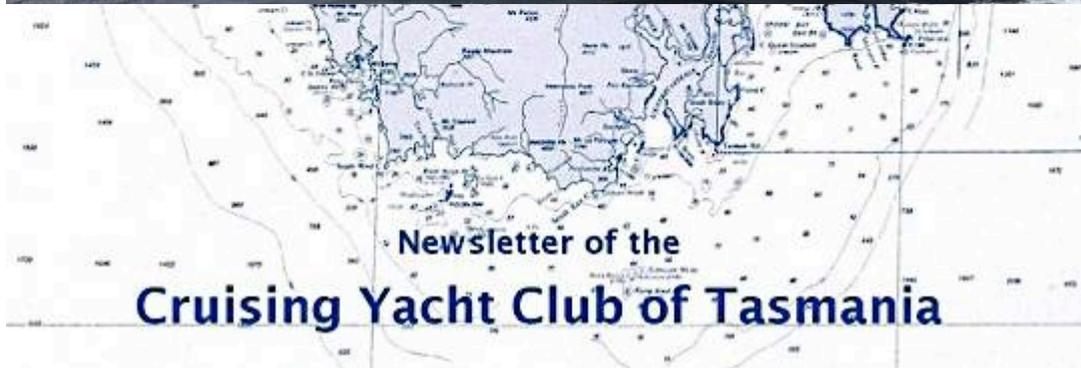


Albatross

Volume 44 No 1 February 2018



Newsletter of the
Cruising Yacht Club of Tasmania

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

Cover page: *Stella* (Tracey Taylor and Barry Strange) rounding the cliffs of Cape Pillar on the recent Tasman Peninsula circumnavigation. *White Rose I* (David Webb and Susan Tuma) in the gap. (image Christian Narkowicz)

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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. 28

CYCT CALENDAR	
<u>February</u>	
Tues 13 th	WOB meeting @ 5.30 pm. Venue DSS Discussion about topics for 2018 and also POB response
Sat 17 th – Mon 12 th March	Extended east coast cruise – coordinated by John and Helen Bridgland. Starting at Great Taylors Bay, to Southport, Recherche & Adventure Bays, Port Arthur, Fortescue, Maria, Coles Bay and Schouten passage. Can be joined and left at convenient times to suit participants. Please register your intentions.
<u>March</u>	
Sat 3 rd – 4 th	Norfolk Bay cruise – coordinated by Val Nichols
Tues 6 th	Committee Meeting @ 6.00 pm. Venue DSS General Meeting @ 7.30 pm. Venue: DSS Guest speaker: Dr Mike Double from the Australian Marine Mammal Centre, Australian Antarctic Division, who will speak about his field work with whales in the Antarctic Peninsula region
Tues 13 th	WOB meeting @ 5.30 pm. Venue DSS
Sun 11 th – 29 th	Port Davey cruise – coordinated by David Jones
Fri 30 th – 4 th Apr	Easter East Coast cruise – coordinated by Lew Garnham

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.

Editorial



I am writing this after the Tasman circumnavigation cruise, having to again put *Albatross* off in order to help out the VC with her cruising agenda. What a lot of fun was had on this cruise. An article is coming in the March edition. There are plenty of stories from this cruise – I think several boats could provide a story about their little and potentially not-so-little adventures, from steering failure to prop mal-function. I will not steal Sheenagh's thunder but for me the red-blue moon was a highlight. And let's not forget that four-letter word starting with t and ending with a. And there is another four-letter word, starting with r and ending in e, that managed to get a few boats excited on the Norfolk Bay leg. There was some great sailing, challenges, and first-time accomplishments. And doing it in company with a bunch of yachts and their crews was what made it really enjoyable.

Thanks to Tony Peach for his article on steering. Very timely. We have had a mixed bag of club cruises so far this summer, with cancellations due to inclement weather and the withdrawal of a cruise coordinator due to electrical issues. As a result, once again, there are few cruise-related contributions to *Albatross* from the membership. I really want *Albatross* to consist of mainly member-generated material rather than the reproduction of articles from other sources. Ideally I would like to see an article to cover every significant club activity and event. The *Albatross* is a recognised publication that is catalogued by the State Library and the National Library. This means that your article – your cruising activities, opinions, observations, wisdom and wit - will be preserved for posterity. Facebook is for now but *Albatross* is forever.

To get the ball rolling with "In the Book Locker" I have put my first contribution in this issue. Most boats have some books, if not their own significant library, nautical or otherwise. If a book in your locker has had an impact on you, please share with a contribution. I am currently reading "1421 – The Year The Chinese Discovered America". I was lent this book (thanks Dave) after a discussion at Abel Tasman's monument near North Bay regarding who "discovered" Tasmania and Australia. The wording on the monument is very considered with Tasman's party acknowledged as "the first white people to set foot on Tasmanian soil". No mention of Tasman planting a flag and claiming the land for the Dutch. We all know that it was actually Captain James Cook who discovered Australia in 1770. Or was it the Chinese? Or was it discovered and occupied some 50 000 years ago? Suffice to say, Tasman and his party who sat around in their boat while a carpenter swam ashore through the surf of North Bay to plant a flag, landed in a beautiful spot. And what of Tasman? He never landed again in Tasmania. After sitting out a storm he sailed north and then headed east across the sea that now bears his name to "discover" New Zealand. His Dutch East India Company sponsors were very unimpressed with his lack of initiative and commercial success and wished for an explorer with more persistence.

Christian

Commodore's Report



Happy New Year to everyone.

By the time you read this, I should be in or near Nelson, NZ, after what was, hopefully, an uneventful crossing of the Tasman Sea onboard *Rusalka*, in the company of skipper Alex Papij and fellow crew Bill de La Mare, following in the wake of *Blithe Spirit*, who arrived in December.

The December general meeting was held at the Bruny Island Quarantine Station and was the first meeting for many years away from our normal DSS venue and evening timeslot. It was very well attended (50 members) and included some members who hadn't been to a 'normal' meeting for some time. We are appreciative of the facilities provided by the Wildcare Friends of Bruny Island Quarantine Station and hope that the donations receive from the Club and members will assist them in their operations. The February meeting will be held at Sommers Bay, for something completely different. I appreciate that these alternative venues make it difficult for some members to attend, but there is some logic to a cruising yacht club meeting at a cruising destination. Normal service will be resumed in March.

Bedding down of the new website continues. Webmaster Tony has been busy as we adjust our operations to the new environment. The Paypal payment system is working and we know how to manage bulk emails to members. If you haven't yet bought your copy of the new NE cruising guide, get onto the website – you won't get a better deal anywhere!

The presentation by Raymond Lesmana and his colleagues on cruising in Indonesia was well attended. We have several members who have recent experience in this area (working and cruising - welcome home *Honey Bee!*) so if you are tempted to head for SE Asia, please seek them out.

Congratulations to Marine and Safety Tasmania for the provision of three new public moorings: one in Pirates Bay (have you tried it yet, Lew?) and two in Binalong Bay.

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

Vice Commodore's Report



The cruising season has seen more strong winds and unpredictable weather. Two of the season's cruises have been cancelled and the New Years Eve cruise to Recherche was cut short due to boat problems for the cruise coordinators. It is hoped the upcoming cruises have fairer weather.

We are a cruising club our although our main purpose is cruising sometimes it seems a challenge to enthuse more of our members to come on the cruises that are on offer. We all really enjoy our times out on Club cruises and, as one new member said recently, it's easy going, enjoyable and flexible. Do we need to review our cruise calendar to try and encourage more to venture out? What would members like to see offered? If you have any preferences let me know.

In the mean time the cruises on offer next are:

17 Feb-12 March: Extended East Coast Cruise with John and Helen Brigland. This is a cruise that members may like to join for 3 weeks or just 3 days.

3-4 March: Norfolk Bay weekend cruise with Val Nichols

11 March: Port Davey cruise with David Jones

30 March: Easter East Coast cruise with Lew Garnham

We are in the process of fine-tuning Tahiti in preparation for a pilot Circumnavigation of Tasmania cruise that we hope to offer every two years. More on this later.

Facebook report

The public page has 120 likes with 125 Following. I continue to publish MAST, NTM and any other useful information to this page.

The closed group now has 108 members using the group page to share photos and stories. The enthusiasm for posting is remarkable. Phil and Julie Garlick recently did a circuit of Port Arthur historic site and had posted before most other cruise participants had even got out of bed.

Sheenagh

Rear Commodore's Report



Thank you to the many members who attended our December meeting at the Bruny Island Quarantine Station. This was our first “on the water combined cruise/meeting” and was followed by a Christmas barbecue. The weather gods were kind (no howling southerly winds) thereby providing a good overnight anchorage. A great time was had by all. It was also great to see so many Club boats out on the water over the Christmas New Year period. We were fortunate to spend several days at Recherche in the company of *Atmosphere*, *Pacific Haven* and *Close Encounters*. While those three boats remained in Recherche to celebrate the New Year, we enjoyed a barbecue ashore with quite a large group of Club members. Boats sighted in the bay included *Andromeda*, *Argos*, *Cleo*, *Dalliance*, *Lemaris*, *Intrepid*, *Serenade*, *Storm Boy II*, *Vailima* and *White Rose*.

Some of us were lucky enough to have a very interesting and informative tour of the new Police Boat *PV Cape Wickham* in Victoria Dock, and we are very grateful to Skipper Robert Round for giving us this opportunity. He and his First Mate John were very generous with their time and happily answered our endless questions. It's a splendid vessel and we look forward to seeing it out and about on the water.



Presentation of a CYCT plaque to PV Cape Wickham skipper Robert Round (image Christian Narkowicz)

A huge thank you to Phil and Wendy Kennon for once again offering us their lovely property, the Wave Station, at Middleton, for our January barbecue. Thank you, too, to everyone who attended and helped make this day such a success. We are very fortunate to be able to hold a land-based function at such a beautiful venue and really appreciate Phil and Wendy's hospitality.

Now that we have had two combined cruise/meetings, in March we will be resuming our meetings at the DSS on the first Tuesday of each month. The Guest Speaker for the 6 March will be Dr Mike Double from the Australian Marine Mammal Centre, Australian Antarctic Division, who will speak about his field work with whales in the Antarctic Peninsula region. Please come to our meeting at 7.30 pm and then listen to Mike's talk about his research.

Lyn

Membership Officer's Report



Our Our new style inaugural December general meeting which was held at the Quarantine Station on Bruny island on the 9th December was a great success with over 60 members attending bringing 25 boats. The day commenced with a committee meeting followed directly with our general meeting. The weather was superb and the casual bbq luncheon was enjoyed by all. Although somewhat informal compared to our more traditional meetings it showed the flexibility from the members who attended that our club is versatile and can change as the need arises. A great social atmosphere was created which was well evident by the comments made and the members who attended who do not normally attend our DSS monthly meetings.



Getting on with informal formalities at the December general meeting (image Christian Narkowicz)

Bill MacDonald and Janne Gorman were introduced as members and presented with their burgee. Stuart and Sylvia Beeton also attended as pending new members.



The superb weather and some of the boats at Quarantine Bay (image Christian Narkowicz)

Richard Taylor *Easting Down*

Cruise to the Quarries 13-14 Jan

Julie and Phil Garlick

This is a cruise that nearly didn't happen. As we were driving down to the boat (Kettering) on Friday evening the weather turned very nasty with a strong cold front coming through. The weather was that bad we nearly turned around and went home. By 7 pm it had passed and we ended up with a calm evening, though apparently some boats that were heading down Friday evening had winds up to 45 knots. (*I can vouch for that – ed.*) We woke Saturday morning to a pleasant calm day with little wind, so we motored down to The Quarries where we were joined by boating enthusiasts on 8 other boats. Despite a bit of rain in the afternoon the weather cleared and we were able to have our BBQ and get-together on the beach.



BBQ on the beach at the eastern end of The Quarries (image Sheenagh Neill)

A family from another boat, not a CYCT member, came over and introduced themselves and asked if they could use our fire so their kids could cook marshmallows. Christian joined in the fun and was quite the connoisseur of cooking marshmallows. (*There is a special technique in toasting marshmallows if you want a beautifully caramelized crisp outer skin with a gooey inside and just a touch of firmness around the toasting stick so they don't fall into the fire – ed.*)



The fleet at The Quarries (image Christian Narkowicz)



A very relaxed Tony Peach doing it in style (image Sheenagh Neill)

Tony Peach demonstrated all the important elements required for a relaxing day on the beach under a Tasmanian summer: gum boots, a chair, a sun umbrella/parasol, elbow bandages, a bottle of red and lairy orange trousers.

On Sunday we all gathered on the beach for a walk to the quarries. It is the quarries that are the really interesting part of the area. Stone was shipped from the quarries to Hobart and Melbourne between 1860 and 1872. What remains is a number of excavations into the sandstone cliff face. Some are quite large and filled with water. There is also a landing place and a BBQ area set up under the pine trees. Some of the walkers turned back where the track became a steep descent into the quarry area. It is much easier to take a tender around and enter from the bay. No torn shirts going that way.



The deepest quarry excavation (image Christian Narkowicz)



The BBQ area at the front of the quarry site (image Sheenagh Neill)



The resident Tasmanian Tiger at The Quarries (image Christian Narkowicz)

On Sunday afternoon boats went their own ways. Some went home, others went north and found a comfortable anchorage to sit out the southerly blow that came through on Monday. *Freedom* stayed at The Quarries and spent the rest of the week down the Channel.



The walkers (image John Tisdell)

All in all it was a great weekend and enjoyed by everyone.

Phil and Julie Garlick (*Cleo*)

Tasman Regatta at Nubeena 27-28 Jan

Sheenagh Neill

Our Commodore had sailed to New Zealand and I agreed to coordinate the Tasman Regatta in his absence as part of the Tasman Peninsula cruise. *Tahiti* had a slow passage on Friday 26 January and dropped anchor with *Stella* and *Phase Three* in a little cove at the southern end of Half Moon Bay at the mouth of the Derwent. More intrepid sailors arrived at White Beach or Parsons Bay, Nubeena, on Thursday or Friday. After a late lunch we had a group of local kids swim out and ask to jump off our boat. I think they were shocked we had said yes to them being allowed to do it (strictly once). They were a great bunch of local kids and they looked after the younger ones as they took it in turn to dive off our bow doing somersaults, with their parents cheering from the beach. Such youthful enthusiasm for life is always a joy to be around.

Early the next day, we headed off in a lovely breeze to Nubeena arriving just after 1100 hrs. Many of the CYCT members were already there. *Tahiti* found a space in the tight anchorage to settle, with the tide being low. With the wakes of the speedboat races and outgoing tide we drifted onto the mud and sat there for about half an hour. We couldn't find a space we could hold in the growing breeze. Then our outboard on our tender died and despite many attempts only rejuvenated itself to die again. Without a motor on our tender going to say hello to everyone was at best challenging at worst a long undignified tow back to the boat.



The fleet in at Parsons Bay, Nubeena (image Christian Narkowicz)

I noticed we were once again dragging and after several more attempts to set and hold the anchor. I had had enough and we went to White Beach. The contrast was not lost on me. Anchor set straight away, conditions were calm and there were no speedsters to be seen. One by one more boats came and joined as they dragged in the wind or felt uncomfortable with their spot. Sadly several in Parsons Bay dragged at night and one went across the bay before the owners could rescue her. To the lucky few who had found a mooring or good spot without

weed, well done. Even a good heavy Rocna wouldn't set for some people that day. It is a good example of always having an alternative anchorage in your mind.



Cleo flying the CYCT banner (image Christian Narkowicz)

Before we pulled the pin, we did witness the keel boat race start and finish. Quarantine Bay local *Farr Real* was first out and first back from around Wedge Island, followed by BYC boats *Hydrotherapy* and *Brambletye*. There was also a power boat handicap race with lots of local rigs of all sizes and descriptions taking part. There was plenty of action around the jetty and the aquatic club with kayaks, dinghies, athletes and a couple of blokes being very loud on the PA system.

We heard reports that the Feast was enjoyable and of people dancing on into the night when the band was playing. Some people paid to enter and others did not seem to have to. The regatta engages a lot of the local community and certainly had a lot of local participation.

The boats that did come around to White Beach shared dragging tales on *Tahiti* and washed the sunset down with a few bubbles. It wasn't a great time for us this time in Nubeena. We saw lots of other members but were not able to say hello because of outboard engine issues. Whilst I missed saying hello to everyone and going to the feast, it was compensated by a delicious homemade curry and the promise of good winds to start the Tasman Peninsula cruise the next day. Big thanks to *Vivante*, *Pacific Haven* and *Minerva* for offering assistance.

Sheenagh Neill

Steering Systems and Maintenance

Tony Peach

Sailing vessel steering systems have been used for many hundreds of years. The early ships used a steering oar. This was dependent upon a long lever-arm to overcome the dynamic forces of the water against the paddle in the water and the strength of the helmsman(men). Research has indicated that during the second century AD, the Chinese developed the rudder, which in turn facilitated the construction of larger vessels. The initial design was a tiller, a minor progression from the oar or paddle, to lever systems being concocted to react the forces.

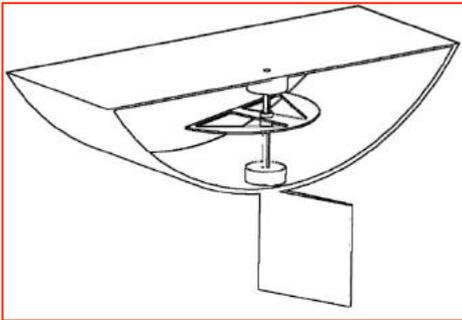


Figure 1. Cantilevered rudder

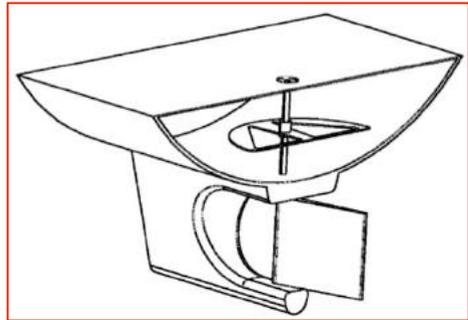


Figure 2. Simple supported rudder

Today, most vessels employ one of two systems. Where a single simple system with quick reaction required to counter changing wind conditions is required, the cable and steering quadrant is adopted. When larger vessels with possible multiple steering stations are required, the most common system is hydrostatic (hydraulic) transmission. This is a system whereby the helms-person generates a pressure via a pump at the steering station, and the pump transfers the force through pipes or hoses to a slave cylinder (ram) that is connected to a tiller arm on the rudder post.

When auto-pilots are connected to the steering post, the force applied can either be by direct hydraulic cylinder connected to a tiller arm, or using a reticulating ball screw, that extends and retracts by effectively rotating a nut around the outside of a threaded rod. The spinning motion can be imparted using either a hydraulic motor or direct electric motor.

Some boats have a fin (Steel) directly connected to a post, and others have a GRP (Glass Reinforced Plastic-fiberglass) composite, keyed to a steel shaft. This shaft, or rudder post on many newer yachts is cantilevered, that is only connected to the hull at one end (Figure 1) and this places huge forces on the bearings that support that post. The connection of a GRP rudder to a rudder post requires good detail design of the interface, and shall be covered more under the following maintenance section.

Vessels that have a keel that extends rearwards can have a secondary bearing under the rudder to support the deep end of the rudder (*Figure 3*). Older style yachts and power craft that are designed to deflect debris away from their propeller tend to use this technique. High speed, or planning hull power-craft, usually have very small cantilevered rudders as shown in *Figure 1*. They are small because the velocity of the water passing the rudder at high speed provides sufficient turning forces. However, when conditions demand that the vessel slows to below planning speeds, their steerability is usually inadequate.

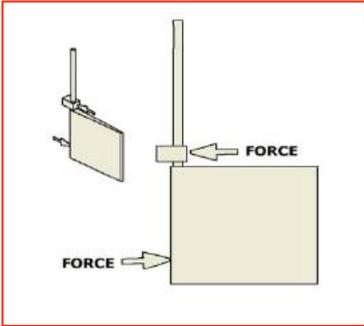


Figure 3. Forces acting on a cantilevered rudder

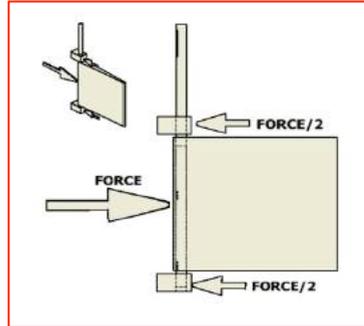


Figure 4. Forces acting on a simply supported rudder

Cable Steering

Most older vessels use stainless steel flexible cables that run from the helm to the rudder post. The cables must pass over and around a series of pulleys, known as sheaves, and terminate at a quadrant attached to the rudder post. The system is quite simple, it is reliable providing it is maintained, and the only draw-back is that the helmsperson is the one to apply the power, and slack can occur in the cables unless the system is very well designed. This slack translates to lack

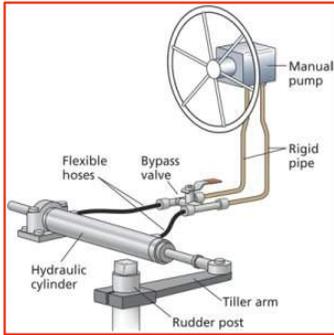


Figure 5. Vailima's quadrant

of response when quick steering manoeuvres are required. In *Figure 5*, the termination to the steering quadrant can be seen. The cables that run between the helm and this quadrant must be kept taut, and usually there are turnbuckles in line with the cable to remove any slack, by pre-tensioning the cables. These turnbuckles should be checked frequently to ensure that the connecting cables remain taut, and that any lock-nuts employed on the turnbuckle remain tight. During the periodic checking, it is recommend to investigate any sections of cable that traverse tight radii (small radius bends). These are the locations where the strands are subjected to the most stress reversals and a potential location for the initiation of fatigue failure or fraying of the strands and subsequent wire breakage.

Hydraulic Steering

As mentioned earlier, the helmsperson rotates the capstan that in turn operates a small positive displacement pump. That is, one rotation of the helm will deliver a finite volume of oil. A smaller volumetric output pump will generate a higher force on the tiller than a large volumetric output pump for the same effort at the capstan. The larger the pump, the faster the rudder will turn, but with a commensurate increase in effort at the capstan. Modern systems usually have a reservoir to supply the oil to the pump. In smaller systems the pump casing contains the fluid,



and in larger systems, especially where power auto-helms are employed, a pressurised reservoir is used to ensure that air is not sucked into the system, which in turn would cause sponginess (Compressed air entrapped in the lines when steering). These systems, once installed, providing all the connections are tight, will provide an extremely reliable and robust steering option.

Figure 6. Hydraulic steering schematic and Westwind's steering reservoir

Yachts tend not to use the hydraulic systems, because the responsiveness required when the wind changes is not as sensitive as the manual helm and cable system. In Figure 6 it is possible to view the 'bypass-valve'. Should the hydraulic steering pump or slave cylinder fail, to enable the system to be over-riden and apply an emergency tiller, it will be necessary to allow the fluid in the system to pass back and forth freely during emergency tiller operation. The bypass valve will provide this feature.

Maintenance

Irrespective of the system in your own boat, it is suggested that when underway, one of the crew should steer, and while the rudder post area is being observed, the helm should be rotated from full lock port to full lock starboard. During this process any movement observed between quadrant or tiller arm to the ruder-post, must be investigated and eliminated. Connections can loosen over time and this should be removed by tightening if there is any problem observed. Any neglect of this may result in failure at an inconvenient time.

For the hydraulic systems, regular observations of fluid level are about all that is required for non-pressurised systems. For the pressurised systems, a regular check of the applied system pressure at the reservoir is necessary. The illustration in Figure 5 shows a container that normally has pressure applied via a 'Schrader' (traditional car tyre inflation system) valve.

Obviously if the pressure or oil levels appear to be diminishing, a thorough investigation of system and identifying where the fluid leak is occurring, must be performed.

For the cable and helm systems: A periodic check of every centimetre of the multi-strands cable is recommended. Never run an ‘un-gloved’ hand along these cables. A single broken wire strand will quickly cause serious injury. These cables usually are constructed from 7x19. This is 19 strands of wire wound in 7 bundles (133 wires). At the termination of these cables, there will be a 180° wrap with an overlap that is connected with dog clamps. These consist of a U-bolt with a matching saddle. The saddle should rest on the dead end of the wire, and the U-bolt against the live portion of the joint. (Remember, “Never put a saddle on a dead horse”).

Earlier, the difference between simply supported and cantilevered rudders was described. The reason for this was to alert the cantilevered system owners to conduct an inspection of the rudder post to rudder or fin. Many modern production boats insert the keyed stainless-steel shaft into the rudder fin, then apply epoxy to the annulus between shaft and fin.



Figure 7. Potential bend in rudder post

Once the epoxy is cured, it is considered ready for use. It can be seen in Figure 7 that under load the rudder shaft WILL BEND. During this procedure, a slight clearance will open between the shaft and the epoxy, allowing the introduction of water. If your boat

is mainly used in salt water, the stainless shaft where subjected to flows of salt water, with normal oxygen entrapped, will form an ‘oxide’ on the surface and protect the shaft. However, where salt water is not renewed by flow, oxygen starvation will occur, and what is known as

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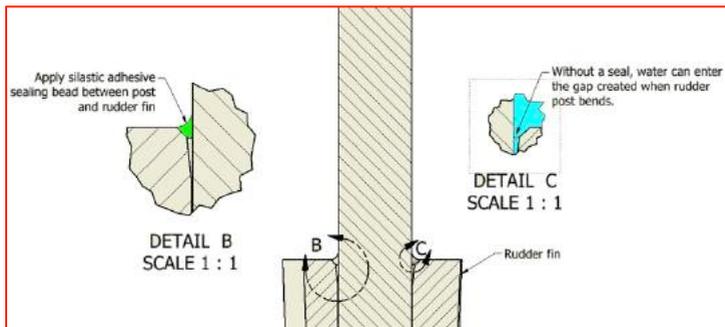


Figure 8. Location of passive corrosion

passive corrosion will commence. This should be checked whenever your boat is slipped. Any evidence of corrosion, 'tea stains' at the interface between the shaft and the rudder fin, should be very carefully evaluated for potential problems. Minute pitting in the surface of the shaft will create what is known as a stress riser, and at this location fatigue failure of the shaft can initiate.

A well-engineered interface between shaft and fin will employ a large chamfer at the interface between the hole and the surrounding perpendicular surface of the rudder fin. The problem and recommended solution are shown in Figure 8.

Conclusion

This information only covers two basic steering systems, but the majority of boats are fitted with either of these two systems or a derivate of them. Thorough and frequent inspection of the system is advised. This includes checking the access to what should be on every boat, the emergency tiller option. Sometimes there are bungs, or small hatches to these areas. For the hydraulic systems, un-restricted operation of the bypass valve mentioned earlier is necessary. Next time you are on the water, check to assess if all these systems are in place and the emergency tiller operates freely as intended.

Tony Peach

Tony, this is a beautiful description of steering systems, expressed simply with some very informative tips. After the steering failures experienced recently by other Club members, checking the steering system on Tahiti was high on the priority list of things to do. Now I know exactly what to look out for. I have recently spoken to several people who had steering issues during the delivery of boats. One 50 footer lost steering in heavy downwind conditions. Apparently it was very difficult to use the emergency tiller under such conditions. If anyone has experience sailing a boat after losing its steering and can offer some tips, for example controlling an emergency tiller in heavy conditions, steering using a drogue or any other emergency steering strategies, a follow-up article would be very welcome – ed.

Start Boat Needed for Scout-Guide Regatta, Snug Beach, March 10-11

Is anyone willing and available to anchor off Snug Beach for two days and act as start boat for the sailing programme of the annual Scout-Guide Regatta? The requirement is to be on station from noon on Sat March 10 until late afternoon Sunday March 11. Must have good coffee making facilities and have a flagstaff/mast to support the signal flags yard. Free movie Sat night.

Contact Andrew Boon 0400 651 532

In The Book Locker
Christian Narkowicz

To start off this segment I would like to talk about a book I have recently finished and that should be in every nautical book locker: *The Cloudspotter's Guide* by Gavin Pretor-Pinney (Sceptre, 2007). The author is the founder of *The Cloud Appreciation Society* (www.cloudappreciationsociety.org) and this book is touted as an official publication of that society. As sailors we are constantly under the sky, either burning in the sun, sheltering from the rain, or somewhere in between these extremes. We are also constant observers of the sky: looking for signs of changes in the weather, the next rain squall or admiring a glorious sunset while enjoying a BBQ ashore.



Cirrus ice clouds with mare tails (virga) and as Kelvin-Helmholtz wave clouds (images Christian Narkowicz)

Clear blue skies are great but life would be monotonous without the ever-changing fluffy stuff to communicate to us what the weather Gods have in store, to provide displays of Thor's power and to illuminate the skies as the sun rises and sets. This book is not that of a meteorologist but rather a cloudophile. As well as describing the 10 main genera of clouds there are references to clouds from historical, social, military, religious, literary and artistic perspectives. For example there is an Iranian blessing that goes "may your sky always be filled with clouds" which contrasts with the English concept of a person with a "cloud hanging over them". There is an introduction into cloud nomenclature and an explanation of the "cloud 9" concept.



Lenticular clouds over Hobart (images Christian Narkowicz)

Do you remember watching Magic Monkey flying around on cotton wool clouds? This mode of transport must have been inspired by Sun Wu-Kung, the Monkey King, who travelled great distances by cloud dancing, leaping from cloud to cloud. Besides descriptions of clouds there are descriptions of cloud-related phenomena and an explanation of their generation. Have you ever seen sun dogs, circumzenithal arcs, a 22° halo, a 46° halo and wondered what causes them? What about the rarer phenomena to look out for – parhelic circle, anthelion, sun pillar? What is a mackerel sky any what does it foretell? What species of mackerel fits the description? Have

you seen nacreous clouds – like mother of pearl? What effect do jet aircraft contrails have on Earth's climate? It is thanks to this book that I was able to recognise and photograph the rarely-seen Kelvin-Helmholtz wave cloud. After reading this book you will be a much better-informed and probably a more enthusiastic cloud watcher.

Christian Narkowicz

Women Who Sail Australia 4th Anniversary

Sheenagh Neill

Women Who Sail Australia, WWSA, was started by a small group of like-minded women sailors four years ago. The closed, women only, Facebook Group is open to all women who sail on their boat. It's a collaborative group who offer local support, tales of their cruising times and local catch-ups. WWSA hold a conference every year.

On celebrating their 4th birthday the Hobart group of WWSA got together at the Gold Bar in Hobart for a celebratory drink and catch up. All that attended also were CYCT members.



Women sailors of the CYCT and WWSA at the Gold Bar (image anonymous waiter)

We look forward to more local events in the future.

Sheenagh Neill

One Man's Drama at Rabbit Island

Mike Boyden

I was all excited and enthusiastic that morning , after launching my yacht after a serious refit. Into the water and off I go. I thought I'd put some hours on the new motor and I didn't really expect the head wind to get up to 40 kts as I turned into Port Esperence. Put the anchor down in a new place at Rabbit Island, as the best spots were taken . OOP's – not holding . So start the new motor – NO GO. Drifting quite fast through other boats towards a rocky lee shore. Let lots more chain out to slow her down. Wow! That worked, stopped 30 metres from the rocks . Looked at the fuel lines. Aha, during some recent work I had accidently turned off one of my diesel taps. Bled the motor and it started okay. Went to pull the anchor – no hope. It was seriously hooked on an old fishing net and a mooring line as it turned out. By now I had attracted quite a crowd and they all helped secure the boat for the night (extra anchor etc). Early next morning some brave and friendly souls arrive to dive on the anchor, cutting the various entanglements that included a 2" old mooring line. Finally, after much winching, swearing and incredible ropemanship, the anchor was freed and I was able to join the crowd in the lee of Rabbit Island .

I write this article to thank the wonderful people who helped me, and especially Mike Ralph on *Alleena* , who dived in the freezing water at such an early hour. Great job chaps. Thanks again.



Cold front coming from the south over Maria Island (image Christian Narkowicz)

Letters to the Editor

Dear Ed

I am disappointed to find that, as a non-boat owner, I can no longer participate in meetings of the CYCT. A Committee decision has arranged venues for the December and February meetings at locations not accessible to the majority of members.

A recent alteration to the Club's constitution states that, "A General Meeting will normally be held on the first Tuesday of each month (excepting January) at a time and place to be advertised in the Albatross." For the past 12 years, this has been at the Derwent Sailing Squadron, a venue that has been convenient for the majority of members. The Constitution has also been altered in recent years to include Social membership for those members without boats. There are a number of these members in the Club who, at the moment, cannot participate in meetings because of the decision to move off-shore.

Members have a number of on-the-water activities to choose from each month. However, social activities are also an important part of the Club's calendar. These include General Meetings where those without boats can mingle with their sailing friends, hear of the Club's activities - through the conduct of the meeting - as well as enjoy armchair cruising and other marine-based topics with the arranged guest speaker. General meetings at the DSS can attract over 40% of the Club's membership together with friends and guests (potential members?), whereas, if what I hear is correct, meetings on the water have attracted less than half that number.

I am still a member of this Club – and have been since its inception – and would like to continue to support the Club at meetings, as well as at other shore-based events. However, I feel, like some others, that we are being sidelined.

Decisions of this nature have, in the past, been brought before a General Meeting to be debated at length by the membership before a final decision is made. This major alteration to the Club's monthly calendar to hold meetings 'on the water' should have been put to members before being put into operation.

Erika Shankley (Life Member)

Thank you for your thoughts, Erika. The December general meeting at the Quarantine Station was very well attended both from the water and by members who drove to the venue. I don't doubt that members who drove would have been more than happy to carry another passenger or two if they were aware of transport issues of members who would have liked to have attended the meeting. The concept of holding meetings "on the water" was to get more people out in their boats. It was not intended to exclude members without boats so the venues were chosen to allow land-based access. The December

and February meetings were trial "on the water" meetings and their success will be evaluated at the next committee meeting – ed.

I also had a letter from Kerry Johnstone agreeing with a recent article in *The Mercury* by Charles Wooley, commenting on the detrimental impact of mass tourism on Tasmania's beauty spots and other special places. I decided not to publish this letter in full because it did not directly relate to the impact on cruising activity in Tasmania. However I would like to make a few comments and open up this topic for discussion amongst the membership. We are seeing an increasing number of cruise ships, both big and small, visiting Tasmania. There was a cruise ship in Port Davey recently and it allegedly anchored in the Bathurst Channel, which is a strict no-anchoring zone due to the delicate marine organisms that are found there, such as black corals, which would be smashed by anchors and chain. I can only hope that the ship actually used thrusters to maintain its position in the channel and did not drop an anchor, but witnesses to the event are better placed to comment on this.

Port Arthur is expecting visits from 35 cruise ships this season and 40 next season. Comments I heard from CYCT members who recently visited the historic site and interacted with cruise ship passengers indicated that many of them had no real interest in the site and did not understand or wish to understand its significance. These are probably the type of tourist who would prefer a helicopter ride over Tasman Island. How long before there are even more aircraft buzzing around our amazing places? We had three cruise ships visit Port Arthur when we were there for two nights recently. There was some level of intrusion, with noise, bunker fuel fumes and a constant stream of boats transporting passengers to and from the shore. There were also frequent helicopter flyovers as they delivered supplies to the huts on the Three Capes Walk. This is the new reality and it has crept up on us quite swiftly. Quiet bays are less quiet, pristine places are less pristine, size flathead are harder to find and there is more industrialization of our waterways. Kerry would like to see more effort made to deal with litter and other waste that is generated by tourists. This is a big issue on Bruny Island especially. But it should also be easy to deal with: waste bins and toilets. I am sure that tourists and new residents in the state do not wish to trash the place but it is up to us to provide the infrastructure required.

Coles Bay started the "no plastic bags" revolution in Tasmania. Wollongong is working to eliminate all plastic packaging in its city. There are ways forward for minimising waste at the earliest part of the waste generation stream, rather than dealing with it afterwards. There are plenty of organisations to get involved with if one wants to be proactive in this area. I just pick up rubbish from beaches whenever I go walking along the coast.

Kerry wants areas set aside exclusively for Tasmanians to holiday in. This is possible if you buy some land for your own use, which is still possible in Tasmania. However, the Australian Constitution guarantees freedom of movement in Australia so we cannot reserve parks for our own exclusive use.

News

Safety warning on the use of safety harness tethers on sailing yachts

The Marine Accident Investigation Branch (MAIB) has issued a safety bulletin to highlight an urgent safety lesson that has arisen following a fatal man overboard incident. The MAIB is carrying out a full investigation into the tragic accident on board the commercial sailing yacht CV30 in the Indian Ocean on 18 November 2017, which took place during the Clipper Round the World Yacht Race. The safety issue raised in this safety bulletin highlights just one of potentially several factors that contributed to the tragic accident. 'MAIB Safety Bulletin 1/2018' contains details on the background and events leading up to the accident, initial findings and the following safety lesson:

To prevent the strength of a safety harness tether becoming compromised in-service due to lateral loading on the tether hook, the method used to anchor the end of the tether to the vessel should be arranged to ensure that the tether hook cannot become entangled with deck fittings or other equipment.

You can read the safety bulletin in full on the MAIB website. The MAIB will publish a full report, including all identified contributing factors, on completion of its investigation.

From Tasmaritime: New procedures for short or overnight trips in Coastal waters

If you are planning a day (or perhaps overnight) trip in coastal waters, you can now take advantage of Tas Maritime's new vessel safety system, TasETAR. TasETAR (ETAR = Expected Time of Arrival or Return) is principally designed to provide overdue alerts for members who voluntarily give us an ETAR when they call in at the beginning of a day trip. Our logging system, TasLog, checks periodically to see if any vessel's ETAR is coming up or is in fact already overdue and pops this information up on the operator's screen. If you are more than 20 minutes overdue and you have not advised us of your arrival/return or of an amended ETAR, we will:

- 1 try to contact you by radio;
- 2 if unsuccessful, try to contact you using your mobile phone number in our database (if you are a Tas Maritime member) - we will not phone the shore contact/second owner as this could cause undue panic;
- 3 if still unsuccessful and the vessel is now more than 60 minutes overdue we will refer the matter to Tasmania Police.

Note that this service is available only to members of Tas Maritime (because we have members' details on our system in the event of a distress situation). If you are not a member and wish to use TasETAR, you will need to become a TMR member.

If you do use TasETAR, remember:

- 1 ALWAYS call in when you arrive at or are approaching your destination (if, for some reason, it is not possible to radio in, phone us on 6231 2276 or email us at ops@tasmaritime.com.au and advise us of your arrival).

2 If you know you will be delayed, let us know and we will reset the ETAR for you.

TasETAR is intended for short day trips, particularly fishing trips out to the continental shelf and back, although you can provide an ETAR for a future date under some circumstances. If you are taking a longer trip around the coast or to the mainland, use TMR's comprehensive TasREP system which provides more concentrated logging that is specific to your trip.

Southwood Fibre woodchip loading facility at Port Esperance

Southwood Fibre has lodged a development application with the Huon Valley Council (in November) for a woodchip loading facility at Strathblane, near Dover. The proposal is for up to 800 000 tonnes of woodchips to be transported to the site annually, stockpiled and loaded onto bulk carriers. According to Southwood, the loading facility will have a ship berthing for several days of loading about every six weeks. This means the ships will be moderately-large handybulk carrier size (about 240 metres long). Southwood aims to have the loading facility operational within four years. Some local Dover residents have concerns about the effects of this facility on their immediate environment: visual impact, noise, further industrialisation, truck movements etc. Southwood claim there will be about 145 jobs and \$55 M economic stimulus annually from the development. This development and the associated ship movements have the potential to impact on cruising in the lower Channel area. Further information is available from www.southwoodfibre.net and also from the opponents of this development: www.farsouthfuture.org.

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.

New Members

White Rose 1 – David Webb and Susan Tuma

White Rose 1 was launched in 2003 and is a Scandinavian 48. Never heard of a Scandinavian 48? I am not surprised. Only 3 were built at the Pantawee Shipyard in Thailand. She is a 48 ft ocean cruiser, cutter rig with a beam of 14 ft and displaces 20 tonnes. The company was bought out and now makes the Hans Christian boats. The previous owners sailed *White Rose 1* from west to east around the world. Up through the Pacific from Australia. Hawaii to Alaska. Down the West coast and through the Panama canal, then cruising the Caribbean. Eventually sailing up the East coast of America and across the Atlantic to the Mediterranean. We acquired her in Hobart after her completion of the world circle

Susan and I have been sailing for 10 years, racing in Port Phillip Bay. Susan has won women's Skipper races and competed in many Women's Sailing regattas, sailing yachts belonging to generous other owners, typically against boats owned by other women. Her light-wind sailing ability is outstanding, with one race when she helmed a 36 ft Division 2 yacht, finishing less than 5 minutes behind a 50 ft Division 1 boat after 6 hours of light sailing. Winning in AMS, PHS and IRC Divisions. We have both completed numerous Ocean races including Melbourne to King Island, Melbourne to Launceston, including the Rudder Cup and Melbourne to Hobart 2013 (The Bad storm year off Flinders Island). We have cruised with friends on a similar ocean cruiser, with trips across the Pacific and Java Sea. Fiji to Vanuatu. Lombok to Bali, then island hopping to Borneo. This cruising life awaits. We have been captivated by the beauty and surrounds of Bruny Island and find the Southern coast of Tasmania and Port Davey beckoning us.



White Rose 1 (image David Webb)

APPLICATIONS FOR MEMBERSHIP

Feeling Swell

Leigh Cooper and Teamjid Haye

Dreamtime of Hobart

Chris Heath and Judy Clarke

Atmosphere

Donald Douglas and Megan Smith

Lahara

Dean and Kathryn Johnson

Leonora II

Michael and Anne Way

These applications for membership will be automatically ratified within 14 days of the date of the scheduled General Meeting immediately following this publication of the *Albatross*, subject only to any member lodging an objection, in writing, to the Secretary no later than that date.

WELCOME TO NEW MEMBERS

Britestar

Bill Macdonald and Janne Gorman

Tony and Robyn Kazda
(no boat as yet)

Kakahi

Graeme Wallis and Fiona McCarthy

Stuart, Sylvia and Josephine Beeton
(no boat as yet)

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.

Minutes of General Meeting held at Bruny Island Quarantine Station on 09 December 2017

Opening

Commodore Andrew Boon opened and chaired the meeting at 3.30 pm.

Attendance and apologies

There were 50 CYCT members in attendance. Apologies from Darren Schmidtke, Erika Shankley, Richard Phillips and Annette Philpot.

Minutes of the last General Meeting (7 November 2017)

Published in the December *Albatross*. Confirm and sign as a true record of the meeting. Moved Sheenagh Neill, Seconded Philip Garlick. Passed.

Business Arising from those Minutes

Nil not already covered in the agenda

Introduction of new members and presentation of burgees

Bill and Jan McDonald were presented with their club burgee.

Cruising plaques

Presentation of Cruising Plaques to those absent from the Annual Dinner: Ian Johnston (Julienne)

Rear Commodore's Report – Lyn Peach

Report as published in the December *Albatross*. Lyn mentioned she has made arrangements for a limited number of CYCT members to visit the PV Cape Wickham. This event is scheduled for 19:00 (7 PM) on Tuesday, January 9th. There are still spaces available registered on the website. An invitation to all CYCT members to attend a BBQ lunch at the Wave station Middleton, registration is required.

We have flyers from our guest speaker Gretta Pecl last month on how climate change is affecting our marine ecosystem.

Treasurer's Report – Shona Taylor

Report as published in the December *Albatross*. The CYCT has \$49,904.00 total cash in the bank.

Vice Commodore's Report – Sheenagh Neill

Report as published in the December *Albatross*. Sheenagh thanked Lyn for organising the first general meeting and committee meeting followed by our Christmas BBQ at the Bruny Island Quarantine Station. Join Wendy and Ian Fletcher on the next cruise to South Bruny and Recherche Bay over the New Year period. View the website for more information on this and future events.

Commodore – Andrew Boon

Report as published in the December *Albatross*. Additional items include a talk from Raymond Lesmana, coordinator of the Sail 2 Indonesia Rally, due to take place sometime this week to be confirmed and email sent to all CYCT members.

A report on the fish farms is the December issue of *Albatross*. Storm Bay plans of Tassal and Huon Aquaculture are opened for public comment until January the 17th 2018.

Women on Boats

Tuesday the 24th of December there is a Christmas function, contact Jo Topp, details on website.

Webmaster

You can now purchase a copy of Cruising North East Tasmania on our website.

Membership Officer

There were 50 people in attendance at our first cruise/meeting. We have 311 members including spouses and children. We are attracting at least 3 - 4 new members per month with 4 new members for this month.

Sheenagh Neill stated that "Facebook has 117 members and 114 likes". Tracey Taylor thanked Sheenagh for all her hard work that she has put into Facebook.

Items from other officers/other business

Nil

Next Meeting

Next General meeting is planned for Sommers Bay, Sunday, February 4, 2018 at 0900, venue to be advised.

Close

Formal meeting closed at 4.45 pm.

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](#))



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