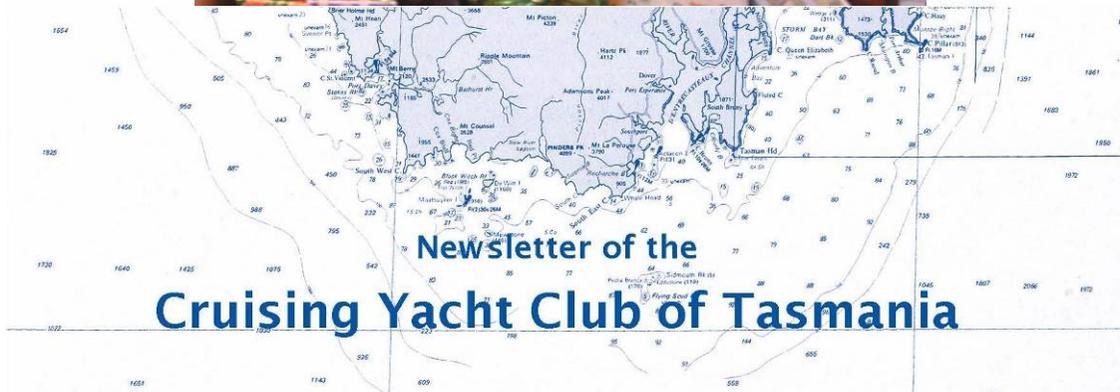


Albatross

Volume 40 No 11 December 2014



Seasons Greetings!



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

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**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	7
Introducing Old Members' New Boats!	9
<i>40 Years of the CYCT</i>	10
MONA cruise, 12-13 November	11
Twas the Boater's Night Before Christmas.....	13
Circumnavigating Bruny Island.....	15
Diesel Fuel Filtration	17
GOING ABOUT	20
There's now a hole in my bucket (boat)!.....	21
Recipe: Panforte.....	23
November General Meeting Minutes.....	24

Cruising Responsibilities

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

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

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

	CYCT CALENDAR
<u>DECEMBER</u>	
Tues 2 nd	General Meeting @ DSS 6:00pm No speaker, Christmas gathering
Wed 3 rd	Committee meeting @ MBTas 7:30pm
Thu 25 th – Thu 1 st	Cruise: D'Entrecasteaux area, NYE in Quarantine Bay
<u>JANUARY</u>	
	<i>No General Meeting or Committee Meeting</i>
Sat 10 th – Sun 11 th	Cruise: Safety Day & Progressive Dinner, Great Bay
Sat 23 rd – Sun 24 th	Cruise : Night cruise, Southport & Recherche
<u>FEBRUARY</u>	
Tues 3 rd	General Meeting @ DSS 8:00pm
Wed 4 th	Committee meeting @ DSS 7:30pm
Sun 8 th	AWBF BBQ @ DSS 6:00pm
Sat 14 th – Sun 15 th	Cruise: Stinking Beach, Great Taylors Bay
Tues 20 th	Women on Boats meeting @ DSS 5:30pm
Sat 28 th – Sun 1 st	Cruise: Coningham Beach, NW Bay

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



Advent: *a season of expectant waiting and preparation...* This year I am experiencing advent like no other year as we wait for our new floating baby and our first grandchild, both of which we hope will arrive before the next Albatross! I'm not sure which I'm more excited about, but at least one of them will be life-changing.

When you read this we'll hopefully be bringing our new boat back to Hobart from Newcastle. I've topped up on my supply of Stugeron and am hoping for fair winds and calm seas!

Just a reminder, there is no Albatross in January, so there's plenty of time to start drafting that great article for the February issue! Have a great holiday season and I hope to see you on the water!

Jackie

Guidelines for Contributions to the Albatross

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

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

Commodore's Report



We all love quoting the Rat in *Wind in the Willows*, “There’s nothing ... half so much worth doing as simply messing about in boats” but I am not sure most boat owners would agree that *all* messing about is fun. There’s been a lot of repairing, refitting, painting, anti-fouling etc. lately, and quite a few members must be feeling “The sooner that’s finished, the better”. I know of one committee member who recently lost it completely, and bored a big hole in the bottom of his boat ... but I’ll leave it to him to explain. Anyway, boats are being refloated, all clean and shipshape, and the weather is warming up, so, “there’s nothing half so much worth doing ...”

Those of you who keep an eye on mysailing.com.au will know that the racing scene is hectic this season, culminating in the Sydney-Hobart - it's exhausting just to read about it - but will also know that there have been some tragic events recently. As Tony Peach keeps reminding us, play it safe, and if you're out in heavy weather or at night, clip on! There are some great cruises planned between now and the next Albatross - I wish everyone an enjoyable summer.

This club presents awards for adventurous cruising exploits, achieved competently and safely - cruise of the year, cruising plaques, the Donald Sutherland memorial cruise - and just now we are compiling a full list of awardees over the years, to place on the website. If you have information or records that might help, please advise Jackie Zanetti or me.

I look forward to seeing many of you at our final meeting for the year, the Christmas BBQ at DSS. Fair winds!

Alan Butler.



Vice Commodore's Report



I am happy to advise that finally the mooring service company has made it to **Nubeena** and the club mooring has been serviced. We are good for another year at least. Please attempt to remember to advise me (ViceCommodore@cyct.org.au) if you do use the mooring. The committee will try to log this information in order to make the decision each year whether or not to continue with the provision of this mooring to members.

On the subject of moorings we have been advised that a MAST mooring will be installed at Lady Barron in the near future. At the time of writing this report, the mooring was not active.

Well it has been a busy few weeks around the Hobart waterfront. The visit of the "World Renowned" chefs for the culinary function at MONA on Friday 14th of November, almost clashed with the CYCT Saturday 15th cruise to Montrose Bay for our visit to the Source restaurant at MONA. On the Friday, a fleet of eleven Pennicott boats left the city and made their way to Montrose. Interestingly, after having fuelled up my boat at the Domain Slip facility that afternoon, I was laying just off shore when the flotilla of RIBS roared past. The wake left behind provided quite a vigorous ride for a couple of minutes. All this was accompanied with helicopter borne TV crews.

The lunch was excellent. There were 16 club members and 5 guests. I believe a couple of Hobart based guests have accepted our preaching and intend to join up. The other guests had flown in from Switzerland for the event. CYCT is really spreading the word!

The prior survey of the area provided the waterborne attendees with some assistance. I was a little anxious about the track I arrived on being shallower the following day due to tide level difference and decided to return on a track slightly further east in the hope of more water. This assumption was correct apart from one obstacle that popped up on the sounder reading 0.1 under my keel. Log, rock, sunken boat, I don't know. However if you go into Montrose on a boat it would be prudent to avoid Lat 42° 48.687'; Lon 147° 17.162'.

I noted that young Max Watson aboard his father's 18.5m power cruiser was again demonstrating his excellent crewing skills. It is remarkable how a ten year old could place many an older sailor at a disadvantage.

MAST conducted a flare demonstration at the MYCT on Monday 17th November which was quite interesting. They provided a lot of data on boat buoyancy as the lecture was directed towards the Game Fishing Club. However, what was emphasized was the need for vigilance. Don't ever decide on a day on the water that "It can't happen to me".

This will be the final report for 2014, and many thanks to the committee that assists in presenting all the material for members and their contributions and cooperation toward organizing events. The next report will be in the February Albatross.

Don't forget to mark your 2015 calendar for January 10 & 11 (Safety Day) that will allow you to practice with your out of date flares and subsequent progressive dinner. Also to hone your night navigation skills, the January 23-26 night cruise to Southport then on to Recherche. I will send a reminder prior to then.

May I take this opportunity to wish everyone a happy festive season.

2015 Australian Wooden Boat Festival – Help Wanted

The 6th to the 9th of February 2015 will see another wooden boat festival down at the waterfront in Hobart. As you probably all know, this event is 3 days of fabulous entertainment, and absolutely not to be missed.

The CYCT will again have a stand, giving us the opportunity to promote the club.

As always, we need volunteers to man this stand. We like to have two people in the stand together alternating on two hour shifts.

If you can possibly help out some time over the weekend it would be greatly appreciated. Unlike volunteering for some other events, manning the stand at the AWBF is a delightful experience.

No training is required. You only need to be friendly and enthusiastic about our club.

Please talk to Ottmar or Hans if you would like to participate.

Hans - 6229 1875 hansvantuil@gmail.com

Ottmar - 6229 3932 ottmar@mbatas.org.au

Rear Commodore's Report



Thanks to Val Nichols for an informative, honest and entertaining Presentation at our November meeting!

December General Meeting

Our last General Meeting for the year will be a Christmas BBQ! I hope you have all got your tickets. Wear something Christmassy to enter into the spirit. Our Guest this evening will be none other than Fr. Christmas who will come bearing gifts, don't miss the opportunity to have your photo taken with Fr. Christmas and get your own back on the grandchildren this year! We will be having some Christmas games and a quiz with a prize for the winning table.

Venue: DSS

Date: Tuesday 2nd December

Time: 6pm

Cost: \$20 pay online with pay pal on CYCT Web site. This will also confirm your RSVP. Please contact me if you are having difficulty using the Pay Pal and I will ensure you are included in the numbers for the night.

We will not unfortunately, be able to take any bookings after the 28th November

Wooden Boat Festival BBQ

We will once again be hosting a BBQ to welcome our fellow Yachties from interstate to our wonderful state and sailing waters. What a great way to end a day of festivities at the dock, sharing a sausage and beer with old friends or new acquaintances.

Venue: DSS

Date: Sunday 8th February

Time: 6pm

More details will follow via email in January!

I hope you are all able to enjoy your boats over the summer and look forward to seeing you all on the water!

Catrina

APPLICATIONS FOR MEMBERSHIP

Jon and Barbara Tucker
NEW ZEALAND MAID

Damien and Elaine Killalea
CLOSE ENCOUNTERS

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.



FOR SALE

3kVA diesel generator

I have for sale a **Paguro Compact 3000** diesel-powered generator (230 V AC) which I am removing from *Juliet*. It consists of a single-cylinder Faryman diesel engine driving an alternator in an acoustic enclosure. The inverter (water-cooled) is a separate unit. Everything you need to install it is available: cooling water inlet strainer and syphon-break, exhaust water trap, remote control panel, rubber mounts, etc. I will even have the skin fittings for the water inlet and exhaust (when I next slip the boat). Price to be negotiated but will be very reasonable. **Ph 0400 651 532** or **aboon@bigpond.com**.

More details:

http://www.volpitecno.com/dettagli_prodotti.aspx?language=en&id=71&cat=14

Introducing Old Members' New Boats!

David and Jenny Graney, *Objectif Lune*

David and I have bought a Jeanneau Sun Magic 44 with Craig Johnson and family, replacing our Farrier 27ft trailable trimaran. The new boat, *Objectif Lune*, was built in 1990 and sailed out from France by the past owner and his family. We purchased the boat in Brisbane, having checked it out during a "grey nomad" caravan trip over the winter, and are basking in the luxury! David and Craig sailed it down from Brisbane with the help of some friends and are really happy with its performance. The boat has sailed some of the wilder parts of the world's oceans, as far south as Ushuaia in South America, but so far, the new families have only cruised the channel.



David and Max

Grant Andrews, *Name TBA*

Since I lost my previous boat, *Sandshoe*, after a knockdown in Banks Straight I pondered (while watching all the meets the club has) for a few years. The temptation to build something took hold. I had only built a pram for *Sandshoe*, that being my only practise of building from plans. So, one evening I came across the lapstrake system of building a boat. Simply put, the idea is in using ply, overlapping each 'plank' hence resulting in a modern 'clinker built' look to the hull.

With further searching I came across the New Zealand designer, John Welsford. He has many designs for the home builder and supplies plans and comprehensive instructions for a build. I was immediately struck by the lines and rig of the Six Metre Whaler. That's what I am building.



Simply put, the 6m Whaler is an oversized open dinghy, a double ender, ketch rigged with massive buoyancy, an 80kg centboard, an inboard outboard and plenty of stowage. Designed primarily as a sail trainer I have ideas of cruising locally around the state and shall fit her out accordingly.

In the meantime, any members visiting Swansea are welcome to visit. And any 8 to 10 h.p. short shaft outboards on the market, please let me know.

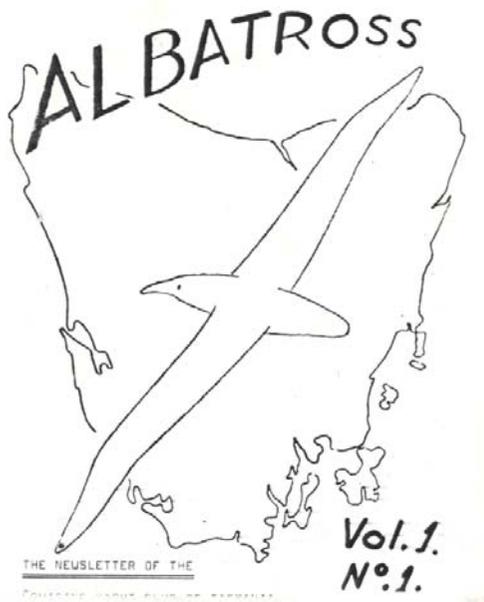
*And a good South wind sprung up behind;
The Albatross did follow
And every day, for food or play,
Came to the mariner's hollo!*

Samuel Taylor Coleridge

The Albatross must be the quintessential ocean sailor. Oh, that we could soar so effortlessly over the waves as we set our sails to the wind!

These graceful birds were suggested by Renée Mann as an emblem for the fledgling Cruising Yacht Club of Tasmania. She and her husband, Carl, were members of the Coastal Cruising Club in NSW, having sailed down to enjoy the delights of cruising in Tasmanian waters.

A monthly newsletter, also named *Albatross*, and edited by the Club's founder member, Max Redmond, was first published in December 1975. In the February, 1976 edition Max wrote "since January brought better things to do [cruising], we now return in February 1976 with many of our members still enjoying the pleasure of wind and water."



The magazine soon became the lifeline of the Club, each edition eagerly awaited, giving news of upcoming events, articles on cruising, practical hints and other items of interest.

*The Albatross ain't like a Pelican
Whose beak can hold more than its belly can.
But like most good birds
With hard cash and sweet words
It can give you more fun than the tele can.*

MONA cruise, 12-13 November

Julie Macdonald

Hobart was really buzzing on the weekend of November 15/16: the Christmas pageant, Point to Pinnacle, 'Invite the World to Dinner', Beerfest and ... the CYCT cruise to MONA.



CYCT boats gather off MONA

Arriving by boat were: Bryan Walpole and Liz Little on *Merlyn*, Mike Ponsonby, Mike Jones, Phil & Jenny Holmes on *Rubicon*, Ian and Julie Macdonald on *Westerly*,

potential new members Damien and Elaine Killalea on *Close Encounters*, David Watson and family on *Serenade* and Lyn and Tony Peach, with one way guests Damien and Kate Hope with their 3 Swiss guests, on *Westwind of Kettering*. Tony & Lyn stayed overnight in Montrose Bay and Damian, Kate and Swiss guests returned to the city on the *Mona Roma*.

Brett and Heather Doubleday also came on the ferry while Ottmar and Elizabeth Helm and arrived by car.



We were all seated and ready to start feasting by midday and, as David Walsh

entertained some famous foodies at a nearby table, we settled down to enjoy the fantastic food, wine and service that The Source is renowned for. This was a very special treat and a great way to start the festive season. After a couple of hours of thoroughly enjoyable conviviality, we wandered around some of the other MONA attractions before heading

our various ways home. *Westerly* and *Westwind* both stayed overnight – excellent holding in soft black mud.

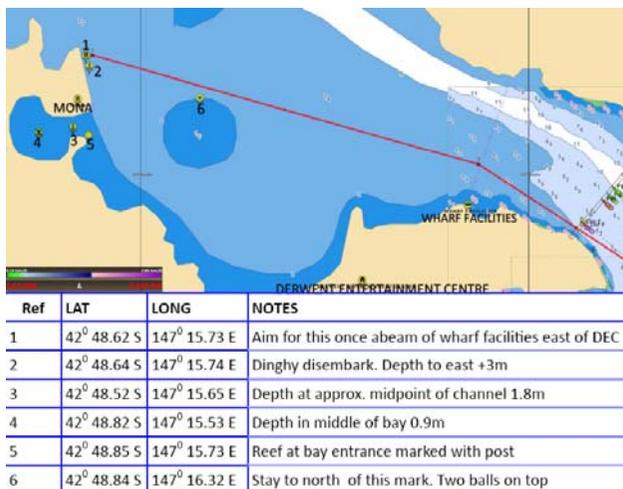


Westerly scrapes by

For us, getting to MONA by boat held two challenges: the height of the Bowen Bridge and the shallow depth of Montrose Bay. We had calculated that the boat would go under the bridge, as the lowest clearance is 14.6 metres above Mean Higher High Water and the height of our mast above the water is 14.4. However, that didn't leave much room to spare so we took Tony's advice and went under the most westerly span where there is about 17m clearance and 6m depth of water. Even though the numbers added up, all logic went out the window the closer we came to the bridge and we almost chickened out, but we held our nerve and our breath, pushed on and came out the other side unscathed.

From there, we followed the line across the bay suggested by Tony (see chartlet) and we had at least 2 metres depth (we draw 1.7) all the way to the anchorage just north of the MONA pontoons where we anchored in 3 m. Time from BYC was just on 1.5 hours.

A word of warning – *Westwind* almost hit an unmarked object on the return journey closer to the eastern shore. For the record it is at Lat 42d 48.687' Long 147d 17.162'.



Now that we are confident going under the Bowen, we plan to take guests to MONA as well as explore more overnight anchorages north of the bridge. Thanks to Vice Commodore Tony Peach for providing information and support that made the trip possible.



Twas the Boater's Night Before Christmas

*TWAS THE NIGHT BEFORE CHRISTMAS and all through the boat,
The bilge pumps were hustling to keep us afloat,
The children were nestled all snug in their berths,
(We sleep here most nights to get our money's worth)*

*As Ma read Jackie Collins and I guzzled beer,
She said "You've had enough, now come to bed dear."
Then out on the dock there arose an uproar
As I reached in the Igloo to get just one more.*

*So up went my head out of the hatch.
(Though I should have thought first to undo the latch.)
I saw stars for a moment, and as quick as a blink
My wife yelled, "See, you've had too much to drink!"*

*The moon on the water lit the marina up bright
(Which was good, since the kids had lost my flashlight.)
Then what with my wondering eyes should I see,
But a fat, fuzzy old guy in a Bayliner Capri.*

*Instead of an outboard hung on the rear,
Tied to the bow were eight tiny reindeer.
More rapid than Reggie, these coursers they flew,
And on each of their hoofs was a Topsider shoe.*

*With crashing and bashing and banging and knocking,
I knew in an instant they must be docking,
"No Dasher! Hold it, Dancer! Damn you Prancer and Vixen.
Stop, Comet! Grab a line, Cupid! Get bumpers, Doneer and Blitzen!
Look out for that boat! Watch that seawall!
Now fend off, fend off, fend off all!"*

*He was dressed in a red cap ringed with fur trim
Along with a Speedo that covered just a fraction of him.
I was shocked and astonished. What could I say?
I also go boating dressed exactly that way.*

*He then grabbed a bag, a bulging huge sack,
And hoisted it up onto his back,
He also had sponges and a mop in his grip,
As he waddled his way o'er to my slip.*

*He said "My name's Nick, and my friend, I can tell
That your gel coat needs buffing and your teak looks like hell.*

*Your vinyl needs cleaning, your lockers arranging,
Your holding tank pumping, and your oil a-changing,
You've put these jobs off for too long and you know it.
So here's all that you need. This time don't blow it."*

*Then as quick as he came, he was back on his boat,
His reindeer revving and eager to tote.
"Merry Christmas!" he called as they cruised through the night.
"And regarding the beer Joe, your wife she is right."*

(from www.bluewatersailing.com)



Circumnavigating Bruny IslandTed Cutlan & Joy Stones

Many club members would have sailed around Bruny Island and often much further. For Joy and for me it was a step towards building our confidence in both the boat and ourselves.

People warn against fixed time arrangements. There is no point being locked into sailing in bad conditions when the next day may offer the perfect cruising weather. It's good advice.

We did lock ourselves in. The decision was made to leave Kettering on Hobart Show Day and come back on Sunday. This was partly because the friends who were sailing with us had work commitments. Next we had to decide which way around we should go. For the preceding week we had watched the weather charts and we were going to go clockwise but as the days passed the pattern changed and a rethink saw us heading down the channel on the Thursday to go around anticlockwise. It was very relaxed, only frustrated by maybe not enough wind.

*Parhelion*

As it turned out we had lots of wind and found ourselves in 35 knots of North Easterly on the Friday morning as we left Mickey's where we had spent our first night. We would not normally venture out in these conditions.

Gale force winds we had met before, causing all sorts of trouble -very embarrassing and not the best way to learn! With good preparation and a little more experience this time we thoroughly enjoyed ourselves.

We set up our inner forestay and hanked on our storm sail (which hadn't previously been out of its bag). It is now our favourite sail. With a double reefed main we sailed to windward in 35 knots gusting to 39 at one point. We made 6 knots according to the GPS plotter and it felt comfortable and controlled. How many times have we been told to reef down early and sail conservatively?

We rounded the north end of Partridge, did a chicken gybe before heading down to Cape Bruny at nearly 8 knots, then across to Cloudy Bay and into the anchorage for a very

windy night. I am so glad that the first thing we did on buying *Parhelion* was to replace the 10 mm chain with 12 mm. We sleep well no matter what the wind.

There was a forecast wind change to SW for Saturday and so we utilised some of Joy's experience at women on boats. Only that week there had been a talk on chart plotters and Joy had learned about the importance of setting alarms. We set a depth minimum and an anchor drag alarm. Again these are a great aid to a good nights sleep.

The weather bureau was right and we woke to a 20 knot SW blowing straight into the bay. We motor sailed out of the bay and then sailed across to The Friars with a rolly one metre sea directly on the beam - through the islands and up to Cape Conella with the wind behind us and dropping until the final run into Adventure Bay under power.

We dropped the anchor and it was still only 11.00 am. We had a beautiful cooked breakfast which we felt we had well earned and thought, 'Why don't we keep going'? The forecast was for a very strong NE for our last day, Sunday, sailing up to Dennes Point and we didn't fancy that. Our boat is strong, heavy and safe but does not point high when sailing close to the wind.

Decision made! We set off again and enjoyed a very relaxing run up to the top of the island and spent our last night in Killora Bay.

Summing up the trip I am so glad we tested ourselves. We tested both our skills and abilities but also our decision making. As we push ourselves further we gain more confidence. The next adventure is a trip to Port Davey when the next Easterly weather pattern comes. Next year the Whitsundays!

As I wrote that last sentence I realised what a leap it is from circumnavigating Bruny to sailing the East Coast of Australia.

Oh well better keep practicing.



Diesel Fuel Filtration

Tony Peach

Should I add a water separator in series with my on-engine fuel filter?

The answer is yes, if space allows. There are a multitude of suitable systems, with RACOR probably having the best reputation. The question then is should you also add micronic filtration and again the answer is yes. I have witnessed some boats with an inline 2 micron filter before the on-engine filter, and I have experienced some vessels with 10 micron filtration prior to the on-engine filter.

Many users prefer to use a 2 micron filter because they don't want to deal with the on-engine, primary filter, and I can't say I criticize this logic. The on-engine filter is often difficult to change without introducing air into the system, it's usually expensive and sometimes very difficult to access, especially on smaller yachts. Installing a two micron element in the primary filter means that little if any dirt is making its way to the second (on-engine) filter, so any contamination is not being spread out over the two elements. Should you encounter gross contamination, you have that much less filter media with which to capture the debris. Additionally, sequential filtration has been proven to be more effective than single stage, fine micron filtration. It is standard operating practice for most diesel engine manufacturers to adopt sequential (series) filtration of sequentially reducing micronic membrane size. I understand that this approach is also used by the semiconductor and the pharmaceutical industries in order to obtain extraordinarily clean water, apparently a necessary factor for their processes.

Consequently a primary filter element of ten (10) micron then to the on-engine filter of two (2) micron) will provide a broader spectrum of contaminant collection. If a two (2) micron element were used as the primary filter, then the chance of rapid clogging when dirty fuel is encountered will cause higher suction (negative) pressures to your lift pump and possibly cause diaphragm pumps to experience accelerated wear. However, this is not caused by the two micron filter but by the negative pressure. Consequently even if you have a relatively coarse primary filter (30 micron for example) if it is not maintained, then high negative pressures could occur. Contrary to popular belief, a correctly selected clean two (2) micron element presents no greater resistance or vacuum than a clean ten (10) micron element. Just to be clear, if the lift pump experiences high fuel vacuum pressure, it's possible that its output will be impeded, which could lead to fuel starvation at the injection pump. This phenomenon in turn, because the diesel is a lubricant, could result in the injection pump being damaged.



Figure 1

I'm a firm believer in sequential filtration, which would call for the use of a ten (10) or thirty (30) micron primary filter element. This, followed up with the engine manufacturer's on-engine filter (or a high quality equivalent) will provide you with excellent successive filtration.

If you don't want to deal with service of the on-engine secondary filter, you could even consider adding another in line filter, in series, but downstream of the ten (10) or thirty (30) micron primary filter but prior to the on-engine lift pump and filter. This new filter would become your secondary and the on-engine filter would become the tertiary filter (it could be changed seasonally, at your leisure). Shown in Figure 1 and Figure 2 are Racor cartridge filters. These models have the advantage that on the top is a small in-built primer pump and bleed screw to ensure that you express any air introduced.

The following (Figure 3) photo depicts the twin Racor filters on my Nordhavn. Note the valve between the two canisters that allows you to divert from one to another for the purpose of having a clean filter immediately available and also to be able to change the dirty filter while underway if necessary.



Figure 2



Figure 3

On-engine secondary filters, on the other hand, especially those “layered” assembly type like the Volvo shown here in Figure 4 can be extremely difficult to replace without introducing air into the fuel system. The cartridge, or non-layered type can be pre-filled with fuel (make sure it’s clean) to further accelerate the replacement and air bleed process.

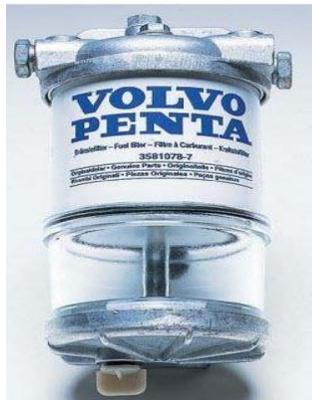


Figure 4



Figure 5

Vacuum gauges either mounted on the filter, or between the filter and the lift pump, are an excellent way of determining the health of the filter (See Figure 5). Ideally the element should be changed before the vacuum pressure reaches 7 inches of mercury. (7” Hg; or 0.2 Bar; or 23 Kilo Pascals or 3.4 PSI).

Recording vacuum gauges such as the one shown in Figure 6 are valuable tools in that they record the highest vacuum experienced by the filter at any time until reset.

These modifications, should you elect to proceed, will reduce your long term filter element costs, enable you to service your own filters, and if judiciously mounted, reduce the difficulty of replacement, all of which are a distinct advantage when long cruises are on your horizon.



Figure 6



GOING ABOUT

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

Update from Honey Bee

Peter and Chris McHugh have spent the winter cruising to and around Indonesia with the Sail2Indonesia Rally. Here is a bit of an update they recently sent in:

Since leaving Thursday Island in late July we have covered over 2100 miles (in a straight line & it's been anything but straight). We stopped at dozens of anchorages and seen amazing sights. The people have been always friendly and helpful and the bureaucracy hasn't been much of a problem despite its awful reputation.

Any sailor prepared to get a little out of their comfort zone would find Indonesia a fabulous experience. We have climbed volcanoes, seen wild Komodo Dragons, travelled a Borneo river by klotok, an Indonesian boat, for 3 days to see Orangutans, met other interesting sailors and lots of local people. The country is definitely third World, especially in the eastern half, but that doesn't detract from it being an amazing place.

Flores Island alone would provide a season long sailing destination with its amazing north coast and the islands around Rinca and Komodo. The Rinca / Komodo area is full of interesting anchorages with the added interest of the Dragons on the shore and some fabulous diving for the scuba enthusiasts.

We had been lead to expect little wind and much motoring, but, in fact, the wind has been good and we have sailed over 75% of the trip. This has lead to one of our major problems - keeping the batteries charged.

With down wind sailing, the D400 doesn't pull its weight and the relatively short days and hazy skies mean the solar panels are not giving us much output. Our fridge/freezer works hard in this hot, humid weather!!

Honey Bee has so far held together fairly well, with nothing but the usual run of minor problems. We are looking forward to a break from continuous travel when we get to Malaysia in a little under a months time.



MAST website update

MAST has a new look website – check it out at www.mast.tas.gov.au



There's now a hole in my bucket (boat)!

Leigh Miller

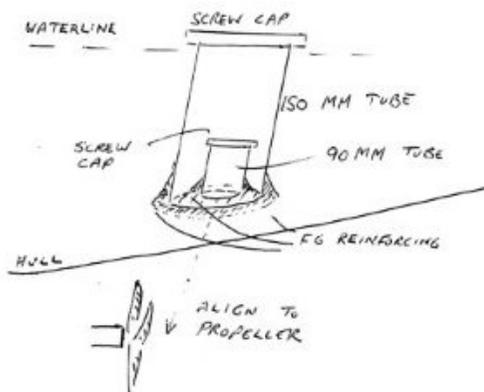
"You should patent that" said more than one keen observer when I recently put a big hole in the bottom of my boat. "Right" I said, "I'll start selling them right away as there's no production line required, no raw materials, no power needed, no overheads, no unions, no GST, no nothing! What a great product!"

Alternative opening: "All boats have holes in them but mine is bigger"!

Fouling of propellers by kelp, rope, nets or other foreign materials is quite common. Perhaps sail drives are more susceptible, but all propellers are capable of fouling. Various solutions to the problem include: diving under the boat, using a long boat hook from an adjacent dinghy or fitting one or another of the various patent devices.

Two foulings in one trip (the CYCT East Coast cruise) this year gave cause to reflect on the problem. On both I eventually employed the long boathook trick and it worked but this would have been impossible at sea in storm conditions with wind on the nose as we tried to motorsail into Fortescue Bay on the Tasman Peninsula.

After careful examination of the internal structure of my Bavaria 40 in the region of the propeller I decided on a two-tube approach. Tube one: cut a 150 mm diameter hole just aft and adjacent one side of the prop. Glass in (professional shipwright used) a 150 mm pvc tube with screw cap to take the "hole" almost to water level under the bunk framing. (This was the point when most of the hilarious commentary was heard from the various experts at the boatyard - see below). Water level would mean some serious demolition of the bunk framing, so I opted for use of an extension while the tube is in use. Tube 2: internally within the 150 mm tube place a pre-glassed base and smaller tube (90mm) with screw cap and glass solidly to the bottom of the 150 mm tube so that this base is flush with the external profile of the hull. (Now my hole is only 90 mm in diameter).



When both tubes have their caps removed, the water will rise to that on the outside of the boat and my short extension tube will ensure that the water is contained within the 150 mm tube. Now, I can actually see the propeller, note what is fouling it and prepare to remove it. I can actually reach my hand to touch the outer blade edges or I can use a knife

to cut and remove the offending matter. I have prepared several knives including a serrated edge and a long straight bladed one and these are kept for safekeeping inside the main tube! They also have attached line to prevent accidental dropping while working on the prop.

After clearing of the propeller, replace the inner cap then pump out the water remaining in the 150 mm tube and replace the screw cap on this tube.

Further uses for the hole as suggested while on the slip and under construction: several people suggested it might make a good fishing opportunity. Others thought that one could dangle the illicit substances in a bag down there when customs comes aboard; someone suggested testing for the presence of sharks before going swimming over the side (I think they thought that if my hand got bitten off then I'd know not to go swimming). No doubt others will have further great ideas. Perhaps the *Albatross* should run a competition along these lines. The prize could be a free hole! I'm quite happy to provide one.



ANSWER TO LAST MONTH'S
MARITIME MYSTERY OBJECT



Nansen bottle

a device for obtaining samples of seawater at a specific depth

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

Recipe: Panforte

J. Zanetti

An Italian Christmas treat that, in my opinion, beats fruitcake hands down!

- **125 g almonds**
- **125 g hazelnuts**
- **60 g dried apricots**
- **200 g dried fruit (I use pear, fig, pawpaw, pineapple)**
- **50 g candied mixed peel**
- **2/3 cup plain flour**
- **2 Tbsp cocoa**
- **1 tsp cinnamon**
- **60g dark chocolate**
- **80 g (1/2 cup) sugar**
- **200 g honey (I use leatherwood for a Tasmanian touch!)**

Line 20cm round cake tin with baking paper (or use rice paper on bottom).

Toast the nuts on a dry frying pan (optional) and chop roughly. Combine nuts with chopped fruit and peel, flour, cocoa and cinnamon in a bowl.

Melt chocolate in double boiler. Heat honey and sugar in a separate pan over low heat until sugar is dissolved. Bring to boil then simmer for 2 minutes. Combine chocolate and honey mix, then add to other ingredients. Mix quickly as the dough is sticky and hardens as it cools.

Spread the dough in the tin – I use a greased spatula to spread and flatten it. Bake for 30 minutes at 150°C. Cool and then store it wrapped in cling wrap – keeps at room temp for ages!

Dust with powdered sugar before serving. It's very rich, so cut small slices!



**Cruising Yacht Club of Tasmania
General Meeting held at DSS on 4 November 2014**

MINUTES

1. Opening

The meeting opened at 8 pm, Commodore Alan Butler presiding.

2. Attendance and apologies

Sixty-two members signed the attendance sheet. There were eleven apologies, and five guests. The attendance sheet is filed with the official copy of the minutes.

3. Minutes of the last meeting (October 2014).

The Minutes were published in the November *Albatross*. These were confirmed and signed.

4. Business Arising from those Minutes

There was no business arising from the Minutes.

5. Minutes of the AGM (September 2014)

These were published in the October *Albatross*. According to the Club's handbook that they should be ratified at the October meeting, but we neglected to do this. This meeting ratified the AGM minutes and they were signed.

6. Introduction of new members and presentation of burgees

The following new members were welcomed to the Club and presented with their burgees, and said a few words about their sailing histories.

- **Phil and Wendy Kennon** (from Victoria: formerly *Credence*, now *Schouten Passage*) have been members since 2010 but never been presented with their burgee; this was rectified at this meeting. They were our hosts at *Wave Station* where we had our Christmas function last year.
- **Gordon and Janet Armstrong** (*Nuage*)

7. Vice Commodore's Report – Tony Peach

Tony reported that the Barnes Bay cruise went well.

There are 21 registered so far for the MONA cruise and the deadline is approaching. Nubeena mooring – Southern Mooring Services will service the Nubeena mooring in the next 2 or 3 weeks, depending on weather.

Two moorings going in at Lady Barron will be ready for use this summer – check MAST website.

Fish farms – members have been urged to make representations.

Corvina – Philippines project presented at last meeting – there are two fund raising functions being organized.

Fishing licences are due now!

8. Rear Commodore's Report – Catrina Boon

Christmas meeting is to be at DSS at \$20 a head, not \$30 as advertised. It will be a fun event; two previous RCs are helping with this. Wear something Christmassy.

It is important that members advise Catrina if coming for meal prior to meeting.

9. Treasurer's Report –Alex Papij

Treasurer advised that everything is on track.

10. Other business.

Kim Brewer – Women on Boats. Geoff Cordell will be guest at next meeting to present information on chart plotters and how to use them, and give people hands-on practice.

Chris Palmer – Australian Wooden Boat Festival next February is calling for volunteers. You can register on the AWBF website. Chris thought that applications for stands (the Club has made an application which has been “provisionally accepted”) will be confirmed soon.

11. Formal business closed about 8:30 pm.

12. Guest speaker: Catrina Boon introduced Val Nichols.

Val and her family have lived in Tasmania since 1984. In 2004, with just a couple of years sailing experience behind them, she and her partner Pete Davies committed to build a 32ft wooden Bristol Pilot Cutter with local Shipwright and friend Chris Burke. Four years later Aziza was launched. Whilst loving the sailing that Hobart life offers, Val became keen to experience the expanse of an ocean and the adventure of a long distance sailing race that might test her endurance and extend her sailing skills. Fuelled by enthusiasm, naivety and a modicum of sailing experience Val signed up to participate in Legs 4 and 8 of the Clipper Ventures Round the World Sailing Race 2013 - 14.

Val's photo presentation shared experiences, insights and personal reflections of her experiences living aboard PSP Logistics in the Southern Ocean, Sydney Hobart Race, North Atlantic and North Seas and the foggy English Channel. Her delightful presentation was followed by a number of questions.

Leo Foley thanked Val on behalf of the Club.

13. Next Meeting

The next GM will be on 2 December at DSS, 8 pm. *(There will be a Christmas BBQ at 6.00 pm preceding the meeting. Refer to the website for details.)*

14. The meeting closed about 9:40 pm.

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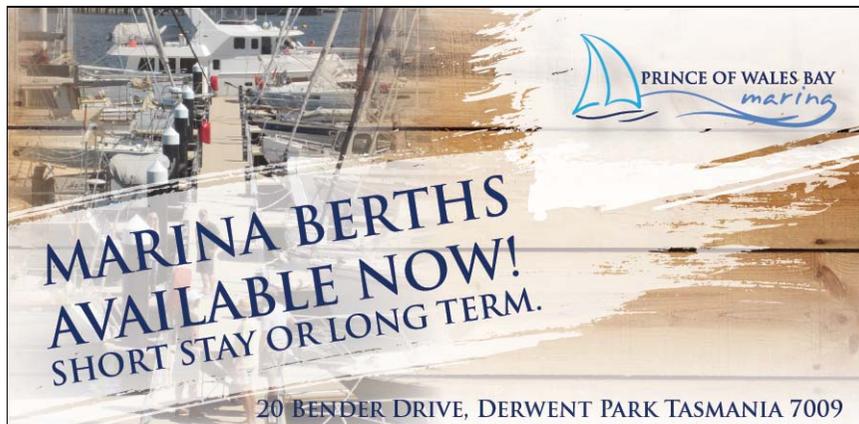


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