

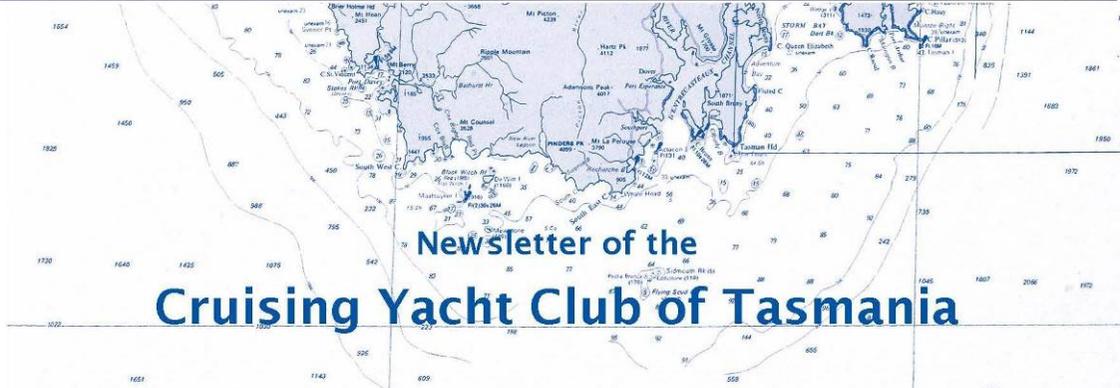
# Albatross

Volume 40 No 6 July 2014



*Gitana in the mist*

J Zanetti



Newsletter of the  
**Cruising Yacht Club of Tasmania**

THE CRUISING YACHT CLUB OF TASMANIA INC.

**PO Box 605 Sandy Bay TAS 7006**

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**cyct.org.au**

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<b>Vice Commodore</b>		
<b>Alan Gifford</b>	H 0447 250 945	<i>Eight Bells</i>
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**Life Members**

Erika Shankley

Doris Newham

Chris Creese

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



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### Cruising Responsibilities

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

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

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

<b>CYCT CALENDAR</b>	
<b><u>JULY</u></b>	
Tues 1 <sup>st</sup>	General Meeting – @ DSS 8:00pm Speaker: Police Helicopter Search & Rescue
Tues 8 <sup>th</sup>	Committee meeting @ DSS 7:30pm
Sun 13 <sup>th</sup>	Mid-Winter BBQ, Site 2, Waterworks reserve @ 11am
Tues 15 <sup>th</sup>	Women on Boats meeting @ DSS 5:30pm
Sat 19 <sup>th</sup>	Maritime Marketplace @ Kettering Hall 10:00am – 3:00pm
Tues 22 <sup>nd</sup>	Winter Forum – @ DSS 7:30pm Speaker: Matthew Millington, Batteries, chargers & solar/wind
<b><u>AUGUST</u></b>	
Sat 2 <sup>nd</sup> – Sun 3 <sup>rd</sup>	<b>Cruise: Annual Dinner, Constitution Dock</b>
Tues 5 <sup>th</sup>	General Meeting – @ DSS 8:00pm Margie Beasley & Chris Wilkie, Cruising Alaska to Chile
Tues 12 <sup>th</sup>	Committee meeting @ DSS 7:30pm
Tues 19 <sup>th</sup>	Women on Boats meeting @ DSS 5:30pm
Tues 26 <sup>th</sup>	Winter Forum – @ DSS 7:30pm Speaker: TBA

Visit [www.cyct.org.au](http://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](http://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**

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**Editorial**

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As winter sets in, Tassie hots up! That's the new paradigm and Dark MoFo has continued to draw people out of their houses for a winter solstice festival. But don't crawl back into your shell now that that's over – the still, crisp winter days offer some great cruising weather (if you don't mind motoring!) with the bonus of getting some of the best anchorages to yourselves. Last year we shared Deep Hole with a Southern Right whale and her calf in July, but otherwise we had the place to ourselves! So pack your Ugg boots and hot water bottle, fire up the diesel heater or whatever, and get out there!

I was recently contacted by Peter Williams of Friend of Bruny Island Quarantine Station, reminding us that the pontoon in Quarantine Bay is only strong enough to handle dinghies. My fault – I suggested using the pontoon to practice pulling up alongside during the WoB weekend and the subsequent photo in last month's Albatross might mislead boaties to think that it is acceptable to moor against the pontoon. Please don't do it! This is a great new facility and we don't want to break it!

This month we have a few stories relating to the Queen's birthday cruise up the Huon River, including one by 10 yr old Max Walker, some interesting news from the hardworking volunteers at Coast Radio Hobart and lots of important announcements and information. Make sure you don't skip any pages! And don't forget to get your photos in for the CYCT Photo competition – there's not much time left!

Jackie

**Winter Forums 2014**

The next winter forum is on **July 22<sup>nd</sup>** at **7:30pm** at DSS.

Matthew Millington from Eastern Shore Batteries will be discussing

***Batteries, chargers and solar / wind***

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**Commodore's Report**

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**Memorandum of Understanding with Coastal Cruising Club**

This has been signed by the CYCT and forwarded on to the CCCA. Their Commodore is currently cruising in Queensland, so there may be a delay in receiving the countersigned copy.

**Mariners Cottage**

I have heard the following from Hobart City Council regarding the Mariners Cottage:

- The lease with National Trust runs out July 2015
- Council expects TPI to use the Cottage until then, as TPI currently have nowhere else to go
- Council is/will be formulating a long term management plan for the area

Reading between the lines: after July 2015 National Trust will no longer have the lease and that is why they have not been in contact with CYCT.

**New Members Dinner**

A most successful New Members Dinner was held on Friday 13<sup>th</sup> June at the Fern Tree Community Centre.

Thanks to all those who attended, and special thanks to the organiser, Julie Macdonald

**Committee for next year**

The three Flag Officers and the Treasurer are stepping down at the AGM, and the Club needs succession planning for the Webmaster. A volunteer is worth a thousand conscripts... If you are interested in any position on Committee, please talk to a current Committee Member.

Stephen Newham

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## Vice Commodore's Report

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### Combined Clubs Queen's Birthday Huon River Cruise

This cruise was an outstanding success with over 50 members and friends in 17 boats participating. The Huon Valley folk really look after us so generously with huge meals and lots of activities. The weather was cold with light breezes and despite the current and cool drafts flowing down stream, boats managed the berthing at Cygnet, Kermandie and Franklin without mishap. It's a lovely time of year and a delight to be out and about on the water.

### Deliveries

Every so often I am asked about my availability to deliver boats between Tasmania and mainland ports. The reasons why owners can't or won't make the delivery themselves are as interesting as they are numerous. For some its work commitments, for others its lack of confidence and competence, others doubt their boat's suitability for the passage and are happy to pass the risk to someone else and for some, they simply find it difficult to draw together an experienced crew.

The experience of a delivery can be a wonderful adventure. In a safe and well equipped vessel and in the hands of experienced and reliable crew, passage-making to distant parts can be great fun and an effective way to ramp-up one's own level of expertise and confidence. But there are several "musts" to be observed for delivery passages if an offer to join the crew comes your way.

- Confirm that the vessel is sound, well equipped and well provisioned for a passage of twice the planned duration. You might need to motor the entire way. Equipment must include paper charts.
- Be certain a thorough check of the vessel and all its systems has been carried-out by the delivery skipper prior to departure.
- Ask if the vessel has holding tanks. Many destinations no longer accept simple pump-out toilets and the skipper could be fined for plying waters without an operating holding tank on board. You might also be required to return to sea for an alternative port.
- Be assured that the skipper and at least one other crew member is suitably experienced for the passage and has proven navigation skill. Ideally you would hope the skipper has made the trip previously.
- Ensure that no-one on board has deadlines to meet eg: has to be back at work by a particular time; has an appointment to attend etc. The duration of the passage might take much longer than expected due possibly, to a breakdown or the need to shelter from bad weather. A month from northern NSW to Tassie is not unusual.
- Agree on the financial basis of the passage ie: be assured the owner will meet all costs of the delivery (food, beverages, fuel and engine expenses, incidentals,

insurances, required repairs on the way, delays, air-fares and other costs associated in getting everyone back home, the basis of payment if it is to be a paid delivery etc) before committing to joining the crew.

- Know how you will be able to keep in touch with folk back home and give them a full outline of the passage before you set out.
- Take ample suitable clothing, personal and safety gear.
- Be prepared to crew in good conditions and bad, and accept that there might be several long, cold nights but hopefully, warm, balmy sunny days.
- And finally, if the skipper is the owner it's as well you know him/her well. An owner introduces different dynamics to the relationships on board and you would do well to be aware of them before you head out.

Deliveries are fun and rewarding but they are not always for the faint-hearted.

Alan

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## Rear Commodore's Report

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### Dark Mofo Cruise

Fifteen boats took advantage of Tasports' offer of a special one-night rate for Constitution Dock during Dark Mofo. Among the forty-odd participants were old hands, brand new members and prospective members with a mix of power boats, motorsailers

and yachts. And those who got out on the water in the most fabulous winter weather imaginable were rewarded with a truly memorable night. The huge crowds strolling the waterfront stopped to talk to skippers and crews all night and the message was loud and clear – they *loved* seeing the Dock full of boats. They also loved the lights decorating rigging and lifelines. *Chaika* definitely won the prize for the best display, but now the challenge has been set – who can do better next year?



*Westerly, Chaika and Meridian light up the night sky*

It was very special to have a front-row seat to this exceptional night in Hobart. The evening commenced with drinks aboard several boats, including a record-breaking 28 souls shoehorned aboard *Vailima* for a round of gluwein. Our crew of four roamed the city all evening and we did eventually squeeze into PWI for dessert at 8.30pm (along with over 14,000 others), after a tour of the Town Hall basement, TMAG and a delightful visit to Narryna House. The night ended at midnight, with an amazing concert of avant-garde music in the Cathedral where every seat was filled and people sat in the aisles.

I already have starters for a repeat performance next year and there are a few ideas for a bigger, brighter display.

### **General Meeting – July**

If you meet this month's speaker, Sergeant Damian Bidgood, on the job, his might be a very welcome face! Damien has had a 22-year career with Tasmanian Police; 20 of those as a full time member of police search and rescue. As Crew Chief for the Police rescue helicopter he has a fund of good tales to tell, but he will also give us a run-down on the Rescue services and what we should know when being rescued by helicopter.

### **Mid-winter BBQ**

No need to check the tide or the forecast; no worries about the kids getting seasick or the anchor dragging on this land cruise! Rug up, throw the wet-weather gear and sea boots into the car and join us at Waterworks Reserve for a BBQ.

Date: Sunday 13<sup>th</sup> July

Time: 11am

Location: Site 2, Waterworks Reserve, Waterworks Rd Dynnyrne

### **Annual Dinner**

The Hope and Anchor Tavern, one of the oldest licenced premises in Australia has just reopened and the Club is re-visiting the scene of an early Annual dinner. Book now to join us on Saturday 2<sup>nd</sup> August for a three-course meal in this gorgeous, unique venue. We'll be dining upstairs in a formal dining room filled with antiques and curios. If you have not visited before, you will be intrigued by this historic watering hole of old Hobart Town.

Tasports is again allowing Club boats to moor in Constitution Dock and the Club will cover all costs. It is a very short walk to the venue and there is the benefit of not having to drive home afterwards.

We are honoured to have as our guest speaker Commander Stacey Porter RAN. As CO Navy Headquarters Tasmania, Commander Porter holds the senior Navy post in the State.

**Date:** August 2<sup>nd</sup> 2014

**Time:** 6.30pm for 7pm dinner

**Venue:** Hope and Anchor Tavern at 65 Macquarie St. Hobart

**Cost:** \$45 per person

**Berthing:** One night free in Constitution Dock, a very short walk from the venue. Please notify me if you will be bringing your boat into the Dock. This is a long-standing and unique Club tradition and we hope to see as many boats as possible taking advantage of this opportunity. Gluwein and nibbles will be shared aboard before walking to the Hope and Anchor.

Details on the bridge opening times etc will be confirmed.

**RSVP:** rearcommodore@cycet.org.au on or before **July 18<sup>th</sup>**.

### **Situation Vacant – Rear Commodore**

I will not be standing for the position of Rear Commodore at the next AGM. The RC job description includes organising social activities within the club; sourcing speakers for monthly meetings, taking dinner bookings and organising events like the Annual Dinner and Christmas BBQ. Event organisation is a straightforward matter of making phone calls, meeting caterers and keeping track of bookings. Finding speakers can be more difficult but members and the Committee offer regular suggestions and the RC learns to keep an ear open for news items, searches the Internet and contacts likely organisations. Anyone can do it and this role offers the opportunity to meet a whole range of very interesting people. If you wish to see the Club continue to be an interesting meeting point each month, step up and give it a go. The previous RC, Margaret Jones offered me invaluable help and a new candidate will be able to call on both Margaret and myself for the same help and advice.

Kim



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**Letter to the Editor**

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Dear Editor,

I am writing to invite members of the CYCT to make use of the new floating pontoon in Quarantine Bay to get ashore and make your way up the hill to undertake the self-guided heritage walk of the Station. The 'Friends of Bruny Island Quarantine Station' (FOBIQS) in cooperation with the Parks and Wildlife Service has implemented a volunteer caretaker program that allows the Station to be open for visitation of a weekend during the winter and from Thursday to Monday during the summer. Our caretakers enjoy meeting visitors and showing them the historical displays at the Station. We also have postcards on sale and a brochure with a map of the heritage walk available for a gold coin donation.

FOBIQS was successful in obtaining a grant from MAST to install a pontoon and thus re-establish the original point of access to the Station and to solve the problem of oysters cutting dinghies to ribbons when trying to land on the beach. I would ask members of CYCT to be aware that the pontoon is held in place by chain to a couple of mooring blocks and whilst this arrangement is quite strong enough to hold the pontoon in place it is designed strictly for the use of tenders. To avoid the cost of re-setting the mooring blocks it would be greatly appreciated if the berthing limit of 6 meters L.O.A. is respected.

Peter Williams

Secretary FOBIQS



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## MOU with CCCA

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Last month the Commodore announced the intention to further our relationship with the Coastal Cruising Club of Australia, a Sydney based club with similar aims to CYCT, through a Memorandum of Understanding. We have had a cordial informal relationship with the CCCA for some time and a few of our members are former members of the CCCA. The purpose of the MOU is to reflect that relationship and describe areas where we can benefit from each other. You can find out more about the club at <http://www.coastalcruising.org/>. The full text of the MOU is as follows:

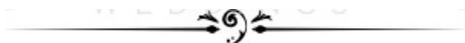
### Memorandum of Understanding (MOU)

It is desired that the Coastal Cruising Yacht Club of Australia (CCCA) and the Cruising Yacht Club of Tasmania (CYCT), (the Clubs) shall enter into an informal agreement to provide mutual assistance to each other with the aim of furthering mutual benefit between the members of the respective clubs. It is intended that this arrangement shall take place from 1<sup>st</sup> of July 2014 and will run for a period that may be terminated by the Commodore of either club giving advice to the other that such an arrangement shall cease. This MOU is not binding on either club. Rather the MOU is intended to provide mutual assistance in furtherance of both clubs' objects and rules.

The following areas of mutual assistance, but not limited to, shall form the basis of this MOU:

- A. Each club shall make available to the other club its respective moorings for the use of the other clubs members provided that any such member using the other club's moorings will observe the other club's mooring protocols and conditions of use including flying their club's burgee, observe the need to raft up with other yachts, shall not overload the mooring and will reside on the mooring for a period not exceeding that which would be inconvenient to other potential users of the mooring.
- B. Permit, where copyright allows, the re-publication of articles appearing in each other's respective publication known as the Mainsheet and the Albatross on the condition that appropriate acknowledgement is given to both the source and club of the publication and requests for re-publication are made through each clubs respective editors of those publications.
- C. Provide temporary access to visiting members at each other's club meetings on the condition that all visitors will make themselves known to the Chair of such meetings.
- D. Welcome visiting yachts from the other club at sailaways and club events where possible.
- E. Share knowledge on seamanship, navigation, technology and local suppliers of marine services, where requested to do so.

This MOU is entered into by both clubs on the authority of the respective clubs' Commodores.



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**APPLICATIONS FOR MEMBERSHIP**

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Michael and Moira Wellman  
**DAME EDNA**

Tony Cooper  
**CAROLA**

Ross James  
**SURREAL**

John and Sally Tisdell  
**FREEDOM**

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.

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**WELCOME NEW MEMBERS**

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David and Jenny Graney  
**ROCKET ALICE**

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.

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## Introducing New Members

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### David and Jenny Graney

Our "Cruising boat" is called *Rocket Alice*. She is an 8.2 metre trailerable trimaran. We bought her second hand from the guy who built her, in Adelaide, about 10 years ago. Most of our cruising has been in the Channel, with one trip to Nubeena and one to Maria Island/Schouten/Wineglass, we have also been down to Rescherche. David also does the "Long Races" and usually Cygnet Regatta.

**Jenny** races a Mirror Dinghy at Kingston Beach Sailing Club where she also organises the sailing school. She has been sailing for around 55 years.

**David** currently races an SB20 at RYCT/DSS and is a member of both clubs. He has also been sailing for about 55 years and has recently come back from a cruise down to Antartica from South America on a 60 foot Yacht.

Both David and Jenny are Life Members of the Kingston Beach Sailing Club and members of the Tasmanian Yachting Hall of Fame.



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*Two merchant marine sailors are sitting in a lifeboat in the North Atlantic Ocean a few days after having their freighter sunk out from beneath them by one of the hated U-boats. They have begun to suffer from the effects of severe thirst. The smarter of the two has been fishing and catches a mermaid. After she is hauled aboard she tells the 2 desperate men that if they promise to let her go she will grant them a single wish. Before the smart one can say anything, the dumb one blurts out: "turn the ocean into beer". The mermaid performs her duty and dives back into the ocean. The smarter sailor hits the dumb one with an oar and says: "are you daft, man, now we'll have to pee in the boat"!*

## CYCT PHOTO COMPETITION 2014

### *Every picture tells a story...*

Last year's photo competition drew more than 20 excellent entries. This year we've decided to have a theme to make things even more interesting.

So send in your best photo of anything to do with boating that fits the theme "Every picture tells a story..." to win a prize to be awarded at the annual dinner. Send in your entries (maximum two per person) as follows:

- One jpeg (~1Mb) to [editor@cyct.org.au](mailto:editor@cyct.org.au)

#### **AND**

- One print – matt, borderless, 8" x 12" with your name on the back, to Editor, Albatross , PO Box 103 Sandy Bay TAS 7006
- Submit by Friday, **11<sup>th</sup> July 2014**.

Photos will be displayed at the annual dinner and entries may be published in the Albatross from time to time.



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**A Yelp for Help (your committee needs you!)**

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As most of you are aware, each year at the annual general meeting in September we elect a committee. This committee is responsible for organising cruising and social events, producing the Albatross, maintaining the profile of cruising in Tasmania and generally making the club the fun and informative group that it is. It's not a difficult job and sometimes it isn't even that time consuming, but it is vitally important to the health of CYCT that we have enthusiastic volunteers willing to give a bit to the club.

Each year all positions on the committee are open for nomination – sometime current office holders renominate, sometimes not. This year the incumbents in the following key positions have indicated that they will not be renominating:

**Commodore**

**Vice Commodore**

**Rear Commodore**

**Treasurer**

The committee asks you to seriously consider if you can give back to your club by nominating for a position on next year's committee. The "job descriptions" for all positions can be found in the member's section of the CYCT website. So talk to a committee member about what they do. Learn about the fun you can have. Take up the challenge and be all you can be!

Nomination forms will be printed in next month's Albatross.



## Queen's Birthday Weekend

Winter proved itself yet again as a season of calm. Crews rugged up against the cold and set out for a long weekend of socialising. Some got a head start on Friday, heading to Cygnet for an evening at the Commercial Hotel. On Saturday, 17 boats arrived in Kermadie Marina, where lines were caught by the ever helpful Dean Marks. *Westwind of Kettering* was filled to capacity as Tony and Lyn Peach served up warm gluwein to all.



*Westwind overflowing with hospitality*

The Kermadie Hotel put on a great dinner and everyone retired to their bunks happy and replete.



*Cynthia Coffey feeding the locals in Kermadie*

welcome us and after rafting up or anchoring off everyone was ashore for a BBQ lunch put on by the Living Boat Trust. The afternoon was spent wandering around Franklin, returning to the chandlery for a talk about diesel engines followed by cider and wine tasting. Then off to the LBT for a demonstration of “steamed ribs” – wooden dinghy ribs, that is. The evening finished off with a scrumptious dinner put on by the LBT, and conversations long into the evening over wine and Wicked cheese.



*Brett Doubleday's steamed rib*

Monday morning we awoke to a thick fog and katabatic breezes flowing down the river. With low tide at 9:30am there was no need to get up early! A few of us stumbled out into the cold wet mist for a hot breakfast served up by the lovely people of the LBT. By 11am the fog had lifted, winds had dropped and the tide was on the rise so lines were dropped and the fleet headed for home, happy with another sociable Queen's Birthday weekend in the Huon.



*Dinner at the Living Boat Trust*



*Morning mist rises*

Boats participating: *Alida, Birrigan, Ce Ci Bon, Chaika, Eight Bells, Dalliance, Juliet, Kokomo, Luff, Meridian, Serenade, Sheenanstar, Spirit of Freya, Surreal, Westerly, Westwind of Kettering*



*Eight Bells*



*Kokomo*



*Westerly*



*Juliet*

*Serenade*



**Max's story**

Max Watson

What a weekend - an extra day off school with a long pleasant trip to Cygnet with only a stop for a fish along the way. It looked great but only one fish so we carried on and eventually found our anchorage (considering dad doesn't know what the cruising yacht club flag looks like and motored past the other members). Anchored, met up with Mum and Isabella and went to the pub for a meal.

In the morning it was a cold start (most of you might agree with that) but we still warmed up and got ready for the day, with my Mum, my sister and Daisy (dog) heading off for Hobart. Dad, Lucas and I took off for Kermadie when we got there the keel was pretty much touching the bottom all the way through the markers then when we got to the berth the bottom was a few centimetres off the bottom and it wasn't half tide, it had only just left quarter tide but the keel didn't touch the bottom that night everybody went to the restaurant and had dinner unfortunately I had baked a cake for morning tea and I wanted the cake to be surprise but dad spoiled it and everybody knew about it.

The next morning a bomb had exploded on the boat (don't worry it was only Lucas (little bro) with a bulrush just banging against the door) but the mess was huge it was like a massive puddle of water but with a fluffy sort of stuff. Dad quickly cleaned it up while Lucas and I prepared everything for the morning



*My friend the chocolate cake*

tea, then as quick as lightning we had guests on board. The cake took five minutes to cut and was demolished in 45sec (Alan if your reading this don't worry, next time there shall be another piece of cake with note saying V.I.P on it) and we needed 100 litres (not really) of water to make sure that everyone got enough coffee. Finally everyone left for their boats to get ready for the trip to Franklin.

I was excited yet a little nervous about going by myself to Franklin in the dinghy, I was cold but I survived the trip up, when I got there i saw a little channel which was Egg Island Channel I went through there and back out. Then I went over to the jetty to have a look and Laurence yelled "MAX" it gave me a fright and I accidentally moved the throttle up and almost fell out. He said "Max can you be the coast guy?" I said "Yes" so I was helping tell boats where to go and also pushing Serenade against the jetty.

That evening/afternoon I went up in the dinghy to Huonville. I passed Spirit of Freya on the way and saw the Huon River jet take off but on the way back to Serenade my hands were freezing (I forgot my gloves). When I got back it was pretty much time to go to the boat house for dinner which was amazing (I had a kids size plate but it wasn't enough (it was too good) so I got a little more and ate it and then my little brother only ate a small amount of his so I finished it off for him. Then I had what they were serving later on that night and went back to the boat to have a sleep.

Another cold start to the day but we warmed up (eventually) and got started on the way back to the MYCT marina to shut down and lock her up.



*Max operating the "dinghy tug"*

## **“Albert Ross”**

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Albert was decided to get out and about on the Queen's Birthday weekend and spotted a few “incidents”:

- As usual, there were a couple of boats who insisted on sampling the mud in Hospital Bay (again). Yup, it's sticky!
- In a strange and unexplained phenomenon, the Commodore was spied heading for Rabbit Island while the rest of the fleet was heading for Kermandie. Could it be the wind just blew him in the wrong direction?



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## Franklin Working Waterfront

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On the night of the cruise dinner at the Living Boat Trust we had a chance to hear from John Young about the Franklin Working Waterfront project.

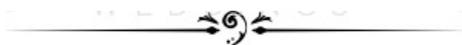
Franklin is a historic port on the Huon River. A steady stream of wooden ketches and steamers were produced between 1865 and 1925 by a group of shipyards at the northern end of the town. Since the end of the 19<sup>th</sup> century Franklin has experienced short periods of prosperity based on overseas markets for local produce, but there have been much longer periods of uncertainty and recession as external events such as the end of Imperial Preference in 1970, when Britain joined the European Common Market, and the long decline of the international demand for woodchips from 1990 to the present day led to unemployment and an exodus of young families in search of work on the mainland.

The Franklin Working Waterfront Association formed in 2001 in response to this history and to the threatened closure of the local primary school and the proposed destruction of the Egg Island canal, the oldest operational navigation canal in Australia. Volunteers researched the historical importance of the canal and have developed a vision to revitalise the working waterfront and port in Franklin for the benefit of the community.

Current activities and plans for the waterfront are wide ranging, from the the Living Boat Trust which provides a place and equipment for building and restoration of wooden boats, children's seamanship training, to the Wooden Boat Centre, which provides classes in recreational small boat building. Plans include acquiring the Wooden Boat Centre and re-establishing higher education at the Centre in the form of an Associate degree in wooden boatbuilding, building a slipway to service classic wooden vessels, and acquiring adjacent property to accommodate associated trades such as sailmaker, rigger, marine engineer, etc. There are also plans to build a topsail schooner to be used for tourism ventures as a working trading vessel.

The Association has done a remarkable job raising funds needed for these projects that will allow them to access matching government funds, but they still haven't reached their goal. Consider joining them as a member (only \$10pa) or donating to this social enterprise. More information can be found at their website:

**<http://fwwatas.org/index.html>**



# KYC / CYCT Second Annual Grand Maritime Marketplace



Kettering Community Hall  
Channel Highway Kettering  
**Saturday 19th July**  
10:00am to 3:00pm

- **Sell your unwanted nautical odds and ends!**
- **Rent a trestle table, sell the goods yourself and keep the proceeds!**

- Proceeds to Kettering Yacht Club and Cruising Yacht Club of Tasmania
- Sausage sizzle in aid of The Buddha's Smile School, Varanasi, India
- Set up—\$25 per trestle table (1800X 600) from
- 9 am, clean up 3pm to 5 pm
- KYC/CYCT members BBQ @ KYC after the event at the KYC clubhouse.

**To book your space, contact**

Hans                    on    6229 1875 or  
van Tuil                       0417 511 240

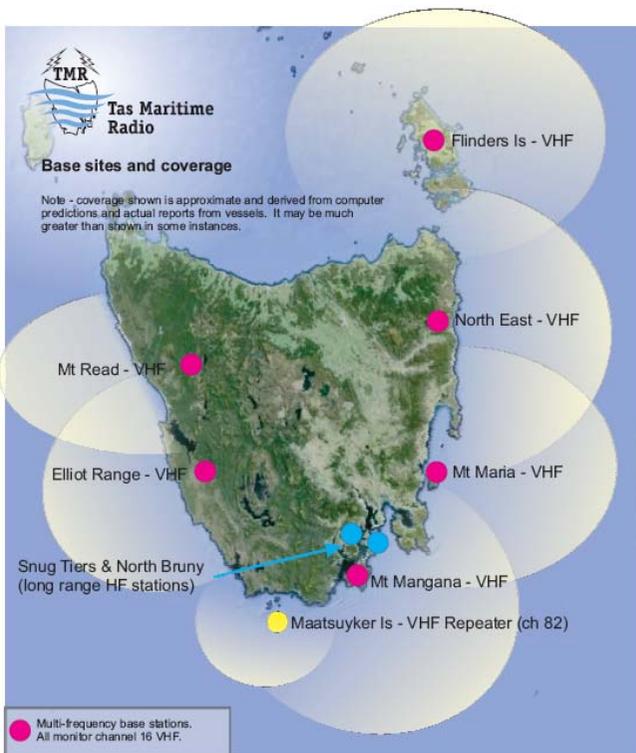
**Make  
money from  
your unwanted  
boat bits!**

## Extended Coverage and Name Change for Coast Radio Hobart

Over the last nine months Coast Radio Hobart (CRH) has been negotiating with Marine and Safety Tasmania, Transend (soon to be TasNetworks), Parks and Wildlife Service, and Icom Australia to find ways to establish a VHF maritime communication service on the west coast of Tasmania. Up until now costs have prohibited the establishment of a maritime radio service to the relatively small number of vessels in that area. However, in September last year representatives from radio manufacturer Icom visited CRH and were so impressed with the service that they arranged for the donation of an Icom Base Radio, worth around \$2,500, to enable the service to be extended to the west coast. Following discussions with Parks and Wildlife it was agreed Coast Radio Hobart could share their radio tower and hut at Elliott Range (south of Macquarie Harbour). This location would offer coverage from near the Port Davey area to waters north of Trial Harbour, but it then needed to be linked back to Hobart. Because CRH are an emergency service involved with the safety of life and property at sea, engineers at Transend found a way to provide a control link from Mt Nelson to Mt Read (on the west coast near Rosebery) and the Elliot Range base could be linked from there. John

Coles, Manager Communications Services at Transend, suggested a VHF base be installed at Mt Read as well, this also was agreed to. These two base stations, about 70 kms apart on two very high west coast mountains, would provide very comprehensive west coast coverage.

Following negotiations with Marine and Safety Tasmania, it was agreed that they would fund all aspects of the Elliott Range Base, while Coast Radio Hobart would fund and install



the Mt Read Base, together with control and interfacing systems for both bases. Following months of design and development work by CRH's Technical Director, Brian Muir, a feasible way of controlling both base stations over one link from Hobart was devised and constructed. The base at Mt Read was installed, followed soon after by the Elliot Range base.

Managing Director of Coast Radio Hobart, Barry McCann, said early tests have revealed coverage from waters near Port Davey to well north of Sandy Cape – and at least 150 km out to sea. He said that Coast Radio Hobart's VHF coverage, from seven bases, was now one of the largest in the country extending from north eastern Bass Strait, down the east coast, around the south coast and up the west coast to Temma - a significantly larger area than just southeast Tasmania. It was then felt a name that more accurately reflected the coverage area of the network was needed and so Tas Maritime Radio was chosen.

The name change and service to the west coast will become effective from 1st July.



### ANSWER TO LAST MONTH'S MARITIME MYSTERY OBJECT



#### **Whisker stay**

From old stock at RR Rex & Co. It is for a good sized vessel (such as would be used in the coastal trade). Large ring is for the bowsprit and smaller upper one is for the jib boom; the 2 thin iron rods held out the stays to counteract lateral forces on the jib boom.

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

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## New Member's Dinner

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On Friday the 13<sup>th</sup>, the committee hosted a dinner to welcome new members at the Ferntree community hall.



*Elizabeth Helm, Rob & Deb Macklin,  
Michael and Moira Wellman*



*Jo Topp, Lou Leol*



*Enjoying the feast*

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**Dark MOFO, 21-22 June**

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*CYCT boats waiting on public pontoon to enter Con Dock*



*Con Dock comes to life*



*Westwind of Kettering and new members Dame Edna and Freedom*

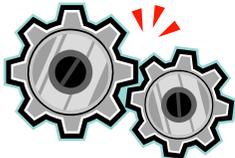


*Lew Garnham, Alan Butler and Margaret Jones enjoying gluwein on Vailima*



*CYCT lights up Con Dock*





## *The Gearbox*

### **Vacuum Sealer**

There's a classic joke about the husband who buys his wife a vacuum cleaner for her birthday for which she is less than grateful, but in my case I was tickled pink to receive a vacuum sealer. They do a better job than ziplocks (tougher plastic, better vacuum) and there seems to be no end to ideas for how these can be useful in boating. Here are a few:

- Frozen meats/fish – protects the meat from freezer burn and you pack the portion size you want.
- Frozen prepared meals for passage. Just prefreeze a meal in an appropriate size container, then pop it out and vacuum seal the block of food. They can be defrosted in boiling water, just put a cloth in the bottom of the pan to protect the plastic from melting
- Nuts and other loose nibbles.
- Spare parts, tools, spare electronics – anything that is likely to rust/corrode can be protected by vacuum sealing.
- Important papers, items for ditch bag



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## GOING ABOUT

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

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### Subscriptions Due

Just a reminder that annual club membership fees are now due.

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### Where are they now? Updates on cruising club members:

Peter & Chris McHugh (*Honey Bee*): Currently enjoying northern QLD.

Paul & Rosemary Kerrison (*Irish Mist*): heading for Indonesia. Currently in NSW

Wayne Tucker (*Casimu*): Currently in Scarborough Marina QLD on the way to Darwin. Had a bad Bass Strait crossing.

Philip Bragg & Barbara Wheatman (*Honeywind*): Aboard their new Catalina 42 in Mexico. (see article further on)

Jon Nevill (*Ocean Child*): still in Opuia, recovering from a head injury.

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### Corvina Mercy Mission

Former member Malcolm McDougall has been undertaking a project to renovate the former fishing vessel *Corvina* so that it can be used to cart relief supplies to the typhoon devastated Phillipines. For more information visit [projectphillippines.com.ph](http://projectphillippines.com.ph)

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### Congratulations

Congratulations to Alex Papij for achieving his Day Skipper qualification!

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**Troubles in the Pacific**

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Barbara Wheetman

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*This update from Barbara Wheetman and Philip Bragg was forwarded by Kim Brewer:*

We are still battling with the internet here to find a space during which we can send off emails. Unfortunately it looks as if we are not going to be able to make it across the Pacific to the Marquesas this year and on to Australia eventually.

We set off from here on Thursday May 15 with a good weather forecast and wonderful sailing weather. We had an "excellent" report from the local rigger's inspection of the boat and Philip felt he had checked everything thoroughly. However, just motoring out of Banderas Bay where the marina is situated we had a breakdown of one of the toilets on the boat. It was just newly repaired by Philip with all new parts in but it wouldn't work at all. We thought it was unfortunate but no big deal as we still had one other on the boat up forward that was working...

A few hours later he checked on the switchboard that all was OK and noticed that the automatic bilge pump light was off... Yes, it had decided to burn out and fail. Again, no big deal. He just reconnected it to another empty switch slot on the panel and it became manually operated from there. We tried to get connected to various NETS via the SSB radio which we had used at home on Honeywind. It had undergone rigid testing by our friend Eric in Hobart and we did some various checks with other SSB users over here to make sure it was all OK. It seemed to be receiving and sending out messages clearly according to all the others we spoke with. The brand new VHF radio we bought in the US was also working to perfection. We couldn't manage to get a Pactor Modem before we left but thought we could manage without it getting weather forecasts via the SSB radio nets.

The next morning was glorious sailing weather and we were progressing beautifully at 7.9 knots and sometimes a bit more under mainsail and genoa. Then we were sitting back enjoying life and saying how well the boat was performing and Philip went down below to get something and heard some swishing noises of water in the bilge... He pulled up the floor boards to check and found that the water on the leeward side was above the floor boards and filling the boat up very fast. Serious flooding! The plastic strainer on the engine raw water inlet had disintegrated. We pumped the boat out and got the bilge emptied and found that diesel smelling greasy water had poured into various parts of the boat and into his tool storage area. Philip used some wooden plywood to fix and secure the sea strainer and felt that it could see us through to the Marquesas or beyond where hopefully we would be able to get some spare parts. At this stage we tried to find an emergency radio channel to relay our position so that we could be found should anything else go wrong. ABSOLUTELY NOTHING AVAILABLE TILL LATER THAT EVENING ON SSB NETS. No-one ever replied to our calls. We then tried the VHF radio to get some

relay from other boats/ships in the area and found that some local fishermen (we assume) had the Calling and Emergency Channel 16 blocked with pop music from a radio. After what could have been a disaster was remedied, we realised that there was only us out there with a liferaft, dinghy and outboard, and EPIRB. Nobody to receive our calls should we need them. This freaked me (Barbara) out and even Philip seemed a bit uneasy...

We continued on with our trip till the next morning when the wind freshened a little and Philip noticed that the self-furling genoa had jammed itself. He managed to release that eventually and I was feeling uneasy as the boat seemed to be vibrating a lot. Philip went to check the chain plates and noticed that the starboard chain plate was suddenly looking like it had fractured. He quickly dropped all the sails and put down a halyard to the jib track to secure the mast in place and take the strain off the chain plate which was hidden in the deck. By then a sea was building a little and the boat was thumping loudly up forward due to the shape of the hull. No big deal said Philip - just the shape of the boat... Honeywind didn't make sounds or movements like these so I was feeling quite on edge.

We decided at this stage that we had no option but to motor back to our marina in Nuevo Vallarta and clear back into Mexico. We couldn't risk placing any more stress on the boat even by using the genoa, so at this point we were 230 nautical miles from where we had set off. We knew that we were in a hurricane area and had been checking satellite forecasts before we left but we could not find a radio station (or anyone) to get weather updates so all we could do was hope that the weather would be kind to us till we arrived back safely in the marina here. This was only Day 2 of the voyage so we took advantage of the gentle weather conditions which then developed and motored at 7 knots back towards the shore.

Then we noticed that the CPT autopilot which had behaved perfectly under sail was finding it difficult to maintain our course under motor. It had sheared the shear pins, so Philip replaced them with 2 new ones. After a few more hours it sheared through the next ones. He replaced them again and the same thing happened. Eventually he replaced them with some non-shear pins (which probably wasn't good for the autopilot) but it kept on working most of the time. Manually helming this boat under motor is quite heavy as it has a balanced rudder (great for sailing but makes the propeller wash makes it difficult to hand steer over a long period of time) so we thought it would have been impossible with only the 2 of us onboard to manually steer the boat for 2,650 or so nautical miles to the Marquesas and over 8,000 nm to Australia using this autopilot. We realised that we needed to get ourselves a sail-vane steering system before tackling this sort of a voyage in this boat.

The next day we saw a merchant ship in the vicinity and used the VHF to call them for a weather forecast. We told them about our problems and told them we would be heading back to Nuevo Vallarta in Mexico so at least someone knew of our whereabouts in case

anything else went badly wrong. I don't much fancy sitting in a hot black lifeboat in the extreme weather and humidity around here at the moment waiting for someone to rescue us when we set off the EPIRB... Not only were we disappointed at the bad luck we had encountered but I was feeling like all our plans and dreams were going pear-shaped and feeling very stressed by the isolation of the huge empty Pacific Ocean. I must have been grinding my teeth when asleep and now it felt like I needed some dental work done. Perhaps urgent dental treatment was going to be required once we returned to the marina... My dentist had seen me and found no problems before we left home but now I started to doubt everything. It was so hot that neither of us felt like eating much just drinking lots of cold water as the fridge/freezer on the boat was working perfectly. Philip had bought an extra 200 litres of diesel on top of that in the boat fuel tanks so we motored back arriving on the early morning on Monday May 19. Luckily our former berth was still free so we just greeted all our friends here once more who were shocked to see us back again...

We then had to go through all the clearing in formalities and costs with the Mexican authorities and had no time to rest or sleep till that evening. We were both exhausted and the weather was so hot and humid (70% humidity at the moment and it will get up to 80% soon we are told).

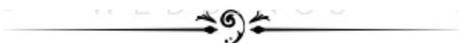
The next day we managed to find a great fitting and turning workshop in a remote area of the main city here, Puerto Vallarta, and by the following day we had our chain plate back again all very professionally fixed and machined for the equivalent of AUD\$100. 2-3" stainless steel by 3" long machined out to take 3/4" rod and nut and welded to the deck plate. Very good service and value we thought! Philip has since discovered the cause of the problem. The bolts holding the deck plates together were a little too long and therefore the dome nuts did not allow them to tighten up properly, resulting in a very small leak which destroyed the stainless steel within the deck with no signs from the outside. This probably occurred at the time of original construction. He has since checked the port side chain plates and bolts and found them to be perfect. After this incident he intends disassembling all the other chain plates on the boat to make sure they are OK.

We are well and truly into the hurricane season now and the cyclonic cells are forming and moving up the Pacific coast from Panama. We have made some enquiries for a hydrovane steering system or similar but nothing available here it seems. Philip is thinking of building one back home in Tasmania if we can't find anything suitable. We also want a satellite phone which we know vary from one brand to another and from one global area to another and are definitely not foolproof but would give us yet another means of communication with the outside world for weather and emergencies. We feel glad to be in such a great place with friends here at the marina and we have managed to get another 3 month visa from the Mexican immigration authorities so we are at this stage making up

new plans for ourselves. It seems likely that we will have to give up our long-held ideas to sail across the Pacific for the time being. We will probably head north up to the Sea of Cortes and enjoy some of the wonderful cruising areas up there and then find a place in San Carlos where we can haul the boat out of the water for a few months. We will then catch a bus through Mexico to either Dallas or Los Angeles and fly back from there to Hobart towards the end of August before our visas expire. Then in 2015 after the Wooden Boat Festival we will come back again and start all over again. Next time we will try to leave with a lot of the other boats doing the Pacific Puddle Jump (probably around March or April from here) so that we can have some company out there in the lonely Pacific.

After so many years and miles of trouble-free sailing with virtually no breakages, it seems that fate has caught up with us. So we think we ought not to complain about this situation.

Due to the appalling internet situation here we would be happy for all of you to please convey our news to others that we know. Let them all know we are disappointed but basically the Catalina 42 Mark I that we have purchased here is a good boat in so many ways and certainly sails beautifully in spite of its incredibly spacious interior. So we will explore the northern part of Mexico on the Pacific side and then see many of you back home.



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**Recipe: Russell's Mussels**

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*Spindrift III*

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Collect mussels whilst ashore at low tide. They are usually a bit further away than the oysters and in deeper water. Look for the larger ones (more than 3 inches, 75mm long), probably in knee deep water. We've found them in many places, Little Fancy Bay, Apollo Bay, Taylor's Reef, Impression Bay, Pelican Island in Deephole Bay. We don't collect from the more visited bays, as the water is not as fresh. De-beard the mussel shells, the black stringy bits need to be pulled off. Leave the barnacles, they add flavour. Recipe for 2 good appetites.

**Sauce:**

- 1 onion diced
- 2 cloves Garlic, squished
- Chopped fresh Ginger if you have it onboard Chilli (sauce, powdered or flakes, just a hint to excite the palette) Can of diced tomatoes
- 2 glasses of white wine

Slowly cook down the onion for five or more minutes in oil, while drinking one of the glasses of wine. Then add the garlic, ginger and chilli. Cook for a minute, then add the can of tomatoes and the other glass of wine. Cook down for about 10 minutes. The mussels will retain liquid, and the pasta needs liquid, so don't dry this out too much. Practise makes perfect !

Cook spaghetti in boiling water as usual.

In a large pan, (don't use a new non stick pan as it will scratch, use an old boiler you keep for cooking crayfish), boil about  $\frac{3}{4}$  inch (20mm) of water, (use a steamer if you have one), then add mussels (10 - 15 per person) and cover with a lid or foil and cook a few minutes. They open when cooked. If not opened after a few minutes, discard.

Add mussels to the tomato sauce and stir to combine, ensuring the sauce goes inside the mussel shells. Serve pasta into bowls and pour over the mussels in the sauce.

Top with any fresh green herb you have handy, coriander is good, so too is basil, but maybe parsley is probably more likely to be available when you reach out the galley port hole and pick it from the window box ?

The mussel meat could fall out of the shell, and make sure you pick up the shells from the sauce and use your tongue to get the sauce from the inside of the shell. Yummo !

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**Cruising Yacht Club of Tasmania  
General Meeting held at DSS on 3 June 2014**

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**MINUTES**

**1. Opening**

Commodore Stephen Newham opened the meeting at 8 pm

**2. Attendance**

Fifty-two members registered their attendance, and there were six guests and seven apologies. The attendance list is filed with the official copy of the minutes.

**3. Minutes of the last meeting (May 2013).**

Were in the June Albatross. These were confirmed and signed.

**4. Introduction of new members and presentation of burgee**

Two new member couples introduced themselves to the meeting:

Annie and Peter Nichols (*Luff*)

Deb and Rob Macklin (*Phronesis*).

The Commodore welcomed them to the Club, and presented their burgees.

**5. Vice Commodore – Alan Gifford**

Alan reported that we have 17 boats and some 50 people registered for the Huon weekend, and gave details. Other important cruising events were WoB and the Dark MOFO cruise, on which Kim would report (below).

**6. Rear Commodore – Kim Brewer**

Kim reported that Women on Boats has just had a very successful overnight cruise with 2 boats and 12 women, and specially thanked the skippers of the two boats, *Chaika* (Jackie Zanetti) and *Westerly* (Julie Macdonald). The challenge is to get 4 boats next year.

She noted that WoB has been a great and continuing success and has significantly raised the profile of the Club.

Kim listed members who are away cruising:

Paul and Rosemary Kerrison have departed for Vanuatu. This was reported in Saturday's *Mercury*.

Wayne Tucker is at Scarborough Marina Queensland, having survived an unpleasant Bass Strait crossing.

Barbara Wheatman and Philip Bragg are in Mexico aboard their new Catalina 42. Having aborted their Pacific crossing due to various teething issues they will be home for the AWBF then will make the crossing in 2015.

Jon Nevill is in NZ recovering from a head injury (see the June *Albatross*). Once he is able to fly, he and Sophie will come back to Australia to recover before returning to *Ocean Child*, which is in Opu.

Finally, Kim reminded members of the Dark MOFO cruise 21 June; please RSVP to Kim and pay on the website.

7. **Treasurer – Wayne McNeice**  
Wayne was an apology but a report has been received and is on file with the minutes. The finances are tracking well.
8. **Julie Macdonald, Membership Officer**  
Julie explained the system for name tags – the board is for regulars, the rest of the tags will be on a table at each meeting.  
Julie thanked Heather and Brett Doubleday who will be standing in as membership officer during her absence.  
New Members' Night will be Friday June 13th – if any new members have inadvertently not received an invitation, please contact Julie.
9. **Jackie Zanetti, Editor**  
Reminded us that there will be a photo competition, judged at the Annual Dinner, theme "Every picture tells a story"; get your entries in ASAP. Deadline beginning of July.
10. **Hans van Tuil** reminded us of the Maritime Marketplace, scheduled for 19<sup>th</sup> July at Kettering. See *Albatross* for details, book your table, and Hans and Ottmar have posters if members would like to distribute/display them.
11. **Winter Forums.** Hans van Tuil advised that these begin on the 4th Tuesday of June. The first is Laurence Bergin of Franklin Marine, on the subject of exhaust systems.
12. **Formal business closed** about 8:25 pm.
13. **Guest Speaker**  
Rear Commodore Kim Brewer introduced **Ross James** who spoke on the history of **steamship Cartela**. and future plans. Ross James is project manager for the refit of the 123' steamship *Cartela*. Former owners Roach Bros have donated her to the Steamship *Cartela* Trust – so she will be part-owned by all of us – and is to be fully restored as a working steamship.  
**History:** a few points were: *Cartela* is over 100 years old. There was a race (officially, never that: it was the Express Excursion to Green Island and Return) between ferries each Christmas Day. Early in the 20<sup>th</sup> Century, *Togo* won this, and the coveted Cock of the River trophy to be worn at the masthead. *Cartela* was commissioned with the secret design brief to beat *Togo*. She was built at Featherstons Shipyard and launched in 1912, and she beat *Togo* in 1913.  
At the time, the State was dependent on coastal ferries – "river steamers", successors to the ketches. River steamers were a unique class of vessels, adapted for Tasmanian waters.  
There are only 3 survivors, 2 of them working, and one is *Cartela*.  
She was operated by the RAN in WWI, the only RAN-operated boat from that era still running.  
She was involved in a number of colorful episodes, including the rescue of the *Inverness Shire*; and the 1926 Christmas day "Express Excursion", when a slight accident between *Cartela* and *Togo* led to a Royal Commission.

As well as ferrying and cargo-carrying duties, boats like *Cartela* sold day tickets to social events, e.g. regattas.

Speed was paramount, and *Cartela* had a huge boiler (sacrificing deck space).

**The restoration:**

Ross said that this is unique, in being planned as a catalyst for social benefits. The idea is for Franklin, traditionally a maritime centre (*May Queen* was built in 1867 where the Wooden Boat School now stands) and already home to the Wooden Boat School, the Living Boat Trust, etc., to develop a focus on heritage boat restoration.

The restoration will use a skilled crew of 8 and 4 apprentices, and it is hoped that further projects will follow.

The engine is being rebuilt already. The restored vessel will have a “package boiler”, which runs efficiently using diesel oil to heat the steam, and won’t belch coal smoke as in the pictures Ross showed the meeting.

A replica engine room will be built at Franklin, for training as well as public educational purposes. This will serve as a test bed for the engine before installation, and train operators for *Cartela*, but also have an ongoing role as the only place in Australia that can train steam engine operators.

In response to questions, Ross said that:

*Cartela* will probably sail for Franklin 24 or 26 June; Ross will advise ASAP. She would welcome company, to farewell her from Hobart and to welcome her to the Huon.

The *Cartela* has had a passenger survey document continuously for 102 years (which is unique). She is currently still in survey but suspended pending the restoration, so she won’t carry passengers on the trip to Franklin.

The Foundation has a Board of Directors, and meets all the criteria for a charitable Trust.

Transfer of ownership from Roach Bros. has been delayed until the Foundation has enough money for insurance.

Alan Gifford thanked Ross for a fascinating talk, wished the project well and expressed the Club’s support.

**14. Close**

The meeting closed about 9:30 pm.



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