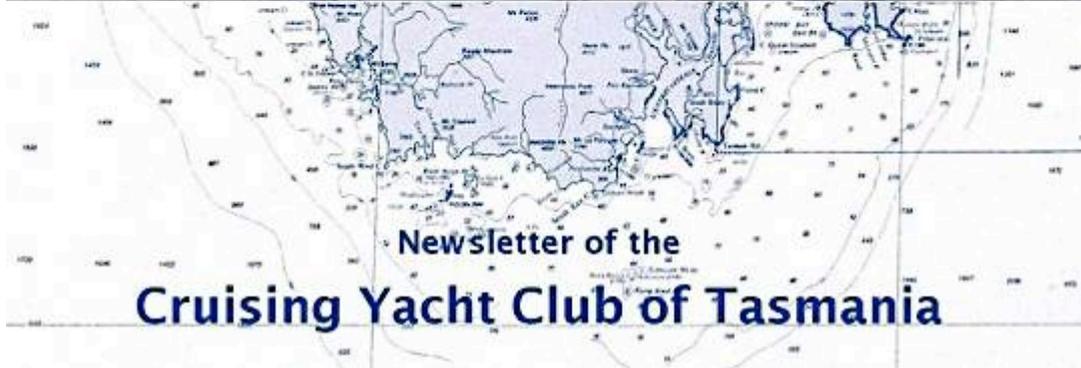


Albatross

Volume 43 No 3 April 2017



Newsletter of the
Cruising Yacht Club of Tasmania

PO Box 605 Sandy Bay TAS 7006

cyct.org.au

Committee Members

Commodore

Andrew Boon M 0400 651 532 *Juliet*

Vice Commodore

Sheenagh Neill M 0457 396 143 *Tahiti*

Rear Commodore

Catrina Boon H 6243 9268 *Dalliance*

Treasurer

Alex Papij H 6223 4639 *Rusalka*

Secretary

Judith de la Mere H 6223 5266 *Sheokee*

Editor *Albatross*

Christian Narkowicz M 0434 996 566 *Tahiti*

Committee

Darryl Ridgeway H 6265 5310 *Sarnia, Wathara II*

Brian Walpole H 6224 8815 *Merlyn*

Membership Officer

Julie Macdonald H 6247 9569 *Westerly*

Warden and Albatross mailing

Chris Creese M 0400 520 588 *Neptune*

Quartermaster

Elizabeth Helm H 6229 3932 *Intrepid*

Life Members

Erika Shankley

Dave Davey

Chris Creese

Kim Brewer

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



Cover page: *Maybe* (Jill and Gary Butterfield) off Schouten Island during the recent east coast cruise, with Bear Hill in the background (image Rosemary Kerrison)

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Not a CYCT Member?

Then download an application form from the Club website or 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!

Club Moorings: See p. 38

CYCT CALENDAR	
<u>APRIL</u>	
Sat 1 st	Great Bay National Clean Up Australia Day. Contact Sheenagh Neill
Tues 4 th	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Guest speakers for this meeting will be Dorothy and Stephen Darden and their topic will be "Cruising in a Catamaran"
Wed 5 th	Committee Meeting @ 7.30 pm
Sat 8 th	New Norfolk Autumn Festival Cruise Led by Brian Walpole. Planning for this cruise is completed. Please contact Brian directly
Tues 11 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron. Topic: Coastal Navigation
Thurs 13 th – Tues 18 th	Donald Sutherland Great Bay Easter Cruise. Easter cruise in company down the Channel. Cruise leader Andrew Boon
<u>May</u>	
Tues 2 nd	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron
Wed 3 rd	Committee Meeting @ 7.30 pm.

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 Tas Maritime Radio informed of their location, destination and plans during the course of any cruise.

Editorial



Another busy month for Club members in March and another jam-packed Albatross. I really enjoy the editor's job when articles just keep rolling in from so many enthusiastic contributors.

Sheenagh and I joined Paul Kerrison's east coast cruise for a week or so. We first spent a couple of nights on the Club mooring at Nubeena. This mooring is in a nice location and we highly recommend its use by other members. Once we oriented the image of its position, obtained from the website, it was easy enough to find. While manoeuvring *Tahiti* to pick up the mooring we came across a poorly marked mooring nearby that was almost invisible in the dark. Sheenagh sent an image of it and its location to MAST who took immediate action to contact its owner and demand action be taken to bring it up to standard. MAST seems to be very receptive to issues around moorings at the moment. Nubeena offers good facilities including a floating jetty to land at, electric BBQs, a range of retail stores in town, an RSL club and a supermarket up the road. Also, in common with most Tasmanian settled areas, plenty of blackberries that made a delicious blackberry pie. One benefit of sailing with a dog is the resultant walks through small towns, up plenty of side streets and along country roads. I get to see so much more of the places that one might usually just drive through.

We had four very enjoyable days in Port Arthur. In addition to Club members and a couple of other cruising boats (now new members!) we had the company of a number of different cruise ships over these four days, including the maiden Tasmanian visit of *Queen Mary 2*. While these provided a bit of activity to watch, with multiple tenders going to and fro with passengers continuously, and no doubt they benefitted the historic site and tourism operators, they also generated a lot of noise. There were overly-loud PA announcements that were loud even as far away as Tramway Road, and engines/generators that did nothing for the tranquillity of Ladies Bay. And it has to be just a matter of time for the dirty bunker fuel used by these ships to be banned from use in Australian ports, as it has been in many other jurisdictions. Fortunately the smoke was largely blown away from us towards the Tasman National Park where walkers complete the Cape Pillar to Denman's Cove leg of the Three Capes Walk.

It was quite a shock for me to see the state of the marine environment in Fortescue Bay. The last time I dived there, only a few years ago, the weed and abalone were in great shape. This time, not only has the kelp forest gone from the bay, but the near-shore littoral zone was looking pretty ordinary. The seaweeds generally do recover in winter but the number of urchins and the relative lack of abalone indicate a pattern of change for the worse. Sheenagh and I had a swim in Riedel Bay, Maria Island, and the water was so warm we could have been in NSW. Paul said Recherche water was also unusually warm when the cruise was there. Change is happening.

Christian

Commodore's Report



My report this month is brief as I have been enjoying the beautiful late summer conditions, with a trip to Port Davey and, as I write this, at anchor in Schouten Passage en route to the Furneaux Group.

Thanks to Rear Commodore Catrina for chairing the March general meeting in my absence. We had to abandon the March committee meeting for want of a quorum as too many of the committee were away sailing. However, the business side of the Club continues with individual officers doing their jobs efficiently in the background. Thanks everyone, and keep on cruising!

Speaking of people doing jobs, we are looking for members to take on some of the committee roles. At the AGM in August, all positions will be declared vacant and some incumbents are not eligible for re-election (due to 3-year maximum terms) while others have indicated that they will take a break. Start thinking now whether you would like to be a part of the group leading our Club and consider putting yourself forward for election.

I look forward to seeing some of you over the Easter break, when I will be coordinating a cruise in the lower Channel area. Some years we have advertised this as a 'round Bruny' cruise, but have rarely had conditions suitable for the circumnavigation. That option remains open this year if conditions and forecast are favourable, otherwise we will probably bump around the Great Taylors Bay anchorages (not literally, of course!).

Andrew Boon



Gunung Inerie the largest volcano on Flores Island (image Chris McHugh currently cruising Indonesia)

Vice Commodore's Report



Our Indian summer is starting to show signs of losing to the cooler days of Autumn. Yet the CYCT extended cruises are still continuing. It has been a privilege to have been able to go with both Tony Peach and Paul Kerrison on their well planned and executed cruises this summer. Paul certainly had amazing weather for his cruise. Everywhere we went this summer we met long-term members and new members and prospective members enjoying our wonderful waters. I've sailed and motored into Fortescue Bay many times but it was special to sail in there with other CYCT members. We anchored in Canoe Bay near our next-boat-neighbours from BYC, Maria and George (*Gypsy Soul*), who joined us all for a BBQ ashore, which was very convivial. George's family has quite a history associated with Fortescue Bay and Tasman Island. Worthy of an article when *Gypsy Soul* joins CYCT.

Lew Garnham is still exploring the Furneaux group anchorages at the time of writing this report. Brian Walpole and I are preparing for our cruises for April.

The good news is we are running more cruises in April. There is the Great Bay Australia Day Clean Up with 11 boats registered to help clean up Great Bay (12 if you count Tony Peach's effort before the official date). Brian Walpole has 12 boats registered for the Autumn Festival and Dinner at New Norfolk cruise up the Derwent through three bridges. Finally we have the Don Sutherland Easter cruise led by Commodore Andrew Boon. To get the full benefit of our club please consider joining one of the April or May cruises.

Sailing and training support. I've had a steady number of very experienced skippers put their hands up to support new-to-cruising skippers, which is fantastic. I'm still looking for more to put their hands up please? Please e-mail me if you have some spare time to answer questions, go for a sail with someone or just be a sounding board for other members.

We have had several members register for our transit of the Denison Canal and Marion Bay Narrows practical exercise which will be held later this year. Committee member Bryan Walpole is intending to host some practical forums on sea and water safety for later in the year and Alan Gifford is writing his second and third articles on good offshore skipper skills to make for a happy cruising boat.

A reminder to all CYCT members: you are able to apply for a grant to help you complete a recognised training course to the value of 20% of cost or a max of \$50 per year. Please contact our treasurer Alex Papij if you wish to apply for this support. (recognised sailing courses) .

I look forward to seeing you out on the water

Sheenagh

Rear Commodore's Report



Andrew Morgan, Managing Director of Hydrowood, our guest speaker for the March General Meeting, gave us an interesting presentation about the recovery of the precious timber lost when the Pieman River was dammed. It was great to hear how the project developed into a successful business from an idea mooted between friends. We have all been invited to visit the logging site on the Pieman and see the project in action for ourselves. Having been to the area in the past, I for one would love to go back and explore more! Read all about it on his website: <http://hydrowood.com.au/>

Long-standing Club members Dorothy and Steve Darden will be our guest speakers for the April General Meeting. Dorothy and Steve have been cruising abroad for many years on their catamaran *Adagio*. Come along and hear about some of their most memorable experiences and what life is like cruising on a catamaran. If you would like a glimpse of their life aboard *Adagio* and read about some of their adventures check their website out: <http://adagiojournal.com>

We have lots of interesting speakers lined up for the next few months, but I am always happy to hear from club members your ideas for guest speakers for our General Meetings.

Hope to see you on the water sometime, before this lovely weather leaves us as the winter approaches.

Catrina



Summary of Hydrowood presentation to CYCT (images from Andrew Morgan's presentation)

Letters to the Editor

Good radio procedure on the VHF Marine Band is important because this is an international band and every ship or vessel in survey is required to monitor Channel 16 at least. If you haven't noticed, our ports are regularly visited now by ships from overseas, and I think we should be setting an example to other users, not behaving ignorantly.

If you don't have a Marine Radio Operators Handbook, get one and read it. They are expensive perhaps, but libraries have them. No one cares whether you use pro-words or not, but they care if you use wrong channels. Learn the difference between simplex and the two frequency channels for repeaters. I have heard club members trying to use channel 22 for ship to ship. Channels below 20, including 9, are mostly for port operations, so you could be interfering with them without even knowing it. They can hear your 25 watt signal but you may not hear handhelds running 5 W. The channels to use for ship-to-ship conversations are 72, 73 and 77.

Importantly, learn how to handle emergency calls. The ACMA website has excellent videos.

Lastly, if you are calling Tas Maritime Radio or another vessel, they will recognise their name easily, while yours is unfamiliar, so always say your vessel name or call sign three times even if you don't do so for them. Every operator of a marine radio should have the appropriate Certificate of Proficiency, but even if you don't, please set a good example.

Albert Ross

Good points. We have more radio use information on p 32 and a radio operations forum coming up with TMR. But, being new to the CYCT, I still can't fathom just who is this Albert Ross fellow? ed

Guidelines for Contributions to the Albatross

The Albatross thrives on members' contributions. Here are a few guidelines to assist you but please contact the editor (editor@cyct.org.au) if you have any questions or suggestions.

- Submit articles as a Word document, ideally less than 1600 words.
 - Boat names should be *italicised*.
 - Images: please send uncropped images separately from the text – not embedded
 - Please send up to 8 images. I may not use them all but I like having a few to choose from (editors license) and some could be suitable cover shots or page filler.
 - Photos must be your own or clearly attributed and should include a caption.
 - The deadline for each month is the 20th (there is no *Albatross* in January).
-

I was shocked when I kayaked Mickey's Bay and saw beneath the water what appears to be a highly stressed / dying ecosystem. There is an opportunistic brown micro alga that is stifling all the seaweed, no exaggeration. Warming waters no doubt have a role and there may be a seasonal trigger, but I also believe that nutrients from yachts and the fish farm (Partridge Is - Tinpot) get trapped in there and don't adequately flush out. I've been following this up with IMAS, MAST, DPIPWE and the Reassessment Team but it certainly brought home the consequences of inadequate environmental practices when boating, as dubious objects passed me in the water.

Legislation on boats and sewage was passed in 2013 and there was some discussion about this at the time, with Hans leading one of the winter workshops on how to install a holding tank. More recently WOB held a meeting on a range of plumbing options and marine composting toilets are said to be quick to install, problem free, less smelly than holding tanks and not dependent on infrastructure. In effect, best practice. However, there seems to be complacency on this issue as well as a sense that it requires too much effort to discharge tanks at Constitution Dock or Port Huon. Shepherd's Plumbing report that there have been no requests for installation of composting toilets or holdings tanks since this legislation was passed, that 'it's made no difference.'

I think this is a hugely important issue. It's one thing for us to point fingers at the fish farms, but it's hypocritical when we're adding to the impact in waters around Tasmania. I think it would be timely to remind members of the EPA directive at:

<http://epa.tas.gov.au/Documents/Final%20Signed%20Sewage%20Management%20Directive%20-%2018%20December.pdf>.

Would it be possible for you to run an editorial on this issue or reproduce the directive?

Fiona

I think many of us have seen this particular alga floating around or washed up in various bays around the Channel and other areas. While it is difficult to determine the reason for what appears to be the reasonably sudden prevalence of such an alga it is possible that it is acting as an indicator of water quality and environmental conditions. I have contacted Craig Sanderson, a local expert on algae, for more information about it. As for holding tanks and toilet systems on boats, that is an issue in its own right. I believe the legislation comes into force next year, so people who have not yet considered upgrading their toilet systems may have to think about it before much longer. There is talk of having a forum on this topic in the next CYCT forum series. The issue will need action from more than boat owners. Yacht clubs and commercial marinas may also need to consider the needs of boat owners to make compliance with the legislation more practicable by providing pump-out facilities. The TV ad showing direct dumping of faeces into Okehampton Bay is not far short of what could be happening in many popular anchorages around Tasmania. ed

East Coast Cruising in Company Feb 19 – Mar 12 2017 Paul Kerrison

Sun 19th - After a very tiring but successful Australian Wooden Boat Festival both Rosemary and I immediately felt ourselves relaxing from the moment we stepped aboard *Irish Mist* and headed south down the Channel to Southport. Already anchored in Deep Hole at Southport were *Pandora*, *Close Encounters* and *Maybe* and later in the day *Galadriel* arrived. That evening all gathered in the rotunda ashore where introductions were made, welcoming new members Gary and Jill Butterfield from *Maybe*. With permission from the train driver we made use of the gas BBQ on site courtesy of the Ida Bay Railway, gas bottle supplied by Gary. Earlier in the day, some took advantage of a return journey on the Ida Bay Railway.

Mon 20th - Everyone walked to Southport Lagoon. All except Damien, Rosemary and myself returned to the boats. We continued on to the lagoon entrance, then north along Bluff Beach towards George III monument, returning along the monument track to Deep hole. However, the heavens opened as a stiff SSW change came through whilst we still had 4 km to walk. Arriving back at the anchorage wet and bedraggled we found that the others had already departed as arranged, with *Galadriel* returning home up Channel. So, following suit, we upped anchor and headed south. All boats overnighted at Cockle Creek then moved to Coalbins in the morning to a more sheltered spot out of the wind.

Tues 21st - Sun was out but wind was still up. A quiet day with everybody doing odd jobs. Morning coffee on *Pandora* where we were joined by club members Terry and Jill Long on their new boat *Maristo*. They and several other boats were on their way to Port Davey. Sundowners were enjoyed on *Irish Mist*. There were now 17 boats in the Bins.



BBQ at the Coal Bins (image Rosemary Kerrison)

Wed 22nd – A beautiful morning and an empty bay after a mass exodus at about 0300 hrs. Gary and Jill caught their first ever crayfish: great excitement (two in the pot, one keeper). During the morning *Xantia* joined the cruise. A lunchtime BBQ ashore saw everyone enjoying a feast of beer-battered fish, accompanied by abalone courtesy of John (Chef extraordinaire) and Helen Bridgland.

Thurs 23rd - An early start for most, with all enjoying an easy sail to the Friars before running into a NNW of 30 plus kts running straight down the coast of Bruny. At 1330 hrs all except *Close Encounters* (Damien) were anchored in Quiet Corner, Adventure Bay, most taking a walk ashore to get an ice cream or 'paper before gathering for sundowners on the beach at 1700 hrs. Damien, who had waited for the wind, arrived with impeccable timing. With the wind forecast to abate overnight it was decided that an early start in the morning would be the go.

Fri 24th - All enjoyed a beautiful morning sail in wind from WNW at 8-10 kts across Storm Bay to Cape Raoul, eventually anchoring in Ladies Bay, Port Arthur at ~1200 hrs. John Bridgland caught a tuna off Cape Raoul and on arrival proceeded to cut it up and distribute to all in the bay, plus bringing sashimi ashore for all to share at that night's BBQ. Delicious.



Rounding Cape Raoul (image Christian Narkowicz)

During our 4 days here, apart from having great weather, many varied walks, fishing, and sundowners on the beach, we enjoyed the sight of 3 cruise liners, including *Queen Mary II*. Hot scones, jam and cream were served to all at Cmdr Boon's shack, courtesy of Judy. Damien, who was experiencing problems with his anchor winch, took advantage of a lift by road back to Hobart on Saturday with a dismantled winch and returned Monday to reassemble the repaired winch, enabling him to continue the cruise. *Willyama* and *Tahiti* joined the cruise, whilst *Sheokee* and *Vitesse* were able to join us for a short time. *Xantia* left to return to the Channel, hoping to re-join the cruise at Maria Is.



Where is the candelabra? Civilised dining at Canoe Bay (image Sheenagh Neill)

Tues 28th - Leaving Port Arthur we enjoyed easy conditions to Tasman Island however the last 8 miles up to Fortescue Bay was a punch into a NE sea and northerly wind of ~18 kts making conditions a little uncomfortable. Including two other boats there were now eight boats anchored in the calm of Canoe Bay. Being hot many took to the water for a swim. This was followed by a seafood extravaganza (crayfish compliments of Christian) and bbq (Gary's Baby Q) onshore. What with tables and tablecloths the only thing missing was the candelabra. Whilst onshore a group of 60 or so students from St Pat's College, Launceston, arrived to take in the view before walking on to Fortescue to camp the night.



Early morning departure from Fortescue Bay (image Christian Narkowicz)

Wed 1st - Next morning after awakening to a fabulous sunrise over the Hippolyte Rocks and having motored most of the way on a glassy sea, the fleet anchored in Shoal Bay, Maria Island, as a sea mist rolled in from the east almost obscuring the island. As the mist gradually burnt off, Westerly joined the fleet, so it was all ashore for a walk on Riedle Bay Beach before a boules competition back on Shoal Bay beach.



Boule on the beach at Shoal Bay (image Sheenagh Neill)



Paul is far too modest. He and Sheenagh took on all-comers in a very competitive boules tournament. Despite intense competition from some boules desperados, Paul and Sheenagh won out, with a close second being the incoming tide that was lapping at the edges of the court as they played the final end. Ed

Winners are gridders (image Christian Narkowicz)

With a forecast SW change to come through late Thursday it was decided to keep moving north.

Thurs 2nd - Next morning after bidding *Tahiti* good bye (unfortunately work called) most were underway towards Schouten Island around 0900 hrs, anchoring in Crockets at 1330 hrs having enjoyed a great sail on a steady SE breeze of 10-15 kts. Some crews stopped to try their luck fishing for flathead, with success. An absolutely beautiful day and clear waters had many in swimming soon after arrival.

Fri 3rd – Saw Damien, Jill, Julie, Rosemary, Christine and me scaling Bear Hill with a visit to the beach on the return leg. Others walked the beach to Morey's and return. The afternoon saw more swimming and evening Sundowners and BBQ onshore with other visiting yacht crews and the relief park ranger. With a favourable weather forecast it was decided to make a visit to Coles Bay the next day and dine at Freycinet Lodge.



On top of the Bear with the fleet below (image Damien Killalea)

Sat 4th - Enjoying a steady SE breeze of 10-15 kts all boats arrived in Coles Bay early pm, anchoring off the north end of the beach, allowing most crews to go ashore to replenish stores etc. or enjoy a chat and latte at the café before moving over towards the lodge later in the day. Accessing the Lodge by way of their pier that night everyone enjoyed themselves and had a great night.

Westerly, whilst anchored in an apparent wide-open space amongst the existing moorings, managed to snag the bottom chain of an obsolete mooring with no surface buoy. John Bridgland came to the rescue, helping Ian rig a trip line on his anchor allowing him to free the boat relatively easily. However this serves as a warning to all about anchoring amongst moorings and not knowing what lurks below.

Sun 5th - Before heading back to Schouten Island on Sunday morning Damien, Jill, Julie and I scaled Mt Amos only to be thwarted by being greeted at the top by sea mist and drizzle which rolled in from the east as we reached the summit. This made the top half of the descent damp, slippery and very tricky which called for much sliding on our backsides in the first instance to ensure a safe return. At one point unfortunately, Jill managed to badly stub her big toe. As is Murphy's law, when halfway down the skies cleared and it turned into a beautiful day. Whilst we were doing this others strolled up the Wineglass Bay saddle track. Later in the day, after all had returned to Crockets, it was sundowners aboard *Westerly* with a bowl of Thai green curried mussels courtesy of Rosemary for all, along with two platters of crayfish courtesy of Gary and Jill amongst other accompaniments. All had a very good time. We had 13 persons in the cockpit, very snug, with two visitors from the yacht *Allusive*).

Mon 6th - Damp overcast day: each to their own, reading, fishing, sleeping, maintenance etc. *Close Encounters* left us to head south. Christine and Ian invited all for drinks aboard *Willyama* at 1630

hrs where we were all treated to turmeric squid rings compliments of *Pandora*. No sun to put to bed today but a very pleasant interlude in a bit of a dull day. With a forecast northerly change to occur Tuesday pm we decided to return to Shoal Bay via a stopover at Darlington.

Tues 7th – 0830 hrs left Crockets with a steady breeze from the SE at 10-12 kts. All enjoyed another good sail, arriving at Darlington ~1230 hrs. Spent time ashore exploring the old settlement and catching up on history. Parks have done a very good job of restoring some buildings and the interpretation signage is excellent. Well worth the visit if you are ever in the area. We then moved on to Encampment Cove where we were joined by *Westwind Of Kettering*. That evening we gathered ashore in one of the permitted campfire spots and had a real BBQ, the first one since leaving Port Arthur. As it was the first Tuesday of the month an impromptu general meeting of the CYCT was held in order to induct new members Gary and Jill Butterfield (*Maybe*) to the club and present them with a burgee. It was while doing this that our campsite was visited by a very young and inquisitive Tasmania devil. We think it was hand reared as he/she showed no sign of fear, hanging around us for some time.

Wed 8th - The order of the day was a walk to French's farm and return via the penal cell ruins on Pt Lesueur. Whilst most were walking, Ian from *Willyama* upended his RIB on the shore so as to plug a hole worn in the hull near the transom (good old Sika). Then all moved over to the NE corner of Shoal Bay near the stand of she oaks in readiness for the forecast northerly. Now on the way here there had been a challenge set to see who had the best battered-fish recipe. On the beach with gas rings aflame, tongs at the ready, squid rings, flathead fillets and secret ingredients within reach, the chefs prepared to square off. The oils came up to temperature and it was on. To the enjoyment of all there was a veritable feast of delicious fresh tempura-battered, beer-battered and breadcrumb fish for all, washed down with a variety of wines and much small talk. Who had the best recipe? By the end of the night it was a draw.



Last toast at Shoal Bay (image Rosemary Kerrison)

Thurs 9th - Beautiful morning, the beach was calling. All gathered on the shore for a walk to the southern end of the beach, some crossing the isthmus and returning via Riedle Bay Beach. It was a lazy afternoon for fishing, swimming, reading, before gathering at the end of the day, again enjoying Gary's baby Q onshore and burning a sausage. Another beautiful day ended. With unsettled weather forecast it was decided to return to Norfolk Bay in the morning.

Fri 10th - Transited the canal at 0850 hrs without incident. The fleet once in Norfolk Bay dispersed, with some going fishing, some walking, others going cruising, before all gathered late in the day to BBQ ashore at Halfway Bluff on the Prices Bay side.



Going homeward through Denison Canal (image Rosemary Kerrison)

Sat 11th - Dawned very overcast with rain. Decided on Sommers Bay as the next overnight anchorage. *Pandora*, *Willyama* and *Irish Mist* anchored off Plunkett Point and walked around the Coal Mine ruins in the rain. Again I must say that Parks have done a marvellous job at this site. *Maybe* left the cruise as Jill's toe was really giving her curry. *Westerly* borrowed my jerry can and visited the Premaydena Store to purchase diesel. They later reported that the store was very well stocked. Gathering in Sommers Bay we were joined by *Lemaris*. With inclement weather about, all were invited aboard *Westwind* for drinks. It was decided to would return to the Channel a day early with Ian and Christine offering to host us at their home on Denne's Point.

Sun 12th - Anchored off Denne's Pt and the sun came out with a vengeance. The girls played petanque on the beach whilst the boys solved the world's problems. Gary and Jill arrived by car, Jill minus a toenail. Everybody had a great evening and it was a fitting end to a great cruise, with some suggesting that the cruise should be put on the calendar as an annual event.

Paul Kerrison

Juliet in Port Davey Feb – Mar 2017

Andrew Boon

I won't bore you with descriptions of the fantastic weather, terrific anchorages and great company that we found during this year's trip to Port Davey and Bathurst Harbour on board *SY Juliet*. Except, perhaps, for a couple of highlights. For many years I have been accompanied by a friend from Melbourne, Rik. He and I started as business associates (we were co-directors of a company providing communications consultancy services, mainly to emergency service organisations). We are both communications engineers and, perhaps unsurprisingly, radio amateurs (callsigns VK3EQ and VK7AW). Recently Rik has taken a serious interest in an amateur radio pursuit known as SOTA – Summits On The Air - rather like the *Abels* for bushwalking. The aim is to contact at least 4 other amateur radio stations from the top of the designated summits, which must be at least 250 m above sea level and 'prominent' from their surroundings.

From the start, things went much as last time: Sat Feb 25th, Hobart to Butlers Beach for the first night, next day to Louisa Bay for lunch then overnight at New Harbour. Weather fine and calm. From New Harbour we sailed to Spain Bay and that afternoon climbed Sunset Hill, which is a SOTA summit. No track, but a straightforward walk and Rik achieved the required number of 'contacts' on the 7 MHz band from the top.



Rik, VK3EQ, transmitting from Sunset Hill with Hannant Inlet in the background (image Andrew Boon)

Next day we walked from Spain Bay to Stephens Bay, had a quick look at the beach then came back a short distance on the track from Spain Bay, headed west and bush-bashed to the top of

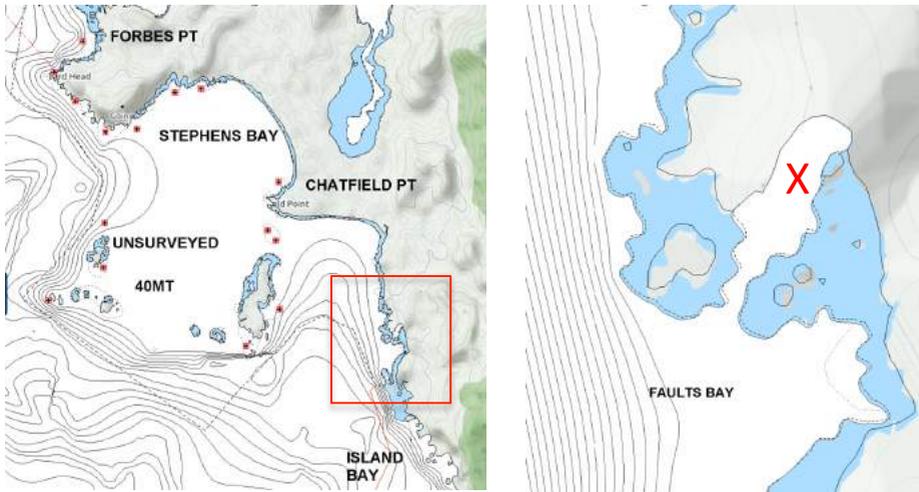
Going Hill (SE of Hilliard Head). This was a serious effort and took over 9 hours by the time we got back to *Juliet*. Again, Rik contacted the required number of radio amateurs on 7 MHz.

Incidentally, the name Going Hill might sound like another of the utilitarian names of the area (Morning Hill, Smoke Signal Hill, Sunset Hill, etc), but it is actually named after Philip Going, second officer on *HMS Savannah* which was undertaking survey work in Port Davey in December 1850. Going was in command of *Havannah's* tender, *HMS Bramble*. Rik was reading my copy of Tony Fenton's *History of Port Davey (Vol 1)* in the days following the walk and uncovered this information. Well worth a read!

Next day, we moved into Bathurst Channel and anchored in Iola Bay, alongside *Jannali* with Martin and Cindy aboard, nearing the end of a 12-month cruise around the Pacific and in no hurry to get home to Hastings, Vic. No time for socialising, though, and we jumped into the dinghy and headed to the start of the Mt Rugby track. I think it was my 6th ascent but, with an enthusiastic partner, how could I not go again. We got to the top, set up Rik's gear and he made the required number of contacts: three summits in three (fine and warm) days. These summits were all previously unconquered (by SOTA participants), so Rik goes into the record books for the first activations. We then decided that our bodies needed a rest, so we threw away the list of the other SOTA summits.

After a night in the southern end of Moulters Inlet and a morning aground at the mouth of the Old River (very low tides!), we headed to Claytons Corner. The rainwater tank feeding the jetty was empty, due to uncertain causes (more work needed here). Drinks with crews from *Hurtle Turtle*, *Cynecia* and *Aurielle* on board *Hurtle Turtle*, then next day up the Inlet to Melaleuca without incident (ie we did NOT run aground!). We had some electrical work to do at Melaleuca which took several days and we caught up with the start of the Friends of Melaleuca working bee before heading for home.

Last year, we were in company with *Stormfisher* with Chris Palmer and Ben Maris on board. Ben's son is a fisherman and Ben had inside information on an anchorage known as Faults Bay, which is where *Stormfisher* stopped for lunch on the way home. This resulted in the establishment of the *Faults Bay Luncheon Club*, a very exclusive group (membership two until very recently!). The day *Juliet* left Port Davey was, as usual, fine, warm and calm, and we decided to look for the inlet at Faults Bay. We had about a 1 m SW swell, which made conditions straightforward to enter the inlet and anchor. The inlet has about 12 m of water at the entrance and we anchored in about 6 m over sand, with kelp on the rocky shore on either side and a sandy beach at the head of the inlet. After lunch, we drank a toast to the inaugural members before departing.



The location of Faults Bay anchorage between Southwest Cape and Port Davey (images from Navionics)

Our dalliance for lunch put us a bit behind time, so we anchored in New Harbour for the night. Next day, we had a quick sail across to Maatsuyker Island where we examined the anchorage at the base of the old haulage. Next time! The Quarries was our last anchorage for the trip. It was only on the last day (Sat Mar 11th, The Quarries to Hobart via Quarantine Bay, coffee and scones on *Dalliance*) that we had to break out the wet weather gear for the fog and drizzle that the Channel served up. Quite a contrast to the summer conditions that the SW had been having!

Andrew Boon

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Greg Maddox 0414 852 416

Clipper Round the World Race

David Graney

I first heard about Clipper when I went to a talk given by Richard Hewson at the RYCT. I had known Richard when he was sailing Sabot's at the Lindisfarne Sailing Club and he went into the Navy in the same intake as my daughter Susie. Richard was the skipper of *Gold Coast* when they won the Clipper race some years ago. My next experience was at a talk at the Cruising Yacht Club of Tasmania where Val gave a talk, having done a couple of legs. She talked about a 70-year-old who said he wished he had done it 10 years sooner. This got me started. I went home and looked up Clipper on the Internet. I had previously sailed down to Antarctica from South America with Tony Mowbray on a 60 foot schooner and that triggered my love of the Southern Ocean, so I made the decision that I wanted to do the leg from Cape Town, South Africa to Albany, Western Australia. Soon after I signed up for that leg, the Sydney Hobart Race was included in the next leg and I had never done a Hobart so I was on for that leg too.

For anyone to do a leg of Clipper they must do levels 1 to 4 training. Each leg consists of a week at sea. Clipper is based in the UK at Gosport, but they now have a training centre in Sydney where they have 2 of the old 68 foot Clippers. Levels 1,2,3 can be done in Sydney, but level 4 has to be done in the UK on the 70 footers. I started doing my first week of training and the first thing that surprised me was the physical weight of the sails, particularly the Yankees with their heavy brass piston hanks. It took 8 of us to get them on deck. In spite of this I was very impressed with and enjoyed the training.

When I arrived home after my first week of training, I inquired about doing the full circumnavigation of 8 legs. I was told that legs 1 and 8 were full so that was that. I was not interested in doing legs 2,3,4,5,6,7 and missing out legs 1 and 8. The next critical date was ANZAC Day which happened to be crew allocation day. It all happened in the UK but I was able to watch it on the Internet. All the skippers got up, one after the other, and announced the crews they had been allocated by Clipper. It was a bit like watching the AFL draft just waiting to see which team you were on. My skipper was to be the Australian Wendy (Wendo) Tuck and my boat was later to be named *Da Nang Vietnam*.

We left St Katherine's Dock with great pomp and ceremony, paraded up through Tower Bridge and down the Thames for a start off Southend. We would have 239 days of racing over 48 437 miles. There were 10 round-the-worlders on our boat and 42 leggers. The crew was divided into port and starboard watches with skipper Wendo on 24/7 and also doing the navigation, skeds every 6 hours etc. Watch times were 0600-1200, 1200-1800, 1800-2200, 2200-0200 and 0200-0600. Meals were at 0600, 1200 and 1800, and snacks were always available.

At 1130 each day there was a crew meeting up on deck (weather permitting). At these meetings, one person would say something about themselves that nobody knew about them, then we had gripes, news (mostly UK), sport and finally Clipper news (positions of other boats etc).

Two of the crew were rostered on each 24 hours for mother duty. It was the mothers' job to prepare the meals, wash up, clean etc. They slept when convenient and were allocated half a bucketful of fresh water for personal use. At times they may also have had to assist in getting sails upon deck etc. The menu was prepared in blocks of 10 days, and ingredients for same were packed in a dated bag. The provisioning and menus were done by one of the volunteer crew. This was a huge job, done by Bridget, who had no prior sailing experience. Although there were physically enough bunks for everyone, the forward bunks were not used, being too uncomfortable, with some were used as food storage. Hot bunking was the norm. Most of the injuries were sustained down below.

Leg 1. London to Rio. 6 487 NM, 33 Days.

It was a spinnaker start and the breeze quickly freshened with a change down to the medium spinnaker after a 15-20 foot tear. After 4 hours of racing, we had a tear in the medium spinnaker as well and there was much work on the sewing machine to get these repaired. The English Channel is a very busy patch of water and we had to watch the separation zones as well as tide gates, which were very difficult to escape from if you managed to get trapped there!

On *Da Nang* we had problems with the electronics, and for the first week we had no weather or position of other boats except for the 6 hourly skeds. After one week, we were 1000 nautical miles behind! This leg we experienced boat speeds of up to the high 20s (knots) which were very exciting, as well as the times when we were parked for some time. During this leg a very sobering and tragic event occurred when Andy, a crew member on *Ichorcoal*, was struck by the main sheet during an accidental jibe and killed instantly. *Ichorcoal* diverted to Portugal and remained there for three days for the inquest. The crew decided to race on in memory of Andy.

Crossing the equator was celebrated in the usual fashion for first timers, which was everyone on board except for the mannequin "Bob". The rest were doused in muck. There was a compulsory motoring section of 360 miles due south, crossing the traditional doldrums area, to enable time constraints to be followed. We had now moved up from 12th to 11th place. The leg was shortened by about 300 nautical miles to enable finishing in Rio at the required time.

Coming into Rio was spectacular with the statue of Christ the Redeemer and the Sugarloaf. The Olympic Harbour was, however, still under construction and a real dump. They were well behind schedule for the coming Olympics. There was a park near the harbour that we were warned not to walk through. Some crew members were mugged and valuables stolen when they tried. We witnessed a lot of informal sport being played both day and night.

Leg 2. Rio to Cape Town. 3 616 NM, 15 Days.

One highlight of this leg was winning a tacking dual for third position through the scoring gate with I (worth one point) and a tacking dual with the same boat to beat them into the finish at

Cape Town. In Cape Town, we had a chance to swim with the great whites where the sharks were attracted with food. I also climbed up to Lions Head for a great view.

Leg 3. Cape Town to Albany. 5,510 NM, 26 days.

The leg from Cape Town to Albany was expected to be the traditional down wind sleigh ride, but disappointingly the wind was forward of the beam most of the way. We started in a light to moderate breeze, but just before the Cape of Good Hope (locally known as the Cape of Storms) we were hit with 100 knots. We had 3 reefs in and the staysail. The staysail sheet snapped. With 5 of us on the foredeck trying to get the staysail off, the 7 pieces of webbing holding on the D ring to the clew all broke, followed by the entire clew reinforcing patches separating from the rest of the sail. The staysail flapping against the deck knocked all the paint off on the inside of the hull. Shortly after this, I was washed down the deck by a large wave, jamming my leg. This caused extreme pain and trouble weight bearing. Three weeks later, on getting an X-ray in Albany, I discovered I had broken my fibula. By this time, it was healing well, so no further treatment was necessary.

Leg 4. Race 1. Albany to Sydney via the bottom of Tassie. 2 599 NM, 14 days.

There was much excitement when off the south coast of Tasmania, our first grandchild Audrey was born. We were notified by Clipper, and via Tas Maritime Radio and the lighthouse keeper on Maatsuyker Island. I rang Tracey and my wife Jenny to pass on my love and congratulations. The Dolphins and the magnificent scenery of the southern coast of Tasmania was the best we saw. While crossing Bass Strait, we spotted waterspouts heading our way. Sail was removed, and everyone except skipper Wendo and one other were sent below. One spout passed within 50 metres of us. Everything went quiet. One of the other boats in the vicinity radioed us as because they were concerned that we were showing no movement on the AIS. Five miles from Sydney, with the current against us and a light breeze, they finally offered us 9th place and we motored into port around 0200. In spite of the hour, we were met on the water by many of Wendo's friends who escorted us in to Sydney. The boats were pulled out in Sydney and antifouled. I flew home for Christmas to meet my new Granddaughter.

Leg 4, Race 2. Sydney Hobart Race. 761 NM, 4 days.

This was our best race. If I'd been asked before the Clipper Race started whether I'd rather win the whole race or the Sydney Hobart, my heart would have said the Sydney Hobart, though my head would have said the whole race. We were first out of the heads after a great start by skipper Wendo. A number of non-Clipper yachts pulled out when the southerly hit, but we had already experienced worse. We had very light winds off north east Tassie and photographer "Knuckles" sent up his drone for some pictures. When he pressed the "home" button, he had forgotten that "home" had moved! Luckily he realised in time and was able to rectify the situation. I was lucky enough to helm round Tasman, through Storm Bay and up the Derwent to finish first in the Clipper fleet!



Da Nang Vietnam crew members after winning the Sydney-Hobart leg.

Leg 4, Race 3. Hobart to Airlie Beach. 1 746 NM, 8 days.

I took the helm after the start off Castray, and we led the fleet round the Pot and to Tasman, where, unfortunately, we lost the lead. The rest of the leg was relatively uneventful until with 10 miles to go, and 5 miles behind the 4th boat, we hoisted the wind seeker goose winged, and with no lights on the sails, sneaked past the boat in front to finish 4th!



On the way to Airlie Beach (image David Graney)

On this leg, one of the other boats, *Mission Performance*, went to the assistance of a yacht returning from the Coffs Harbour Race who had a man stuck up the mast. Crew member Gavin Read swam over to the stricken yacht, climbed the mast and freed the man, who had by then

been up the mast for almost 9 hours. Gavin was one of the crew who had not sailed before Clipper, and added to that he was deaf! The crew of *Mission Performance* wore fluoro lip gloss at night so he could lip read. Gavin won the CYCA Solas Bravery Award for this act.

At Airlie Beach I went for a ride in a Tiger Moth doing loop the loops, which was heaps of fun though very easy to get disorientated.

Leg 5, Race 1. Airlie Beach to Da Nang Vietnam. 6 680 NM, 29 days.

We motored through the Barrier Reef to avoid the same fate as Captain Cook and *Endeavour*, and then had a Le Mans Start. This consisted of all the yachts lining up with just mainsails up and crew aft of the primary winches. On go, the crew raced forward to get the headsails up and the race was on. Passing Papua New Guinea, we were supposed to languish in the Doldrums again, but unusually, we kept moving, and at the top of the Philippines we were a week ahead of schedule. As Da Nang couldn't accept us any earlier because of the Tet Festival, they lengthened the race by 1000 nautical miles! This was a very unpopular, though I suppose necessary, decision.

On the way to Da Nang, *L Max* found a boat dismasted and drifting. They sent a swimmer on board who found a deceased man at the Nav Station. They notified the Coast Guard and were told to leave the boat there and continue racing.

The welcome into Da Nang was outstanding! We were celebrities wherever we went, and there were posters with our photos on all around the city. There was also a huge stylised model of our boat at the harbour. Tailors were sent down to our boat and measured us all up for traditional dress, which we wore to the presentation. Da Nang was an amazing place to visit!

Leg 5, Race 2. Da Nang to Qingdao, China. 2 555 NM, 13 days.

We again had a Le Mans start once we had motored to an area deemed outside of the fishing area. In spite of this, it was extremely difficult navigating around the nets which were hundreds of metres long, and several boats were caught up in netting. There was considerable tension between China and the Philippines and we heard many comments over the radio concerning what was happening to people's mothers, wives and girlfriends while they were out fishing!

About 3-4 days out of Qingdao we ripped our mainsail above the third reef and were unable to use it for the remainder of the leg. It was repaired once we got into Qindao. Qindao was where the boats were built, and the city had been sponsoring a boat for around 6 races. We were met by 100 drummers into the Olympic Harbour, again in a spectacular welcome. This was the sailing venue for the Beijing Olympics Games.

Leg 6. Qingdao to Seattle. 6 142 NM, 30 days.

This was a long leg, with tough conditions forecast. For this leg we had more females than males on board and only 5 of us had prior sailing experience. We sailed very conservatively due to the lack of skill on board. In about 70 knots of breeze we heard that a crew member off *Ichorcoal*, Sarah Young, had been washed overboard. It took about an hour to retrieve her, and by that time she had died. As you can imagine, this was devastating news and made worse by having to bury her body at sea, as we were 2 weeks away from land. Fortunately, she had previously discussed death at sea with others, and her family was in agreement. Shortly after this tragic event we experienced a knockdown in around 75 knots, with 3 reefs in the main and a staysail up. I was in my bunk down below as was the skipper Wendo. All the floorboards were upended and there was stuff everywhere. Wendo suffered a bad cut to her head and broken ribs. Up on deck we had lost one of our helming stations and a life raft. One of our crewmembers was trapped underneath the debris of the helming station and suffered a severe shoulder injury which needed an operation once we reached Seattle. The strain gauge on her lifeline broke but the line held. I was able to rig up an emergency tiller, but with the attachment between the two rudders severed, only the windward rudder was operational and that was out of the water with only about 10 degrees of heel.

We retired from that leg, but did not have enough fuel to motor the remaining 2 000 miles so had to motor sail to Seattle arriving a week late. Crew morale was very low.

My wife, Jen, met us at Seattle and had a pretty good look around while waiting for the boat to arrive. I didn't see much of Seattle as we had a lot of repairs to do on the boat before starting off again. We did get to see the Boeing factory and a magnificent glass museum. Another highlight was all of the Clippers being invited to a baseball game to see the skipper of *Visit Seattle* getting to throw the first pitch: quite an honour!

Leg 7, Race 1. Seattle to Panama. 4 858 NM, 30 days.

Our boat was not totally fixed in time. We found out later that we were still carrying a piece of fishing net round our prop that was preventing it folding up. We had three possible finishing lines depending on the elapsed time, to ensure that we reached Panama at the booked time. We eventually finished at the second line and pulled into Costa Rica to refuel. The Panama Canal was amazing, and one of the world's engineering marvels. Thousands of people died during its construction. We traversed three locks up to an artificial lake with train engines to pull the boats through the locks. We then motored across the lake and down the locks on the other side. The Pana-max ships are built to just fit in the locks, which are gravity fed. The new locks being constructed are bigger and more efficient with water usage. It took us about 24 hours to transit - much better and quicker than going around Cape Horn. (Luckily I have done that on a previous voyage!)

Leg 7, Race 2. Panama to New York. 2 234 NM, 13 days.

We had another Le Mans start once all the boats were through the canal. This leg was uneventful except near Guantanamo Bay where we were buzzed by a drone. Coming into New York was very exciting, passing the Statue of Liberty. I visited the new Freedom Tower which replaces the Twin Towers. I was carrying a sailing knife which I surrendered, and on my way out, I was chatting to the security guard when I reclaimed it and he asked where I was from. I replied "Australia" at which he said, "that must be somewhere near London"! No, it is a continent in the Southern Hemisphere! "Oh, near South Africa?"

Leg 8, Race 1. New York to Londonderry. 4 022 NM, 17 days.

On this leg we had a virtual icebox, which was an area we had to avoid. In the centre of it was where the wreck of the Titanic is. As we neared Ireland, they extended the race by about 500 miles again and took us up around Rockwall, a rock in the middle of the ocean. Coming into Derry/Londonderry was another highlight, with boats coming out to meet us and lining the vantage points on land. There was a 10 day festival built around our arrival. We all started to realise that our adventure was almost at an end.

Leg 8, Race 2. Derry/Londonderry to Den Helder (Holland). 897 NM, 5 days.

After our customary parade of sail, we had a normal start. There were thousands of people to see us off. Racing was really close on this leg, and after two days of sailing we could still see 11 of the 12 boats. Around the top of Scotland, tides can run up to 9 knots and this presented another challenge. We were third into Den Helder, and even finished before my wife arrived, so I was able to meet her at the railway station. I even met up with some friends from Kingston which was totally unplanned!

Leg 8, Race 3. Den Helder to London. 324 NM, 2 days.

In preparation for the final start, we realised that we could finish anywhere from 5th to 10th overall, so the crew pulled out all stops. The start was off a dyke, and there was a good crowd to see us off. Jen caught the train to London to await our arrival. Bridget, the girl who had the shoulder operation after our knockdown in the North Pacific, had rejoined the boat for the final leg. She was from the UK and a group of her workmates had come over to Den Helder to cheer her on for the last leg.

About 20 miles from the finish at Southend we were running 11th! We fought back and finally finished the leg in 8th spot, enough to give us a 7th place overall. Not bad considering we were carrying a retirement. We then paraded up the Thames in reverse order to Tower Bridge, which opened for us as it had for the start 11 months previously, and into St Katherine's Dock. Unbeknownst to me, my sister and family had flown over from Melbourne for the finish as well! It was a very emotional welcome.

David Graney

Preparing for an Offshore Cruise With the Inexperienced **Alan Gifford**

There is no easy checklist for such an adventure. Boat size and design, on-board equipment, skipper knowledge and experience, experience and age of accompanying regular crew, your destination and the duration of the cruise and anticipated weather and sea conditions are all critical factors in the eventual outcome of such a venture. Of course, your friends will bring their own challenges and welcome contributions to the cruise as well.

Let's consider the following: You have a comfortable sea-worthy vessel. Your regular crew (one or more) are prepared to accompany you on the forthcoming cruise. You are confident in the competency of your crew and believe that if necessary, they alone can operate the boat safely and efficiently. Nevertheless, one of the aims of the cruise is to give your friends a real taste of life at sea on a sailing vessel. Oh, and to have a fabulous time while they are doing it. Your schedule will be weather-driven and set with realistic goals. However, in reality not all cruises are sailed in such idyllic circumstances. Any planning, preparation and induction for the cruise, and reliance on your friends for crewing and general boat handling, must reflect the reality of the circumstances. An assessment of the risks and hazards you might encounter will need to be considered. As skipper it will be vitally important that you make a sober assessment of all these factors to ensure that the cruise is safe and successful.

Your experience and competence as a skipper will be a critical component in the planning and conduct of the cruise. Your highly tuned boat handling skills will need to be matched by your personality and leadership. Your judgement in many things will be tested. After all, the lives of all on board will be in your hands.

Call a planning meeting: Regardless of the duration of the proposed cruise – be it a day or a fortnight – if it involves offshore sailing or more challenging sailing, a measure of planning will be required. It is not unusual for highly experienced crews aboard well-found boats to meet to discuss issues, preparation and planning, for cruises of a day or many days. Longer cruises will involve longer and more detailed planning whereas with some shorter cruises some matters might not be appropriate or relevant.

- Schedule the meeting: For a couple of weeks ahead of the cruise, on the boat or at your home.
- Everyone to attend: This is an excellent time to introduce one another, to exchange names and contact details and to outline the broad parameters of the cruise. There will be many questions to answer.
- Set dates for the cruise: Allow sufficient lead-time for everyone to negotiate employment leave and sort out matters of a personal and family nature. Choosing a time of year with settled weather makes good sense. In Tassie late summer and autumn can give magnificent cruising weather. However, other matters might need consideration. For example, will public holidays mean the anchorages will be crowded? Might festivals or other events add to or detract from

the attraction of the destination? Are unusual tidal conditions likely to have an impact on your anchorages?

- Explain individual responsibilities and specific roles: If a particular crewmember will be the designated navigator – make it clear; if all on board will be expected to cook a share of the meals – make that clear; if everyone will be expected to be included in watch-keeping explain what that will mean and how it will operate. If some areas are out-of-bounds – make that clear and why. Point out that as the cruise unfolds everyone will have opportunities to take part in all/some activities, possibly with a “mentor”.
- Be up-front with expectations about tasks, roles and behaviour: If you have specific behaviour codes, these should be aired early in the meeting. Your attitude regarding smoking and consuming alcohol aboard should be made clear, or at the very least, discussed. In some cases even the music brought on board can be contentious. It is assumed that you, as skipper, have invited a bunch of people who can reasonably be expected to get along well together. If not, you might be in for an interesting time.
- Paper chart(s): Have on-hand paper charts of the waters through which you will sail and a land map of your destination. Everyone will find these instructive and of interest.
- Provide all crew with a “floor plan” of the boat: This will assist your friends with the location of equipment (particularly safety equipment) and the location of on-board facilities. The addition of “bow”, “stern”, “starboard” and “port” will also be helpful.
- Funding and Gear: Discuss the funding arrangements for provisions, fuel and drinks for the cruise and a list of personal effects and gear that each crew are to provide. It is not unusual for everyone to share provisioning costs, including drinks, fuel costs and any extras eg: additional insurances just for the cruise. Discuss personal clothing, wet weather gear, personal effects, devices and charging availability on board and provisions to be brought from home, if planned. Limitations on luggage and even, baggage types (eg: bulky suitcases) might need to be addressed.
- Medications and medical conditions: Recommend each person doubles their provision of usual medication in case of delays. The skipper should be made aware of any potentially serious medical conditions. Be prepared for unseasonal conditions.
- Dietary requirements: If particular meals or snacks are required by anyone on board they are best advised to supply them themselves. However the usual culture on board most boats is to share, and such provisions might fall within the collective supply.
- Accommodation: If this is tight, discuss the best sleeping combinations, including personal matters such as age, gender, sleeping issues (eg: snoring!!), toileting requirements etc. If you think this is too personal wait till everyone is living on board! This topic can be dealt with in a light-hearted way.

- Provisions: Run through the consumables and provisions that will be supplied by you eg: basic galley items, salt and pepper, cooking oil etc. Other items might include hand-wash, toilet paper, surface cleaners, paper towel, tea towels etc.
- Clean drinking water: this is always in short supply on the vast majority of boats. Stress the need not to waste water and to use it thoughtfully and sparingly.
- Bedding requirements: Some boats provide nothing more than bunk cushions or mattresses. Others provide everything except sheets. Pillows might be needed. Sleeping bags remain common and convenient. Remember bulky bedding needs to be stowed somewhere on board.
- Timelines: For longer cruises where delays and time spent weather-bound could occur, it will be necessary to point out that leaving the cruise to meet deadlines ashore might not be possible. Stress that individuals might need to be extremely time-flexible, preferably with an additional week or so free of commitments. It can be very stressful if a return-to-work date cannot be met or airline bookings have to be forfeited.
- Communicating with home: It is also worth making the point that families need to be aware that there could be days without contact although in an emergency, contact via Tas Maritime Radio might be possible. TMR has statewide coverage and is available in an emergency.
- Cruise destination: There are countless reasons why particular destinations might be desirable. You will find it invaluable to have a chart of the area(s) of the cruise handy for reference and illustration. Most destinations will have much of interest, fishing opportunities, shore excursion possibilities and unique attractions. Discussion about these features at your planning meeting will heighten anticipation and excitement and can add to the overall experience of the cruise. Choosing safe and suitable anchorages is very much a part of selecting a destination. Also consider, especially if the cruise will extend over several days: conditions of passage along the way; availability of shore-based supplies such as water and fuel at or near your destination; road access in case some of those on board need to return home unexpectedly. For some, knowing there will be mobile phone and internet access will be pleasing. Often, cruise destinations are remote from shopping and medical facilities, repair services and easy help. Contingency planning for alternative anchorages and destinations is a worthwhile exercise.

The above could form an agenda for your planning meeting although other topics might need to be added. For example, arranging pre- and post-accommodation for your friends or allocating tasks for a pre-departure working bee. This can be left to your imagination and creativity.

Next month we look at crew induction and an introduction to the boat. We'll consider the various tasks associated with sailing and some specifics of living aboard. We'll throw around a few ideas about you as leader and some dynamics of life on a boat.

Alan Gifford

Transiting the Denison Canal – Available Water Calculation

It's all very easy. If you can get your boat into a marina berth, transiting the Denison Canal is straightforward. Just stick to the middle of the channel especially on the bend. You can get through the Denison Canal if your boat has a draft of less than 2.5 metres, provided you get the tide right. Of course, you have to allow for waves and wind as well.

The shallowest part of the canal is near the outside leads at both ends, at 1.3 m above chart datum, so the calculations are simple arithmetic. Transiting is much easier now because the canal was dredged in 2016 and the 0.6 m area in Norfolk Bay is gone. In those olden days it was best to go through right on Hobart high water, even though the current could make the passage interesting. Note that, depending on your draft, on some days it is not possible to go through the canal at all, because the tide is not high enough during opening hours (0800 to 1700). Also, slack water, 2¼ hours after Hobart tide, is not necessarily the best time to transit. Going east, it may be better to be early by an hour or more to get closer to slack water at Marion Narrows. Similarly, going west you may need to be later, but note your speed over the ground can be challenging with the tide behind you. Once you have some experience with the canal, you'll want to go through at any time when there is enough depth.

I get the tide height at any time from the Hobart Tide Tables, available on-line at <http://www.bom.gov.au/australia/tides/#!/tas> and use the rule of twelfths to calculate it for when I want to transit. Then I add two corrections. The easiest is the tidal anomaly. That is published for four days in advance on the BOM website at <http://www.bom.gov.au/oceanography/forecasts/idyoc15.shtml?region=15&forecast=3>. Just look at the day you want, look at the colour in Storm Bay and use the legend to get the number. It can be positive or negative. Add it to the tide.

The second correction is for atmospheric pressure. The Bureau of Meteorology comes to the rescue again. I use http://www.bom.gov.au/australia/charts/4day_col.shtml and estimate the pressure from the isobars over SE Tasmania. Add .01 metres (1 cm) of tide for each hPa below 1013 or subtract .01 metres of tide for each hPa above 1013.

Taking my favourite time to transit going east, 1 hour after Hobart high tide, the tide has only gone down by one twelfth of the difference between the high and low heights, so I subtract that and apply the corrections. For example, a marginal case for us is:

Tide level at high water Hobart	1.25 m
Tide level at next low water	0.55 m
Divide the difference by twelve $1.25 - 0.55 = 0.7$ m giving	0.06 m
So tide level 1 hour after HW is	1.19 m
Tide anomaly from map (light blue = -0.05 m)	-0.05 m (T)

Atmospheric pressure from forecast chart (eg. 1025 HPa)	
Effect of atmosphere on tide	-0.12 m (T)
Adding the tide numbers (subtract minus numbers) (T)	1.02 m
Add the minimum depth above chart datum in the canal	1.30 m
Minimum water depth	2.32 m

Our draft is 2.2 m so this only leaves 12 cm under the keel, a bit marginal. If there were big waves in Dunalley Bay we'd probably not try because on the troughs we may touch. Then again, the wind causing the waves in Dunalley Bay would pile up water in the bay, giving us perhaps another 0.1 m, but I wouldn't bank on that. We might sneak up to the leads and check the real depths, ready to back off, for the shallowest part is furthest out from Dunalley on the western side of the channel. In these conditions I'd go in right on Hobart high tide to get the maximum depth in Norfolk Bay. The current in the channel then is 2 or 3 knots pushing you along, so it's like threading a needle.

For the sake of being complete, contact details for the canal opening are Telephone: (03) 6253 5113, VHF Ch16 Call Sign "Denison Canal". If I wanted an opening early in the morning or last thing I'd ring, also in winter. Otherwise just call when you're a few miles away.

Now a primer on the Rule of Twelfths, which is just a simple way of estimating the tide level between high and low. To transit Denison Canal you work down from high water but if you are anchoring and working out if you will run out of water at low tide, it may be easier to work up from low water.

You divide the time difference between high and low water by 6, which is often close enough to an hour for our purposes. Some places in Tasmania may have up to eight hours between tides, so your interval may be an hour and a half. Approximations are always good enough here. Then you divide the difference in height between the high and low waters by 12. Generally the tidal ranges on either side of high water are not the same, so you have to pick the right one.

One hour after the high water, subtract this amount as the correction for the level. If you are working from low water, add the correction. Two hours after the tide apply an extra two twelfths. The tide has now changed by a quarter of the range. Three hours after the tide apply an extra three twelfths. You're at mid-tide now, and the sequence reverses. Three twelfths for the next hour, then two, then one, giving twelve in the whole sequence. So, if you are working down from high water and the difference between high and low water is D metres, it looks like this:

High water	H metres
One hour before or after	H minus D/12 (one twelfth)
Two hours before or after	H minus D/4 (three twelfths)
Three hours before or after	H minus D/2 ie. half tide (six twelfths)

Four hours before or after	H-3D/4 (nine twelfths)
Five hours before or after	H-11D/12 (11 twelfths)
Six hours before or after	Just look up low water.

It's easiest and more accurate to work from whichever tide is closest to the time you want, so you only need to divide the difference between tides by 12 for the first hour and by 4 for the second. Then again, it's much easier to divide by 10 than by 12, and the resulting error is small enough to ignore here in Tasmania where the tidal range is only about one metre. I always do this.

If you can't do this in your head, for a change don't bother asking a teenager: they will just look up the tide on Wikitides or Google because they too can't add up in their heads. Understand how the tides vary and you won't trust computer predictions.

Albert Ross

More on tides and tide calculations in the next Albatross. ed

Tas Maritime Radio (TMR) Skeds

The following is provided in continuing the theme of improving the use of radio communications.

Tasmania-wide skeds are broadcast simultaneously three times daily around Tasmania. The sked times are 0745, 1345 and 1733 hours.

The Announcement

Skeds begin with an announcement on VHF channel 16 and HF frequencies 2524, 4125 and 6215 kHz. Because most of these are distress and calling channels, the announcement directs vessels to change to an appropriate working channel as follows:

VHF channel 67 Southeast Coast, Southwest Coast

VHF channel 68 Central North Coast, North East Coast, Central West Coast & Maatsuyker Is

VHF channel 69 Eastern Bass Strait, Lower East Coast & Far North West Coast (only when at the request of Smithton Radio)

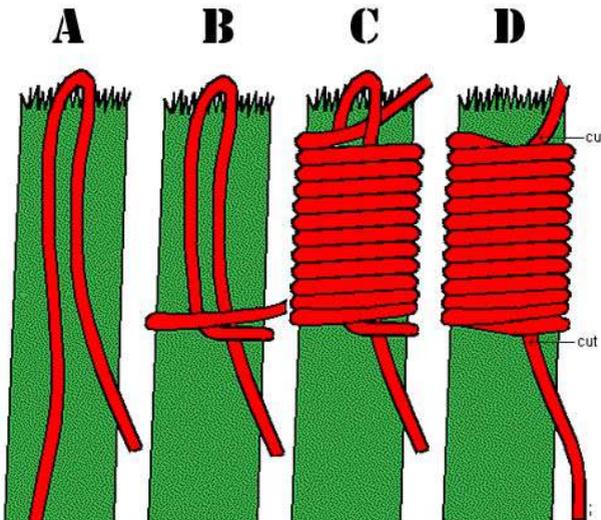
HF frequencies 2524, 4146, 6227 All areas

Simple Whipping With Dental Floss

Whipping is the traditional method for seizing the end of ropes against fray, and it has become a rather generic term in that respect. It looks salty, permanent, and difficult, but it's actually only the first two. Proper whipping isn't much more difficult than lacing a shoe, and if done right with good materials it is permanent. Furthermore it does not increase the diameter of the line appreciably, and it is one of those little touches one expects to see on a well-kept yacht.

Waxed hemp twine is the traditional material for whipping lines, but not the best by any means. Basically, unless you are a complete traditionalist, you'll want a synthetic material with low stretch which is mildew-, UV- and abrasion-resistant. You can certainly order many appropriate products from your chandler or rope manufacturer but for our purposes, we need go no further than the local supermarket, because there's a very common material that makes for excellent rope whipping, plus it will leave your mouth minty-fresh!

Waxed dental floss is readily available, easy to work with and astonishingly long lasting. It can be threaded through a needle if you would like to run the whipping through the rope a couple of times (recommended to prevent slipping, and here's where you'll be happy you used masking tape - as it isn't likely to leave glue behind to foul your needle), and the flavors generally available lend themselves very well to nautical color-coding. That's cinnamon to port, and mint to starboard.



Courtesy of Brad Hampton from YachtPals.com (via Kim Brewer)

New Members

APPLICATIONS FOR MEMBERSHIP

Ocean Swan

Quentin Tuxen and Fiona Tuxen

Wanderer

Jeff Caldwell and Michele Caldwell

Magnetron

Bill Enkelaar and Jan Enkelaar

Meikyo

Michael Mabee and Liliane Laporte

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.

Payments to CYCT

Payments can be made by direct deposit or transfer to this bank account:
Name: Cruising Yacht Club of Tasmania Inc. BSB: 06 7002 Account: 2803 5573
Please include your name and brief details of the purpose for the payment.

WELCOME TO NEW MEMBERS

Slipstream

Robert Buchanan and JoÃelle Legoux

Trim

Dinah Jones and Alan Braddock

Ubique of Hobart

Joanne Naylor and Christopher Brearley

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.



Lady Barron, Flinders Island (image David Mitchell taken during the recent Furneaux Islands cruise)

Introducing New Members

Ian and Linda Ravenwood - *Ariel*

Ian: I learnt to sail and race in dinghies in the 1960s as a young boy in regional New Zealand. I started in their famous trainer “P” or Tauranga class, then moved on to two- and three-person racing dinghies. After joining the Royal New Zealand Navy and initially moving to Auckland I was introduced to keel boat racing around the cans on Waitemata Harbour and on the Hauraki Gulf. Time spent at the Australian Naval College at Jervis Bay was a precursor to a later and more permanent move to Australia.

After leaving the navy armed with a watch-keeping certificate I purchased a wonderful Saura sextant (that I still have), Norie's Nautical Tables and a volume of air navigation sight reduction tables. In that pre-GPS era I had a sought-after skill and qualification that enabled me to race and/or deliver yachts full time, mainly in the South-West Pacific area. The impending arrival of our first son, born in 1977, led to a career change that offered more stability for our family.

Apart from a delivery from Geelong to Hobart around 10 years ago and the trips we did more recently on “Karm”, I had not sailed on a keelboat since 1976 when both Linda and I delivered a 72 foot Huon Pine ketch from Sydney to Shingley Beach at Airlie Beach (now the location of Able Point Marina). It was Linda's first sail. Not bad for a girl from the bush (Kalgoorlie)!



Ariel in the Whitsundays (image Ian Ravenwood)

After a couple of weekend trips down the Channel on “Karm”, the Bavaria 42 then owned by our neighbours in Burnie, we started looking for our own yacht. After looking online at boats for sale all over Australia and overseas we found what we wanted close to home, in Hobart! We purchased our 2008 Beneteau Oceanis 46 *Ariel* in August 2013.

By then *Ariel* had already sailed halfway around the world. The first owners had purchased her through a Welsh dealer and picked it up from the dock at Beneteau’s yard in France. After a shakedown cruise in United Kingdom waters they spent the next two years or so sailing her to Hobart.

We both retired in 2015 and in late December that year we started an almost year-long cruise on *Ariel* up to the Whitsundays and back to Hobart, including attending the 2016 Shag Islet Cruising Yacht Club Rendezvous.

CYCT MOORINGS

Nubeena: Mooring number 9615 at Nubeena is a bright yellow buoy situated close to the jetty opposite the main town wharf. It is in a great position to row to the main wharf, boat ramp or beach. The depth at high tide was 5.7m, with about 21m of mooring tackle to the three heavy train wheels. The position is 43°06.265’S 147°44.346’E. The buoy is yellow with hooks for the pickup float. The mooring is a short row from the public jetty in the SE corner of Parsons Bay.

Barnes Bay: Mooring number **8584** at North Simmonds Bay is a Yellow buoy. The depth at MLWS is about 5 metres. It is located at 43° 07.446’ S, 147° 21.396’ E. The mooring consists of 3 wheels, then 6m of 2-inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8 inch chain. Simmonds Bay mooring is for up to 12.2 m vessels.

Mooring guidelines:: https://secure.cyct.org.au/mooring_guidelines.php

**** When on a club mooring please fly the CYCT burgee ****

The Committee would appreciate it if you noted your visit / intention to visit a club mooring by noting it on the forum for club members (log in [here](#)) or emailing the Vice Commodore, Sheenagh Neill at ViceCommodore@cyct.org.au

Please note: the mooring buoy MAST registration numbers given in the membership list are incorrect.

More Member's Images From Cruises



Westerly and Willyama on the east coast cruise (image Rosemary Kerrison)



Honey Bee at Gili Banta, Indonesia (image Chris McHugh)



Fishing for flathead off Minerva near Royden Island (image David Mitchell)

General Meeting held at Derwent Sailing Squadron on 8 Mar 2017

Opening

Acting Commodore Catrina Boon declared the meeting open at 7:30 pm and welcomed those attending.

Attendance and apologies

Forty four members registered their attendance and three guests. A total of forty seven attendees with thirteen apologies recorded on the attendance sheet.

Minutes of the last General Meeting (7 February 2017)

The Minutes were published in the *Albatross*. These were confirmed and signed as a true record of the meeting pursuant to a motion by Ottmar Helm, seconded by Phillip Bragg.

Business Arising from those Minutes

There was none.

Introduction of new members and presentation of burgees

Eleven new members accepted this month and three were present to introduce themselves.

Ian and Linda Ravenwood (Ariel) and
Barb Murphy – no boat but happily crewing.

Rear Commodore's Report – Catrina Boon

Catrina Boon's report in *Albatross* but specific items mentioned as follows:

- SUCCESS of AWBF BBQ at Government House: 12 February. Thank-you to helpers.
- Next meeting speakers – Dorothy and Stephen Darden - cruising on a Catamaran.
- Catrina pleased with trial of members booking their own DSS pre meeting meal. This is now the desired procedure.

Vice Commodore's Report – Sheenagh Neill

Not present. Report as published in the *Albatross*. Specific items Sheenagh asked to be highlighted by Catrina were as follows:

- Recent cruise successes.
- Forthcoming Cruises: As noted in CYCT calendar and Facebook.
 - Lew Garnham's Furneaux Cruise – 10 March
 - Clean-up day at Great Bay. 31/3 – 2/4. Please bring rubbish bags.
- Easter Cruise – Don Sutherland Cruise. Andrew Boon's name was put forward as coordinator. This is to be confirmed, any other coordinator willing?
- Brian Walpole's New Norfolk Cruise. – 9 April. No dogs allowed by New Norfolk Council. Both Bowen and Bridgewater Bridge height restriction is 17 m. Bridge opens 11 am and return 3:30 pm. Rafting up is suggested.
- Facebook: Sheenagh is offering set-up support, particularly prior to next meeting.

Treasurer's Report – Alex Papij

The Treasurer's Report is available for perusal after the meeting and has been posted on the website. He was happy to announce the AWBF BBQ finances equaled out.

Commodore – Andrew Boon

Not present. Report as published in the *Albatross*. Specific items mentioned by Andrew were as follows.

- Success of AWBF stall
- MAST Recreational Boating Fund Applications: Applications to MAST can be made privately or through CYCT for greater support. Date of closure – 31st March. Catrina suggested filling in the Mast application form on-line if unable to reach Andrew.

5 suggestions so far offered: 1. Webcam on St. Helens Bay Way making safety consistent with other similar coastal sites, 2. Rectifying damage to Claytons Corner Jetty, 3. Wave Breaker Barrier at Oyster Cove (clearly this MAST fund alone would not address this issue) and Lew Garnham's Floating pontoon at jetty in Nth. Simmonds and Moorings at Pirates Bay. Keep the suggestions coming in right up to closing.

Women on Boats

Kim Brewer spoke of next meeting – Tuesday 14th March covering emergency equipment. Kim offered all women an invitation to come to the post evening meal at a local restaurant regardless of attending meeting. All welcome.

Items from other officers/other business

- Forums: Brian and Daryl would like to use our own members existing resources and expertise in this year's forums. The Forums commence on Tuesday 23rd May @ 6pm. Keep putting forward your suggestions.

Next Meeting

The next GM will be at DSS on Tuesday 4th April 2017 at 7:30 pm.

Close

The formal meeting closed at 8:00 pm.

Guest Speakers

Andrew Morgan, Managing Director of Hydrowood spoke about recouping precious timber flooded in Lake Pieman's waters after receiving all appropriate certifications. Many questions later Andrew was presented with a plaque with our gratitude.

Close

The meeting and guest speaker presentation concluded around 9:15 pm.



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