 and soon found the leaky hose, and he isolated the autohelm. Meanwhile, I walked to the local shop for some fresh supplies and experienced first hand the Flinders Island hospitality. Sitting outside the shop were some locals who watched me walking with interest. A stranger wearing a stormy seas jacket bound to be from the boat with the steering issue and I confirmed their suspicions. I was rewarded with an offer of a free coffee and a lift back to the boat with the supplies. By 10 am we were sorted and moved off the jetty to a safer anchorage. The jetty is not good in southerly weather, and we sheltered behind Little Green Island just across from Lady Baron.

Andrew, Brendan's brother, on *Juliet* had joined us at Lady Baron and we spent a lazy day at anchor swapping boating tales. Just as we were settling in for sun downers, Andrew mooted moving to a better anchorage about 7 NM from where we were, on the Northern side of Cape Baron Island at Apple Orchard Point. The anchorage wasn't charted and there was a narrow channel to navigate in but someone had been there previously and said it was ok. Sundowners abandoned, we went bashing into the breeze for about 90 mins.

We successfully entered the anchorage and managed to put the anchor down. We then watched as *Juliet* placed and replaced her anchor 4 times, each time pulling up a great clump of seaweed. After the 4th attempt Brendan decided we were also dragging and collectively we decided to go back to our original anchorage. The journey home was much quicker with the wind behind us.



Juliet picking up weed on 3rd attempt

The next day brought unfavourable winds to continue our journey so we all opted to explore Lady Baron and as it was Andrew's birthday we began with lunch at the local pub. After a good feed and a chat to other visiting yachties, we all enjoyed a walk to the nearest lookout. Great views over Banks Strait and the Pot Boil, much discussion followed as to which route to take south from Flinders. It was decided we would take the channel along the North East side of Vansittart Island.

Saturday 26th we left Lady Baron at dawn headed for Schouten Passage another overnight journey with 2 hour watches. Our sail was uneventful this time and although we were grateful not to have to use the tiller, we did miss the auto helm. We arrived at Bryan's Corner around 8 am the next morning and enjoyed a good feed and welcome rest. It was a beautiful day and so we decided to walk over to Cooks Beach. It was great to stretch the legs and was quite hot on the walk. Sundowners were very welcome that evening! The next morning there was an amazing display of dolphins in the bay. After a lazy start to the day we moved onto Meredith Point sheltering from the North Westerly then moved over to Shelly Beach when the wind changed to the South West to settle for the night. It was such a lovely night we enjoyed a movie sitting in the cockpit!

Quite a few familiar faces anchored at Shelly for the night and after a morning cuppa we left for Dunalley. We went through Marion Narrows at slack water and were quite

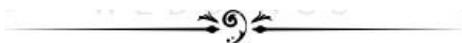
relieved to arrive at Dunalley jetty without running aground on the way. Greg's wife Kim arrived with Graeme and Julie Foale and we all went to the Pub for a celebration dinner.

The journey was not yet over and in company with another boat we navigated the Dunalley Canal at high tide for the last leg of the journey. In a light wind and hardly any swell we motored on to Hobart, putting the sails up when the sea breeze arrived. News of our arrival had travelled and we had spectators watching and waving as we sailed under the bridge, a friend paddled his kayak meet us at Geilston Bay and another was waiting to catch the ropes as we pulled up to the jetty. An emotional welcome for *Dalliance* and her crew.

It was great to be back home with our new boat and we are very grateful for all the support on our journey. As Brendan said we now have a healthy respect for skippers who just do delivery voyages!



Figure 1 *Dalliance* and *Two B* side by side in Geilston Bay



Transvesselite - a boater that starts out on a sailboat but gradually realizes that power boats are better and switches sides.

Cygnets Regatta – 8 - 10 March

A few photos from the 150th Cygnets Regatta taken by Tony Peach and Julie Macdonald:





MARITIME MYSTERY OBJECT #11



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.

GOING ABOUT

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

Quarantine Bay Landing Pontoon

Last year the Friends of Bruny Island Quarantine Station were successful in obtaining a grant from Marine and Safety Tasmania to install a floating pontoon in Quarantine Bay. This will make it much easier to get ashore, while avoiding the dinghy shredding oysters that abound!



The pontoon is now installed and ready for use.

While you're ashore, take time to visit the Quarantine Station, especially if you haven't been there in a while. FOBIQS have done an amazing job on upkeep of the buildings and new historical interpretation signs have been installed around the grounds. Even better, during the summer (October to end of April) the buildings are open every Sunday from 10:00am to 4:00pm and brochures are available to take you on a self-guided heritage walk. Volunteer caretakers are in residence and can answer your questions on open days.

For more information, visit FOBIQ at <http://www.bica.org.au/brunyquarantinestation/>.



Tank Access

Tony Peach sent in this suggestion:

For those with fuel tank clean out problems or wishing to add an access hole in a reservoir this may be a solution. Prices seem a little high so anybody that is a little enterprising could make their own.

<http://www.seabuilt.com/index.php>



Recipe: Mushroom & Pea Risotto

Jackie Zanetti

This is one of my stand-by recipes. I've always got most of the ingredients on board and this is a great recipe for the end of a long trip when most fresh ingredients are past their use-by dates!

- **1 brown onion, diced**
- **1 clove garlic, minced**
- **¼ cup dried mushrooms (porcini or mixed)**
- **½ cup dried peas (or frozen)**
- **1 cup Arborio rice**
- **2 cups chicken stock (I use Campbell's boxed stock)**
- **½ cup white wine**
- **1 tsp thyme**
- **Pinch of saffron**
- **1 Tbsp olive oil**
- **parmesan cheese**



Break mushrooms up a bit and soak with dried peas in ½ cup hot water. Heat stock and saffron until it reaches boiling point then keep it simmering. Sauté onion and garlic in oil (or a mix of oil and butter) until translucent. Add rice and stir to coat thoroughly in oil. Add wine and thyme and stir. Add mushrooms, peas and the soaking water. Keep stirring, gradually adding hot stock as liquid is absorbed. It should take about 20-30 min from start of cooking until all liquid has been added and rice is done – check by tasting a few grains – if its still chalky add a bit more water, wine or stock and continue stirring.

Serve with lots of grated parmesan cheese.

Of course I can't leave a recipe alone, so here are a few optional additions or substitutions to get you thinking:

- Bacon or chicken (sauté with onions)
- Spinach or rocket and pine nuts
- Blue cheese (small amount)

The ABC's of boating (cont'd):**V-Berth**

V-shaped double bunk squeezed into the bow of a boat. Since double bunks of any kind are rare on a boat, they sound romantic, until you actually try sleeping in one.

Watchmate

Person who shares your watch. The word mate has none of the connotations it does in intimate personal relationships - unless you have been at sea a very long time.

Yardarm

Horizontal spar mounted in such a way that when viewed from the cockpit, the sun is always over it.

Zephyr

Warm, pleasant breeze. Named after the mythical Greek god of wishful thinking, false hopes, and unreliable forecasts.

**ANSWER TO LAST MONTH'S
MARITIME MYSTERY OBJECT****Bottle stopper from the wreck *Katherine Sharer***

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

General Meeting held at DSS on 4 March 2014

MINUTES

1. **Opening**
Commodore Stephen Newham opened the meeting at 8:00 pm.
2. **Attendance**
Forty eight members registered their attendance, there were seven apologies, and two guests (new member applicants). A copy of the attendance sheet is filed with the official copy of the GM minutes.
3. **Minutes of the last meeting (December 2013).**
The previous GM minutes, as published in the February *Albatross*, were confirmed and signed.
4. **Introduction of new members and presentation of burgees**
No new member presentations this month.
5. **Vice Commodore – Alan Gifford**
Report as published in February *Albatross*.

Additional comments:

- Several successful cruises were held during the past two months including very good attendance for the Bruny Island Cruise with more than 30 attending the dinner at the BISH on Saturday 22 February. Fourteen boats attended the Quarantine Bay BBQ on the Sunday making use of the excellent and very recently installed pontoon facility funded by MAST.
 - Cygnet 150 year Anniversary Regatta is coming up next weekend. Members are requested to advise the PCSC of their attendance for BBQ catering purposes.
 - The East Coast Cruise is coming up shortly (21 – 29 March) with Tony Peach coordinating and there has been a high level of interest so far. A briefing is planned for 18 March at DSS.
 - The Women on Boats group continues to be enthusiastically supported with 24 attending the last meeting focused on the new EPA waste directives.
 - Three volunteers are requested for a subcommittee to organize the Port Huon Cruise in June.
6. **Rear Commodore – Kim Brewer**
Report as published in February *Albatross*.

Additional comments:

- Name tags – Kim advised of new arrangements for return and storage of the name tags used for GMs.

- Kim also advised that Women on Boats is not restricted to members and in fact has been a good vehicle for recruiting new members. More WOB attendees are encouraged. WOBs are planning a boat trip for late May.

7. **Commodore – Stephen Newham**

No report this month. Stephen has been away on an extended sailing trip to northern Tasmania and Deal Island.

8. **Confirmation of the Treasurer as Public Officer**

In order to update our records with the ATO it is essential to confirm the appointment of the Treasurer, Wayne McNeice as the Club's Public Officer.

According to the following motion was moved by Stephen Newham and seconded by Alan Gifford.

The Cruising Yacht Club of Tasmania confirms the appointment of the Treasurer, Wayne McNeice, as the Club's Public Officer (originally appointed by the Committee on 14 September 2011).

The motion was carried unanimously.

9. **Comments from Committee members/questions/other business**

Chris Palmer advised that the Cruising Guide should be with TASMAR by the end of this week and thereafter the Club should have copies available for sale to members at a significant discount. The new edition is a vastly improved version and several Club members contributed substantially to its preparation.

10. **Close of formal business**

The meeting concluded around 7:15 pm.

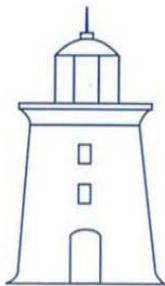
11. **Guest Speaker**

Kim Brewer introduced Lia Morris, the CEO of MAST as the guest speaker. Lia provided some background to her career leading up to her appointment at MAST and a presentation on the role of MAST. This was followed by a lively question and answer session.

On behalf of Club members, Alan Gifford thanked Lia for her participation and thoroughly enjoyable presentation.

12. **Close**

The Meeting concluded around 9:20pm.



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

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



**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

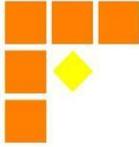
Slipping, Lift Capacity, 18 Tonne Crane, Licensed Operators

- **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**



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



**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 



Mermaid Café
Ferry Road Kettering
Lunch snacks coffee
9am – 5pm 7 days
Ph: 03 6267 4494



Absolutely unique! Handsome, strongly built Tasmanian celery top motorsailer in very good order, with the original Gardner diesel. Built for Peter Johnson, this very appealing motorsailer has just completed a passage from Brisbane and an extended cruise around Southern Tasmania.

- Very original vessel in excellent condition
- Gardner 4LK 58hp diesel. Original engine running perfectly. Original handbooks included.
- Respectable sailing performance
- Solid, fishing boat style lines and high bulwarks.
- Two double cabins; two bathrooms



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 |

