

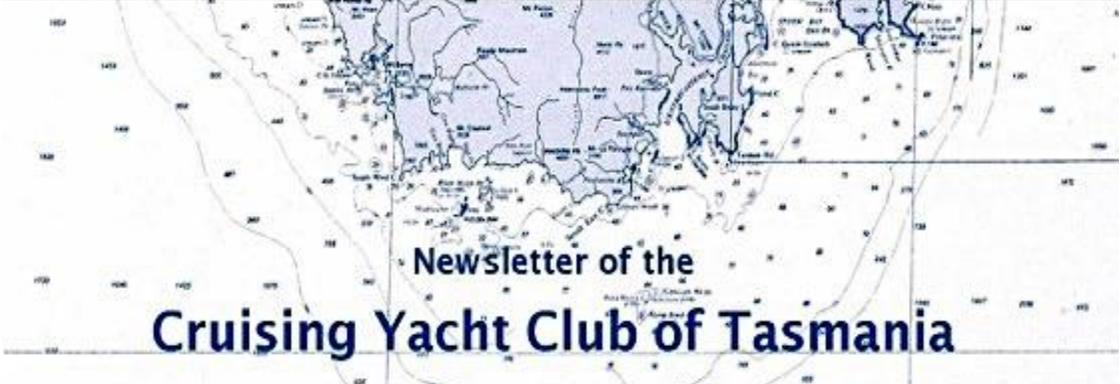


Albatross

Volume 44

No11

December 2018



Newsletter of the
Cruising Yacht Club of Tasmania

PO Box 605 Sandy Bay TAS 7006

cyct.org.au

Committee Members

Commodore

Richard Taylor 0407 441 254 *Easting Down*

Vice Commodore

Greg Hitchens 0431 567 776 *Mystic*

Rear Commodore

VACANT

Treasurer

Shona Taylor 0403 249 529 *Easting Down*

Secretary

Lyn Peach 6229 4850 *Westwind of Kettering*

Editor *Albatross*

Fiona Tuxen 0419 550 118 *Ocean Swan*

Committee

Chris Le Cornu 0409 639 215 *Golden Dream*

Lew Garnham 0417 589 008 *Minerva*

Membership Officer

David Mitchell 0419 565 786

Warden

Chris Creese 0400 520 588 *Neptune*

Webmaster

Tony Peach 0419 383875 *Westwind of Kettering*

Quartermaster

Elizabeth Helm 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.

The normal deadline for publication is 19th of the month prior to issue.

Negotiation with the editor may be possible

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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. 34

Payments to CYCT

Payments can be made by direct deposit or transfer to this bank account:
Name: Cruising Yacht Club of Tasmania Inc. **BSB: 06 700 Account: 2803 5573**
Please include your name and brief details of the purpose for the payment.

	CYCT CALENDAR
<u>December</u>	
Sun 2nd	Day Sail-Picnic on Richardsons Beach 2noon to 3pm.
Tues 4th	BYO BBQ & General Meeting @ 5.30 pm. Venue: Tas Maritime Radio Domain
Tues 11th	WOB Christmas Get together @ 5.30pm Venue: Dinah's 26 Derwent Ave, Margate 0400 473 248
Mon 31st	New Years Eve @ Barnes Bay
<u>January</u>	Committee Meeting to be advised. Late January
<u>February</u>	
Tues 5th	CYCT General Meeting @ 7.30 Venue: RYCT upstairs.

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

Well Christmas is fast approaching, and I assume many of you will be planning festivities aboard your vessels or on shore. I wish you all a warm and enjoyable Festive Season with fair winds.

I would like to thank all the contributors to the *Albatross* during 2018 and hope that the Summer break will inspire you regulars and non-regulars (there are many of you) to continue your good work and produce some articles during 2019.

Cheers Fiona Tuxen

A note from a former Editor.

As a former editor of *Albatross*, I take a keen interest in each issue.

Here's a bit of trivia for the *Albatross*:

The first issue of *Albatross* was published in December 1975. There have been 11 issues each year since then. The December issue this year will be the 474th edition and May 2021 will mark the **500th issue** of the CYCT's venerable magazine.

This monthly magazine is the life-line of the Club. May the *Albatross* continue to soar over the waves!

Erica Shankley



Commodore's Report



For those of you who were lucky enough to be one of the 92 people who turned up at our November general meeting or one of the 52 members who had a meal beforehand at our new meeting venue at The Royal Yacht Club, I hope that you enjoyed the experience.

Our special guest speaker, Don McIntyre, who is the chairman of the Golden Globe Race, and here in Hobart for a very short time, gave an extremely entertaining talk on all aspects of the race, which is currently in progress. Many of our members had been participating in the arrival of the competitors at the Kingston Beach Mark and were very familiar with the yachts and skippers. Don was extremely generous with his time to present to us, we had members of the RYCT as guests for the evening. Anticipating a large

group we arranged seating for 70 but were left with standing room only, as the picture shows.



As I write this the weather is perfect but the first cruise for the season to Norfolk Bay apparently did not enjoy quite the same. We were not a participant because a prebooked cruise to Thursday Island took precedent. Some sixteen boats took place which was a great turnout considering the forecast. A report from one of the cruise coordinators is published in this

edition. Our next cruise is December 2nd to Richardson's Beach, a casual lunch on the beach, no special instructions, weather permitting it is a great stopover.



Our popular “new members cruise “to Quarantine Bay at our new outpost shed was held on November 10th, a great success with 70 plus attending, a great job done by the organising committee, special thanks to the new cartage company, “Ways Freight” who tendered successfully against “Barwick Coaches”, and “Garlick Caterers”, who made this event run like a Gardner engine, “never a miss”.

Our main caterer was a fine little business in Kettering called “Fed Up Food”, they did what they said, delivered on time, many thanks to Lew Garnham and David Mitchell who picked it up and nursed it to Quarantine.

A highlight of the day was a special award to “The Watson family” for their ongoing help and assistance on the water to many of our members during anchoring, towing, rescue efforts over the years. The Watson children, Max, Isabella and Lucas received their awards on behalf of the club. We have all seen these children grow up on the water and the lessons that they have learnt, the confidence that they display is most certainly a great reflection of their upbringing and is so nice to see. Traditionally the day ended up with the campfire BBQ, well attended. I think that MAST might have to extend the floating pontoon at some stage as it is standing room only at times.

I mentioned last month the publication of ‘The Shank’, which has been written by our member Ian Johnson, this book is retailing at \$65 but available to our members at a special discounted rate of \$52.00, pick up only, more details will be advised when they are available. The Flyer is included in this edition. Postage is available at an extra \$11.50 per book. Please order on line, and pay directly to our Bank Account BSB 067002 ACC 28035573 don't forget to give your name and details.

(Refer to Back of Albatross, for further details)

Our December general meeting on the Tuesday 4th is to be held at the Tas Maritime Headquarters on the Upper Domain Road in Hobart. This should be a very interesting evening as we all use the services of TMR and we can understand how it all works and functions. Please familiarise yourself with its location before you leave, it may be confusing for some. A BBQ is planned, commencing at 5.30 pm, our General Meeting will follow, please bring all your bits and pieces, chairs etc, we are providing a BBQ only. There is plenty of parking available.

We welcome our new members and hope they enjoy our club and what we do!, always fly your burgee and don't forget your name tags.

Richard Taylor

Vice Commodore's Report



Last month I wrote about the philosophy of cruising, this month is a little more down to earth. With 3 solid weeks of mast stripping, sanding, re-painting and reassembly behind us, I am looking forward to getting the thing back in the boat and joining you out on the water.

Our last cruise, Norfolk Bay, is covered elsewhere in the Albatross in reports by Heather Gluyas and Tony Peach. It was well attended, and, by all accounts, a very successful longish weekend. Thank you to our cruise coordinators.

Heather raises a good point about some of the procedures that should be adopted for cruises. I have already raised this with your committee and will have something drafted over the coming weeks.

Our next cruise is a day sail to Richardsons Beach. Why not join us for lunch ashore on Sunday **2 December**? Following that cruise will be New Year's Eve at Barnes Bay.

We have also added a cruise on **January 12** to Margate where we will anchor for a BBQ ashore at Dinah Jones and Alan Braddock's place. More information will follow by email closer to the event, The idea will be for some boats to bring a dessert to share and others a salad. Each will bring their own main for barbecuing.

Safe Sailing

Rear Commodore's Report

Position yet to filled.

We would welcome volunteers to help our very hardworking committee

Facebook Report. November 2018

Closed group members only

Membership 3 new members this month which is great news.

Our total membership now stands at 125 .

So 125 of our club members are now using the group to share photos and stories of their on water trips and comments.

Any member can share their photos or information in this group. The rules are in our announcements and easy to follow. Importantly to be added to our closed group you must be a current primary or secondary member using your membership name. Membership is checked before we can add you.

All members welcome

This months Top posts were from;

Andrew Boon's post about the new updated Navionics Charts for local waters. These are now correctly marking positions of fish farms in Norfolk Bay etc .

80 members viewed and read the post 17 comments and 10 likes

Tracey Taylors' Taranna Club Boat House photos and comments was the second most popular post.

12 Comments 17 likes and 80 views by members.

Tracey also generated a lot of feedback from her 3 Zestons and White Rose photos from the flotilla in Norfolk Bay

The new sewerage rules generated 13 comments and 5 likes viewed by 75 members

And finally our regular top poster Sally Holt on Blithe Spirit post about their move from the Pacific Islands to New Zealand for summer generated 10 comments 19 likes and viewed by 74 members.

CYCT. Public Page

The club public page share information about on water discussions issues MAST notices etc or CYCT events.

The page has currently 173 people following it up by 6 from last month and

163 liking the page up by 6 from last month.

The page advertises our club and encourages sailors to join.

All great free advertising for the club.

Sheenagh and Tracey

SHOW DAY CRUISE – NORFOLK BAY, 25 – 28 OCTOBER 2018

Despite a less than perfect weather forecast, a total of sixteen boats enjoyed the cruise to Norfolk Bay, commencing on Show Day, 25 October. Aably led by De Deegan and Bev Hitchens on *Storm Boy II*, the cruise began with several boats meeting at Slopden Island around lunchtime, where discussion ensued about the preferred overnight anchorage. On the journey from Slopden Island to Norfolk Bay proper, it was disappointing to view yet another fish farm lease between Green Point and Lime Bay. Will this madness never end?

Storm Boy II decided to overnight at Plunkett Point, with the remainder of the fleet anchoring either in or near Monk Bay. *Blade Runner*, *Cirrus*, *Trim*, *Willyama* and *Westwind* enjoyed a convivial BBQ ashore south of Ironstone Point and plans were made for a walk the following day.

On Friday morning a large contingent enjoyed a walk to the coal mine and ruins at Saltwater River. The extensive ruins include a penitentiary with underground cells which once housed up to 600 convicts, who laboured in underground tunnels, chipping coal and dragging it on trolleys behind them. The coal was then loaded onto ships for transport to Hobart Town. It was fascinating to view the ruins and the old mine shaft, and one can only imagine the brutality that occurred there.

Argos joined the fleet on Friday and unfortunately *Minerva* had to return home. Another BBQ was held later that day at a superb grassy site at Prices Bay, near Premaydena and crews from the following Club boats attended: *Argos*, *Blade Runner*, *Charm*, *Cirrus*, *Close Encounters*, *Entourage*, *Obsession*, *Pandora*, *Trim*, *Westerly*, *Westwind* and *Willyama*. We were happy too, to have some non-members join us – *Melaleuca* and *Yaraandoo II*.

On Saturday *Storm Boy II* returned to Kettering, as planned. The forecast proved correct, with strong winds and some rain, so everyone else had to catch up on some reading and have a “down day” – a bit of a respite from all the socialising! However, later in the afternoon when the showers cleared, and the wind died down, on the suggestion of *Willyama* (thank you Ian, for revving us up!) we decided to have “sundowners” on the beach at Monk Bay so, rugged up in our warmest jackets and beanies, we bravely went ashore for more fun.

Sunday saw the fleet disperse back to their various home berths, with some fishing on the way – just an added bonus!

I'd like to thank De Deegan and Bev Hitchens for making this cruise happen. After a long winter break, it was wonderful, once again, to meet up with so many Club members, to share stories and make plans for further adventures.

Lyn Peach
Westwind



Minerva on Anchor

October 2018 Norfolk Bay Cruise. Heather Gluyas

Even with the windy wet weather that was forecast for the weekend an impressive fleet attended for some or all the Norfolk Bay Cruise. This included *Argos*, *Blade Runner*, *Charm*, *Cirrus*, *Close Encounters*, *Entourage*, *Miknerva*, *Obsession*, *Pandora*, *Storm Boy 2*, *Trim*, *Westerley*, *Wilyama* and *Westwind*.

Those present on the Friday took the opportunity to visit the Salt Water River Ruins. The Saturday anchorage was in Prices Bay where all enjoyed a wonderful barbeque dinner on shore. Sunday saw the fleet move to Monk Bay before the predicted northerly winds and rain arrived at around midday. We took the opportunity in a break in the weather to have sundowner drinks onshore. Monday morning the fleet split up to follow their own paths back to their anchorages. All appeared to enjoy the weekend of cruising and fellowship.

De Deegan on Storm Boy 2 and Alan Gluyas on Argos shared the role of cruise coordinator, as neither was able to be present for the whole cruise. As this was the first time in that role for Alan some interesting lessons were learnt which has led to the following suggestions for future cruises. Firstly, some guidelines about the duties of the cruise coordinator would provide clarity of expectations for both the novice cruise master and the rest of the fleet. Secondly, if possible, the cruise coordinator should be familiar with the cruise area. Thirdly, a process of signing on and off the cruise should be defined as each boat joins and leaves the cruise. Finally, it should be made very clear that although the cruise coordinator is a resource to suggest possible anchorages and social get togethers on the beach, ultimately each skipper is responsible for their own decision in regard to where and when they anchor and the route they take to arrive and leave the anchorage.

Thanks to all the crews who joined this great weekend away. Photos of the weekend are on the website as evidence of the great time had by all.

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

Women on Boats. Christmas Party

Merry Christmas time is nearly here and do we have the event for you!

But wait there's more..... however, steak knives are not included but we do have a small challenge for this years Xmas party.

Inspired by our Halyard knot tying @ our November meeting, (BTW what an awesome night with Ben, learning about Rigs and tips for checking our rigging etc!) we've come up with the idea.....To complete a knot, something interesting, perhaps decorative, perhaps a challenge to identify.

Wear it, bring it, bling it !but most importantly, be the person who creates it.Show and tell, here we come.

So to the venue...Dinah has very kindly offered her spacious and comfortable home for our gathering this year, located at Margate.

Thanks Dinah for putting your hand up. Your generous offer is very much appreciated and we know you'll be our "Hostess with the" for 2018 Xmas WOB gathering.

Here are the details:

You are invited to our WOB 2018 Christmas Party.

5.30 pm Tuesday 11th December.

Address: 26 Derwent Ave, Margate. A quick Google Maps search will have you going in the right direction.

Dress for the season, (hey it could be snowing!), with a knot included.

Please bring along a plate of delishus treats to share and your favourite tippie.

Dinah's contact details are 0400 473248

braddock-jones@bigpond.com.

If you have any questions, just send me an email.

stellabird@outlook.com.au

Thanks for a great year Ladies, looking forward to seeing you there.....

& here's to comparing creative Knots!

Cheers, Tracey

Women on Boats. A presentation from Ben King: focus on Rigging

The November WOB meeting was very well attended at the RYCT, with several new faces joining the group. It was a change to our usual quiet DSS room and Ben King from Almass made a great effort to provide the 25+ Ladies with an Insightful and Informative presentation, focused upon Rigging.

Starting with a checklist Ben, took us through the Important job of thoroughly Inspecting your rigging..... either DIY or having this done professionally, either way Its definitely an annual job. At the VERY least.

Top of the Mast to your chainplates and deck fittings, his focus was to regularly check for corrosion, cracks, metal fatigue, rust and signs of Boom fittings, including gooseneck, becoming loose. Don't forget to check your Topping Lift attachment. Take photos, secure your camera or phone! Enlarge the pics on a larger screen, so you can really look at suspect areas. The photographs can also assist when describing an Issue to your Rigger.

Lubricating turnbuckles and keeping them easy to undo, was recommended, as was fabric lashings on the end of your safety lines, as an easy access point, cut with a knife (situated in the cockpit!) should the need arise.

TefGel Is the best product for corrosion resistance.

Some clever tips for handling split pins, using side cutters were demonstrated. The virtues of the Halyard knot were extolled and each WOB had the opportunity to create this Knot. It's obvious how removing your spliced Halyard end and using this knot instead, can make a big difference to your mainsail hoist and ensure your Halyard Clips are secure.

The use of Dyneema as standing Rigging was given an overview. An Interesting fact Approx. 5:1 Stability. Remove 50 kg of SS rigging using Dyneema, adds 250 kg stability under the keel.

Overall this was an outstanding, Interesting presentation. Dinner followed at the Royal, with everyone enjoying the opportunity to relax after the meeting.

Our Xmas party plans have been firmed up. This will be held on the 11th Dec. If you require further details, please contact stellabird@outlook.com.au.

An important point to note, for 2019 there has been a change of meeting routine to ensure WOB have access to a designated meeting room. WOB will now be meeting on the THIRD TUESDAY of the month. We sincerely hope this doesn't affect members opportunity to attend.

On a sad note, we say goodbye to Kim Brewer as our WOB helmswoman. She has steered this group to ever increasing heights & broadened the depths of our knowledge during the past Seven years. "Thank you" just doesn't sound enough Kim. Your guidance, support and inspiration have ensured the confidence and knowledge of our CYCT WOB has literally gone from strength to strength. We will certainly miss you. Our heartfelt and sincere combined "Thank You" resounds through Hulls everywhere.

Have a great Sailing summer. See you on the water

Cheers Tracey T

Electrical Standards for Cruising Yachts – Andrew Perkins

In general, there are few mandatory standards (Tasmanian or Commonwealth) applying to the home construction of cruising yachts and recreational craft generally. Marine and Safety Tasmania (MaST) may refuse to register a new recreational motor boat if it does not have an Australian Builders Plate (ABP), or a CE/USA equivalent, attached. For a home builder, this requires some calculations of load capacity and buoyancy in accordance with a recognized standard, then the fitting of a durable plate to the hull which will resist attempts to remove it. There are State standards about operations (qualifications of skippers, rules of the road, etc) and the carriage of safety equipment. There is also a Commonwealth requirement for qualifications for marine radio operators. But you can build your boat out of vinegar and brown paper – as long as it has an ABP it can be registered. You will not be able to race it as Yachting Australia have requirements which depend on reasonable construction quality (eg seaworthiness). You will not be able to insure it either as insurance companies require a satisfactory report from a surveyor.

Gas and *low voltage* (LV) electrical installations are exceptions. There are national standards which are mandated by State legislation and apply to recreational boats in the same way as they apply to commercial vessels (as well as to caravans, RVs, homes, business premises, etc). Installers must be qualified and licensed and must use approved hardware. State legislation requires 'prescribed electrical work' to comply with AS/NZS 3000; AS/NZS 3000 states "Electrical installations in marinas and recreational boats shall comply with AS/NZS 3004" (Clause 7.8.2.4). Certificates of compliance must be available and are required by some marinas. *Extra low voltage* (ELV) installations, which include 12 and 24 V direct current (d.c.) systems, are not subject to regulation if the work is carried out on the electrical supply system of a vehicle or vessel, as long as that system is associated with the use of the vessel as a means of transport. For our purposes you don't need to be a licensed electrician to work with d.c. voltages less than 50 V. (Ref.: Tasmanian Occupational Licensing (electrical work) Regulations 2008, as amended.)

For commercial vessels, the National Standards for Commercial Vessels (NSCV) apply. NSCV Part C (Design and construction), Section 5 (Engineering), Sub-Section 5B (Electrical) deals with both LV (usually 230 V, ie 'the mains') and ELV systems, as well as requirements which are common to both systems. This document specifies the outcomes required for various topics. It gives details of methods of achieving these outcomes which, if followed, are 'deemed to comply' with the requirements; it also allows for alternative solutions, different ways of achieving the outcomes, but you have to convince the surveyor that your alternative will work, rather than just follow the prescription. If you want to put your boat into commercial service, you must comply with the relevant parts of this standard. If your boat is purely for private, recreational use, you will have a high quality electrical installation if you meet the NSCV requirements. The NSCV documents are free (<https://www.amsa.gov.au/domestic/standards/national-standards/>) but they do reference Australian Standards (principally AS/NZS 3000 and, hence, AS/NZS 3004.2) which will cost you real money. Finally, remember that all work on LV electrical installations, including maintenance, must be carried out by a licensed electrician.

The dedicated Australian Standard for small boats, AS/NZS 3004.2:2014, *Electrical installations – Marinas and boats, Part 2: Boat installations* covers boats up to 50 m in length. It is part of the AS3000 series ("The Wiring Rules") and its application statement is: "Electrical installations in boats shall be carried out in accordance with AS/NZS 3000, except as varied herein, and with the applicable additional requirements of this Standard."

In this series of articles, I will attempt to extract those parts of the Standard relevant to our cruising yachts. I will restrict the scope to boats up to about 15 m long with 12 V d.c. and 230 V a.c. installations. I will assume that there is only one appliance inlet for a shore-based 230 V supply and that there is no requirement for load-sharing or seamless transfer between shore supply and on-board generator. That will cover 97% of Club boats (there will be no difference for boats up to 50 m where boat length is the only variable).

Note that a majority of smaller boats has no 230 V a.c. installation apart from perhaps a small 12 V-to-230 V inverter which plugs into a 12 V outlet (cigarette-lighter socket). When a larger 230 V appliance, eg a vacuum cleaner or portable battery charger, is used, it is plugged into an extension lead which in turn is plugged into the marina outlet. If your boat is in this category, you'll have to wait for a later instalment until we get to the 12 V section. Please check that your marina outlet has a residual current device (RCD or safety switch) fitted; if it doesn't or you are not sure, use a portable RCD to protect you from wiring or equipment faults. The marina will probably require you to have your extension lead and connected appliances tested and tagged.

Low voltage electrical installation (230 V a.c.)

Let's start with the appliance inlet, where the boat end of your extension lead plugs in. This must have a degree of protection of IP56 both when it is not in use (cover closed) and when the socket is connected (screw collar). [For information about the IP rating system, see

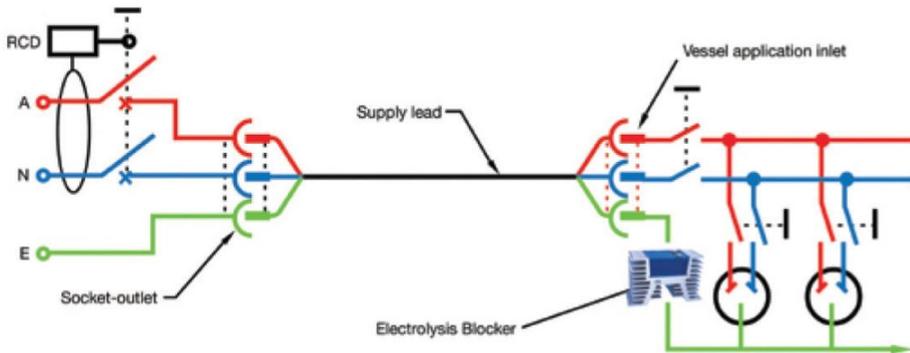
https://en.wikipedia.org/wiki/IP_Code. IP56 means that you can't touch the active parts and dust and water jets which would prevent proper operation are kept out.]



Examples of an appliance inlet and a mating socket for the boat end of your extension lead are shown above (courtesy of Clipsal). Other types (including overseas versions) are acceptable if they are IP56 and made to a recognized International Standard.

Many marinas are providing shore power installations meeting AS/NZS 3004.1 and use IP56 outlets for each berth. In many cases they will be 15 amp (A) outlets with sockets for the wider earth pin. You can physically plug a 10 A extension lead (the most common domestic rating) into a 15 A socket, but be aware that the marina circuit-breaker is probably 20 A (possibly 16 A) and your cable must be rated for the higher current, even if you don't need that much power. This is to protect you from a melted cable and possible fire risk in the event of a fault in the cable or at the boat end. The maximum permissible length of extension cord ('supply lead' in the Standard) is 25 m, in which the minimum wire size is 4 sq mm. Most of us will have a 15 m extension lead which must have at least 2.5 sq mm wires. The supply lead should be in a single length; if two leads are joined together, the joint (plug/socket) must have a degree of protection of IPX6 or better and the total length must be less than 25 m.

I strongly recommend that the optional galvanic isolator be fitted in the protective earth conductor, between the appliance inlet and the earth bar in the a.c. switchboard. This will prevent your sacrificial anodes being sacrificed to protect the marina infrastructure, which can result in serious corrosion if you are plugged in to shore power for more than a day or so. If a galvanic isolator is fitted, it must comply with ABYC (American Boat and Yacht Council) Standard A-28. And "It should be installed in an accessible location as close as practical to the shore power inlet." (AS/NZS3004.2).



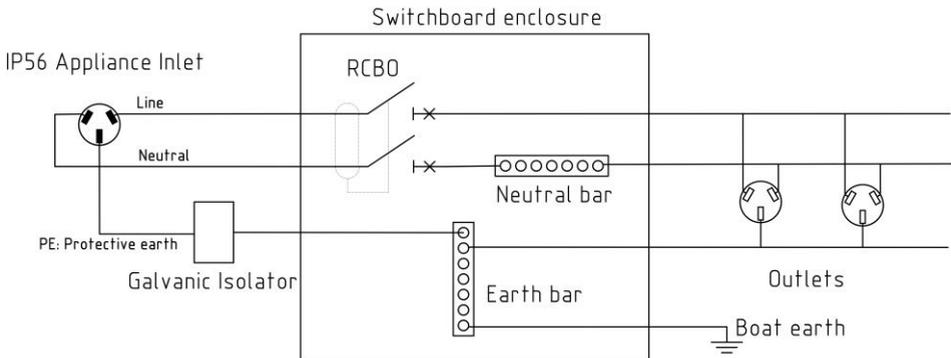
The diagram above is taken from Marine Protection Systems' Electrolysis Blocker (ie galvanic isolator) brochure. It is similar to a diagram in AS3004.2, except that the Standard shows residual current devices (RCDs or 'safety switches') in each sub-circuit on board. The Standard requires that "a protective device (fuse, circuit-breaker or RCD) shall automatically disconnect the supply to the circuit or equipment in the event of a fault between a live part and an exposed non-current carrying conductive part". In other words, if a wiring fault causes a metal case to become 'live', the protective device should disconnect the supply. The 'protective device' may be in the marina pedestal, but, as this cannot be relied on to always be present, the strong implication in the notes to the Standard is that an RCD should be fitted on board. "On boats with relatively small single-phase a.c. electrical installations powered intermittently from a shore supply, a single RCD protecting the whole of the boat's a.c. system is commonly fitted."

So, a minimum, standards-compliant, system consists of an IP56 appliance inlet, a 10 A RCD main switch ('RCBO') and a single circuit with a couple of a.c. outlets (say, one for the battery charger and a second for the fan heater or vacuum cleaner). The galvanic isolator is optional (but recommended). The RCBO can be mounted in an enclosure with a minimum IP22 rating for most sheltered parts of a boat and a small domestic switchboard enclosure (eg 4-pole enclosure with neutral and earth bars) is suitable. For exposed locations, IP56 is required – try a Legrand 601974 enclosure, which is IP65. The enclosure must be separate from the d.c. switchboard and labelled "230 V a.c.". Provide a connection from the protective earth (on the boat side of the galvanic isolator) to the boat earth with green or green-yellow wire.

Cabling must meet specified Standards, must use multi-strand copper conductors and, if used in damp or wet locations, have a water-resistant sheath. Ideally the cabling will use stranded, tinned conductors, with a round sheath which enables cable glands to be fitted. For example, p/n 250014 from Aquavolt, is 2.5 sq mm brown/blue/green-yellow wires in a round, black, rubber sheath which is submersible to 100 m and meets the required Standards. Running the cable in 20 mm flexible conduit will ensure that mechanical protection and electrical isolation

(from d.c. cables etc.) are adequate; it also avoids the need to support the cable at intervals of not more than 450 mm if not in conduit.

Here is a schematic circuit of a 'minimum' installation:



In the next part, I will look at the requirements for a boat which has an on-board generator or inverter.

Marine Radio Installation and Operation – Tony Peach

I went through the process of obtaining my Marine Radio Operator's Certificate of Proficiency a long time ago for both HF and VHF radio operation. I know many of the regulations have altered in the interim, but many have not. However, on occasions the hair on the back of my neck stands up when I overhear inexcusable use of marine radio. Like most members I keep my VHF radio tuned to the distress and calling channel number 16. On Club days I set the VHF to scan several channels including the Club's preferred working channel, 77.

Know Your Channels and Power

Your VHF owner's manual will probably include instructions for setting "Dual Watch" or "Triple Watch", or even "multiple channel watch" scans. Many of your radios could be programmed to listen on 16, 67 and 77, the three channels I suggest for a constant listening watch when in SE Tasmanian waters. You don't need to memorize the channel numbers, but you should have a list of all channels next to the radio, so you use only the ones appropriate and you should stay off the channels that you shouldn't be transmitting on. To obtain detailed information on the Tasmanian coastal weather forecast and conditions, Tas Maritime Radio uses channel 67, 68 and 69, dependent upon the area of Tasmanian waters you may be located in. See the following tabulation.

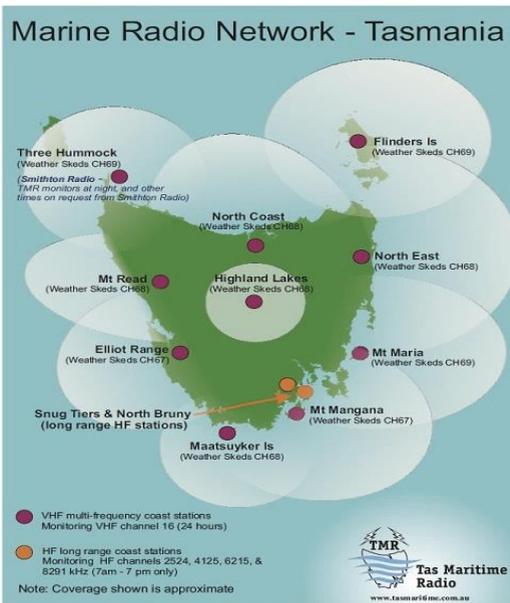
Base	New Channel
Mangana	67
	(No change)
Maria Island	69
South Sister	68
Flinders Island	69
Maatsuyker Island	68
Elliot Range	67
	(no change)
Mt Read	68
	(no change)
Three Hummock Island	69
	(when TMR operates base)
North Coast	68

Table 1: Tas Maritime recommended channels

When making a call to another vessel or to Tas Maritime Radio, always be conscious of your “High/Low” power setting. On your radio there is most likely a control marked “H/L.” You should always use the “Low Power” (Usually between 1-5 watts for a VHF radio) setting when talking to boats at close range or when you are in high-traffic areas. The high setting of 25 Watts is for really reaching out in an offshore emergency. By using the low power setting whenever possible you will significantly reduce the possibility of your talking over the top of an important call say on the fringe of your area. By using high power to transmit, you may talk over someone in distress 10-15 miles away. It is somewhat easy to suggest using channels 15 or 17, which automatically transmit at only one (1) watt. This low power setting is to avoid any interference with the adjacent channel 16. However, 15 and 17 are designated for commercial

traffic and are used sometimes in port for ship to ship’s tender. So, locate your HI/LO adjustment and use 77 preferably.

I have overheard vessels on the water suggesting to somebody calling on VHF 16 that they select another channel, very good practice, however, then the suggestion is made to use channel 78 which is a very bad choice. Many of us will overhear Tas Maritime Radio (TMR) request that a vessel, go to channel 78 to continue the conversation, but TMR is licensed to operate ‘duplex’ ship/shore working channels and the transmit frequency is completely different to the receive frequency. Consequently, if a vessel attempts to use VHF 78 they can transmit but will not be received by the boat they are trying to contact, or any other vessel



for that matter. Basically, only use VHF 78 when requested to do so by a LAND BASED STATION.

Make sure your system is installed correctly.

I suspect that less than 30 percent of marine radios are correctly installed! There are four steps required to insure a good installation.

- ✓ licensing the radio (HF only)
- ✓ verifying the installation
- ✓ connecting the GPS
- ✓ knowing the rules and when to apply them
- ✓ ensuring you have appropriate proficiency accreditation to operate VHF and HF radios

Frequently, the “connect 12 volts positive then the negative, plug in the antenna and ‘yes it works’ routine” is applied. We’re ready to go! A radio installed this way may forfeit most of its emergency capabilities and may have a poor transmission range, limited to only a few miles. However, most antennas these days are pre-tuned and generally could work very well straight out of the box.

Licensing

VHF radios no longer require licensing. However, HF radios must be licenced with the ACMA (Australian Communications and Media Authority). CYCT Members should note that although it is not necessary to licence VHF radios, the operator should hold a long-range or short-range operators’ certificate of proficiency to legally operate the respective radio types.

A new qualification, “The Australian Waters Qualification” (AWQ) has just been introduced. This new qualification is suitable for marine radio users who operate VHF marine radios in Australian Territorial Waters only. (Australian Territorial Waters are defined as all waters up to 12 nautical miles from the Australian coastline.)

Installation

To ensure the maximum power output of any radio (VHF or otherwise) you’ll want to verify the installation by measuring the Standing Wave Ratio (SWR) between the radio and the antenna. Not doing this can cost you significant range. You could purchase your own meter, there are some reasonable products available for under \$100, but unless you are into multiple installations, contact a technician.

Interconnecting antenna wires and antennas themselves can be huge power consumers and can diminish your signal. The SWR measures the electrical equilibrium between your radio and your antenna. Ideally you want a ratio of one to one (1:1) but in practice most installations are in the 1:1.5 to 1:3 range. If you have a low ratio you will be transmitting a strong signal. If you have a high ratio your output signal will be reduced. A high SWR (greater than 2.5 to 1) is generally the result of corroded connections, or a mismatched antenna. To achieve a ratio of 1.5:1 or better, use the best quality antenna wire you can purchase and make sure the connections are soldered, not just crimped.

Yachts usually have the antenna location height advantage over power-boats if the mounting is at the masthead. However, the downside is let’s say 20 metres of cable compared to 5 meters, plus the potential of the external coaxial wire braid chaffing inside the mast due to motion. Such deterioration will increase the SWR ratio.

Some of the more popular channels				
Current Channel Details			Duplex or Simplex	Existing Use Descriptor from ACMA Sources
Channel designator	Tx frequencies (MHz) From Ships	From Coast		
1	156.050	160.650	Duplex	Computer voice generated SE Tasmania, inshore boating weather, broadcast on the hour and half hour.
16	156.800	156.800	Simplex	Distress, Safety & Calling
67	156.375	156.375	Simplex	Supplementary to Ch 16 (For Weather from video on ACMA website)
68	156.425	156.425	Simplex	Port Operations (calling & working)
69	156.475	156.475	Simplex	Frequency not listed under any LCD
72	156.625	156.625	Simplex	Port Operations, Commercial & Non-commercial Operations, Commercial Fishing & Rec Vessels (calling & working)
73	156.675	156.675	Simplex	Non-commercial Ops & Rec Vessels (calling & working)
77	156.875	156.875	Simplex	Commercial Fishing, Non-commercial Ops, Rec Vessels & Ship-Ship Working (calling & working)
78	156.925	161.525	Duplex	Commercial Operations (calling & working)

A very high SWR ratio can cause damage to your transceiver due to overheating. It is a good idea to carry a temporary rail mounted or hand-held antenna if the unfortunate event of a dismasting occurs.

GPS Connection

Your radio probably has enough instructions within the user manual to enable you to set up DSC for the boat to boat (Buddy to Buddy) system. To legally use the DSC facility in your radio you must first obtain an MMSI number from the Australian Maritime Safety Authority (AMSA). The 'red' distress button however will require either the inbuilt GPS, if your radio has one, or an external GPS signal to be routed to your radio if you want your position to be transmitted. However, the uptake of DSC in Australia has been minimal and you should be aware that if you

press your big red distress button, in all likelihood nobody will be listening. I suggest that you call MAYDAY, MAYDAY, MAYDAY on VHF 16 for your best chance of obtaining assistance.

Knowing the Rules and when to apply them

Until quite recently all marine based radios required both the transceivers and the operators to be licensed. Currently only HF radios require a licence together with that of the operator. Another very important step in the marine radio operation is to know how to use the system installed on your boat and to apply the correct protocol.

- a) Currently the legal requirement exists for long range (HF) radio aboard a vessel to be licensed, but not VHF.
- b) Operators of boat-based radios should have at a minimum, a Short-Range Operators Certificate of Proficiency (SROCP) for VHF use, and if using HF, a Long-Range Operators Certificate of Proficiency (LROCP). How many members with HF radios installed aboard can place their hand on their heart and say I am accredited to use this equipment?
- c) As a cruising yacht club and somewhat reliant on the use of VHF and HF, we should all attempt to set an example when using our radios.
- d) Do you know that it is illegal to pass on any information you may have overheard on the airwaves? The only time this can be avoided is if you are aware that the caller is having difficulty contacting their desired station and you are able to offer to relay the message. It is the caller's prerogative to accept or deny your offer to relay.
- e) You should understand that if you call another station, it is their decision to answer or not, and if they do answer, it their decision to select a working channel that you should use for your communication. If they do not suggest a working channel, you should suggest one to get off VHF 16 as quickly as possible. This process will quickly leave the distress and calling channel "16" free for others.
- f) You should research and understand when to use SECURITAY, or PAN-PAN or MAYDAY.
- g) If a boater broadcasts a "MAYDAY" because the floor boards are awash with oily water, they probably should have immediately called a "PAN-PAN" when they 'bumped' the reef two hours earlier.
- h) If you have a carbon monoxide alarm fitted and it activates, call a PAN-PAN, then investigate, after you are sure the area is safe.
- i) Leave your radio ON. If you are concerned about your battery life, improve the boat's 'amp-hour' capacity. Should an emergency arise, you may forget to turn ON the radio, or, if others in the area need assistance you will not hear their transmission if you persist with the unit in 'OFF' mode'
- j) Use your radio to transmit concise messages only. The prattle we overhear between some amateur fishing boats, and unfortunately on occasions some of our own members, can jeopardise the safety of other craft.

If you cannot use your radio properly or do not know how to, ask club members who can assist you.

Tony Peach

References. Thanks to Barry McCann OAM, a director of TMR for his review and suggestions.

ACMA: <https://www.acma.gov.au/Citizen/TV-Radio/Radio/Marine-and-Amateur-Radio/marine-radio-qualifications>

Amodet Electrical System Upgrade – Andrew Perkins

I recently upgraded the electrical system on our Alaska 45 “Amodet” in response to battery problems, the Alaska has twin engines with both alternators feeding into a two in three out diode system so that either engine charges all three battery banks (2 X starting and 1 house bank of 2) but they remain isolated from each other, the anchor winch and bow thruster also have their own 200 AH battery connected in parallel to one of the starting batteries and the genset its own 80 AH starting battery there is also a 240V 75 A smart battery charger running off the shore power or genset with separate output for each bank, plenty of power you might think however with two 12V refrigeration units the house bank was running low overnight.

The starting, house and winch batteries were all identical N200 AH starting type batteries.

My first thought was we were using too much power and changed to all LED lighting turning the drinks fridge off at night and the main fridge down over night without much improvement. I noticed the amperage draw always seemed high for what was running at the time which led me to think the problem was being caused by voltage drop as I knew if the voltage goes down the amperage goes up. The Alaska has generously sized good quality wiring, so I then realised the problem must be that the batteries were not being adequately charged.

Following a careful review of the whole system I discovered several problems in that voltage drop over the diode meant there was only about 13.4 V arriving at the batteries from the alternators which made charging slow and they were not being fully charged, I also discovered the supposedly reputable brand battery charger had two internal power supplies connected in parallel and one had burnt out which meant it was not charging fully either, the third problem was that the house batteries were not deep cycle type batteries and due to the problems had been run down several times which had damaged them.

I was determined to keep the system simple so I could understand how it works, the first step was to bypass the diode system and connect the existing alternators to their respective engine starting batteries so that the full voltage flowed to the batteries although I understand there are isolators available now that do not cause voltage drop.

The next step was to fit a second alternator to one of the engines dedicated to charging the house batteries to which I also fitted a smart regulator which greatly improved the charging efficiency of the alternator.

Off the shelf marine smart regulator / alternator combinations are normally quite expensive however I came across a friend who had sourced a reasonably priced off the shelf replacement alternator that was easily converted to take an external smart regulator, so I purchased one the same.

Alternators to be converted to take an external smart regulator for marine use need to be a larger open frame "hot rated" type alternator to allow plenty of cooling air flow as they can produce a high charge rate over an extended period which can overheat a smaller alternator, the other requirement is to be able to bypass or remove the existing internal regulator and connect a wire in its place to the smart regulator .

I had fitted a Cruz Pro SAR20 smart regulator to a previous boat Lara 2 around 20 years ago as it was the cheapest around then so a quick call to the current owner and yes it was still working fine and still seems to be the cheapest on the market, so I purchased another one.

Smart alternator regulators function in a similar way to smart battery chargers in that they usually have a dedicated wire to accurately measure the battery voltage at the battery terminal and a temperature sensor to measure the battery temperature ,this information is fed in to the regulator which then controls the alternator output to provide a staged charge to the batteries usually a bulk, absorption and float stage and some also include an equalise or de- sulphate stage.

The smart regulator also has a timer built in so that even after the battery voltage rises to a sufficient level the alternator continues to charge for a time depending on the type and size of batteries that have been programmed into the regulator to ensure they are fully charged.

I also fitted a digital amp meter to measure amperage in and out of the house batteries to indicate if for any reason there is a heavy draw on the batteries and it is also handy to monitor the operation of the smart regulator.

I replaced the two N200 sealed lead acid house batteries with two absorbed glass mat deep cycle batteries which although being heavier and twice the price were slightly smaller and larger capacity at 265 AH.

I now effectively have three separate simple systems and the only connection between them being manual crossover switches for emergency starting.

The engine alternators easily keep the starting batteries charged and there is no problem keeping the house batteries charged.



Figure 1 Alternator 2

Figure 2 Smart Regulator



Figure 3 Alternator 1



Navigating the Bridgewater Bridge – Ken Holmes

I thought a recent casual trip up to New Norfolk and the negotiating the path under the bridge may be of interest to members. A few weeks back my brother, now residing in Cairns after living OS for many years, returned to Hobart for a couple of weeks. He hasn't been back home for quite a while and was keen to travel around locally to reacquaint himself with Hobart and surrounds, something he hadn't for many years.

We did the obligatory cruise in and around the channel, took day trips by car to Bruny, up Mount Wellington etc. but the one trip he was keen to do was a cruise to New Norfolk. This is a great trip and one I have done numerous times with visitors or in convoy with the CYCT – always a pleasurable experience whether overnight or a day trip as this was to be.

Obviously the one task I had to do was organise the bridge to be raised so I rang the bridge operator and discussed a time. He asked my height which I informed him “under 14 metres”, this I had checked soon after obtaining the boat, a Martzcraft 35'. Being a Friday I knew there would probably be a bit of traffic, so we left with plenty of time to ensure we were not going to delay the operator and ensure we got through in a minimum of time. Upon arriving we moved close to the bridge to make sure we got through speedily whereupon the bridge began to lift. It stopped, and we got the thumbs up from the operator, but I looked at the height and thought this was going to be very close. I felt I had to trust the operator, he had all the information and did this regularly, so I had to believe he was confident with his height. We went under, but it was VERY close, too close for comfort in my mind.

We did the trip up the river and pulled into the almost brand-new pontoon and tied up for lunch and a walk. The local council has obviously spent a LOT of money for the consideration of visiting boat owners and I only hope they are repaid by a lot of boats making the trip up on a regular basis. But that might be conditional on a new bridge being built [with height for yacht masts to pass under of course!] While there I felt concerned enough to ring the bridge operator to see if he could raise the bridge a bit more given the possible change in tide height while we were there. I mentioned the gap looked very close to which he agreed and said he had already made the decision to raise it another meter because he thought I had got it wrong.. He then proceeded to say that “you yachties are always getting it wrong”. “If you tell me x metres high, I will raise the bridge x metres high from the roadway and you will have a leeway of 2.5 metres which is roughly the height from the water to the roadway. My first thought was why wouldn't you just raise it that little bit more for a margin of error, tide movement etc.

He then proceeded to regale me with anecdotes of boats arriving and disasters occurring. One involved a very expensive cruiser with flybridge and radar equipment etc arriving. Upon being asked the height he was informed 7 metres. The bridge operator then raised the bridge 7 metres whereupon the boat proceeded through and promptly took flybridge and all the “toys” off the top.

“When you people ring and give me a height that then is locked into the computer and that is what I raise the bridge, the height from the water to the road level is your safety margin and I am not legally liable if you take out your mast or superstructure”. He seems to have a problem!

Well we got through obviously and completed what was a very enjoyable day. And yes, I did recheck my measurements which again the height from the waterline to mast tip came out at 13.5 metres. If what the operator was telling me was correct, we should have had almost 3 metres clearance but even he agreed we probably had about a foot at best. The moral is: Lie when you talk to the operator and allow for at least another metre on your “air draft”

As an aside – back to the construction of a new bridge. After passing through we kept motoring downstream. Whilst travelling we were watching the line of cars stopped due to the bridge being raised [and we made sure we were through in a minimum of time] and were amazed how far back the line-up went. The cars were backed up to the overpass atop the hill at Austen’s Ferry and possibly further because by that time we had moved downstream enough to lose sight of the roadway. It naturally would be occurring on the northern approach as well. After we got back my brother calculated the length of stoppage via google maps and we calculated [albeit roughly] if we allowed 10 metres per car, taking into account trucks and buses, there were over 700 cars stopped and inconvenienced. Maybe there might have been a percentage of people in that caravan annoyed enough to get on the phone to their local member and demand “what are we doing about this, when are we going to get a new bridge?”

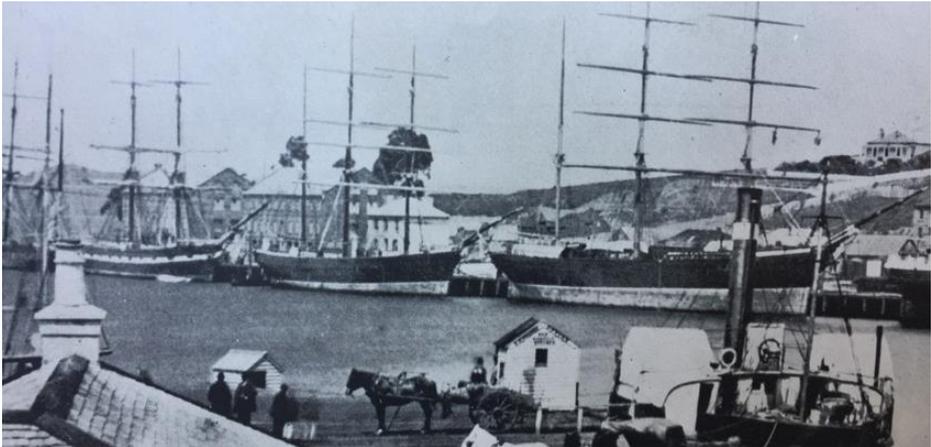
With an “airdraft” of course!

KEN HOLMES

AQUILA STAR

In The Boot Locker

A recent find at Geelong was *Blue Gum Clippers and Whale Ships of Tasmania* by Will Lawson and The Shiplovers Society of Tasmania (Georgian House, Melbourne, 1949). While my copy is an original there was apparently a facsimile publication printed in 1986. There were hundreds of ships, up to around 500 tons, built in Tasmania in the 19th century. This book describes not only



Tasmanian-built ships *Ethel*, *Lufra* and *Harriet Mcgregor* at Hobart's New Wharf in 1881, from the book

the ships, and smaller vessels, but who built them, where, and for whom. It also details what the ships were used for: whaling or trade, whether coastal, inter-colonial or London. The chapters on whaling give details of the development of the industry in Tasmania and the financial rewards that were to be had, and also the considerable risk. The local Huon pine whale boats were highly regarded, though many appear to have been smashed into splinters by whales. There were boat yards at Kangaroo Point (now Bellerive, and the site is still evident), Port Arthur, the Domain, Battery Point, all around the Channel – basically wherever a convenient tall blue gum could be felled and shaped into a keel, and at many other sites around the state. Many of the ships were highly regarded by Lloyd's in London. An exception was the *Harpley*, 545 tons, built in the north of the state. She was condemned by Lloyd's after arriving in London as unfit for carrying emigrants. The northerners had used swamp gum, which rots in wet conditions and is unsuitable for fence posts, let alone ship building. If you are interested in Tasmanian maritime history this book will have something of interest for you. There are anecdotes from diverse sailing and whaling experiences, stories from the Hobart Regatta, tales of sealing, records times for various passages and details of races, stories of local shipwrecks and Tasmanian ships lost elsewhere, an appendix relating to ships that went to California in the gold rush, much praise for local Tasmanian seamen, and of course praise for the boat builders and the many fine vessels that they turned out.

Christian Narkowicz

A Cruising Story – Ian Johnston

If the weather and your time schedule are suitable don't just scuttle around to Port Davey or Strahan. There are plenty of outstanding places to anchor for some hours or over a few nights along the coastline. I, and many others, regard these coastlines as being at least as beautiful and adventurous as the world-class Port Davey region.

One of the great pleasures of being in the area is the people whom you meet. An evening spent sitting around the open fire in Win and Clyde's house at Claytons Corner talking to a diversity of motivated, adventurous and slightly rugged people is wonderful. There are to be found simple pleasures such as sharing a seafood meal, playing a game and enjoying wide-ranging conversations, and an instrument or two may appear. Perhaps someone will read aloud from a book in the library or you'll just enjoy listening to the tales of the characters present. Simply sitting in silence and watching an open fire can be a great panacea for our multitude of first-world problems. And then when you are on the 'outside' snuggled into a cosy anchorage and are joined by another vessel, rowing over and saying "G'day" can be the start of a new friendship.

A while back I was rowing my dory along the south coast and I landed on the beach of Cox's Bight. While attending to the boat some bushwalkers approached and asked if I had visited the Peripatetic Pancake Parlour Palace. Confessing to my usual state of ignorance, they urged me to take a walk along the beach and see something quite marvellous. Loping along the beach in bare feet, shorts and a shirt I was approached by an extraordinarily generous member of our species. He invited me with grace and friendship up to his little camp to indulge in conversation accompanied by freshly brewed coffee and hot pancakes. Not having a brass razoo to my name, I was at first reluctant, but it was explained that the food was buckshee, and the only thing being asked of me was to repose on a folding armchair and tell a story. These two friends had regularly explored the area and loved the environment and the type of people who walk the track. So once, instead of doing another walk, they chartered a light plane to land on the beach and they off-loaded a lot of equipment, so they could offer coffee and pancakes to everyone passing while resting in comfort on one of the most magnificent beaches anywhere. I stayed in the area for a day and we celebrated the New Year dining on seafood, and good wine. We talked about the beauty of the region and watched the stars rotate until well past midnight. These are the encounters that makes life so sweet.

Membership Officer's Report

APPLICATIONS FOR MEMBERSHIP

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

Cirrus

Stephen & Janet Boulton

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 RYCT on 6th Nov 2018

Opening

The Commodore Richard Taylor opened the meeting at 7.30 pm.

Attendance

Ninety-two people attended the meeting which included members of both the Cruising Yacht Club of Tasmania and the Royal Yacht Club of Tasmania. Five guests also attended: Don and Jane McIntyre, Julie Porter, Bruno Andolfatto and Paul Chilcott. The attendance sheet is filed with the official copy of the minutes.

Apologies

Twelve apologies were received, which are listed on the attendance sheet.

Minutes of General Meeting held on 2 October 2018

It was moved by Ottmar Helm, seconded by Phil Garlick that the Minutes of the General Meeting held on 2 October be signed as a true record of the meeting.

Carried**Business Arising from those Minutes**

Nil

Guest Speaker

The Commodore introduced the Guest Speaker, Don McIntyre, the Chairman of the 2018 Golden Globe Race. Don gave a very informative talk about this solo around the world yacht race, currently underway, including details of all the entrants and their current situation. He advised that of the eighteen entrants who had started the race, only seven currently remained.

At the conclusion of Don's talk, there was a fifteen-minute break before the meeting resumed.

Introduction of New Members

The Commodore welcomed to the Club and presented burgees to the following new members, who introduced themselves and gave a brief summary of their boating history:

Stephen and Janet Boulton (*Cirrus*)

Michael Winand and Elaine Leishman (*Nebo*)

Phillip Groom (*Soleil*)

New member John Sutherland (*Excentrique*) was an apology for the meeting.

Treasurer's Report – Shona Taylor

The Treasurer's monthly report was tabled and made available to members.

Vice Commodore – Greg Hitchens

The Vice Commodore was an apology for the meeting but the Commodore reported, on his behalf, that a one-day cruise to Richardson's Beach was scheduled for Saturday 1 December.

Commodore – Richard Taylor

The Commodore:

- Thanked Quartermaster Elizabeth Helm for her continued work in ordering, displaying and selling the Club's merchandise.
- Advised that the position of Rear Commodore remained vacant and urged members to nominate for the role. He stated that unless this position was filled, it may not be possible for the Club to provide some social activities. It was especially important too, as the Club traditionally hosted a barbecue for participants in the Australian Wooden Boat Festival.
- Advised that the survey on planning for the future direction of the Club had been amended slightly and would be redistributed. He urged members to complete it online.
- Sought expressions of interest from members who would like to serve on a goal-setting sub-committee to be set up to formulate a three to five-year plan for the Club.
- Reminded members of the New Members' Cruise on the forthcoming weekend in the shed at the top of the hill at the Bruny Island Quarantine Station. The seafood chowder and barbecue lunch, free to new members, would cost \$15 for members.
- Advised of the barbecue and General Meeting planned for Tuesday 4 December at the Tas Maritime Radio Station on the Queen's Domain, commencing from 5.00 pm. Members were asked to bring their own food, cutlery, crockery and chairs. Andrew Boon agreed to check with Tas Maritime on the availability of barbecues.
- Advised that he and the Vice Commodore had met with the Derwent Sailing Squadron management, who had informed them that in future the CYCT would be charged for the use of the DSS facilities. The Commodore and Vice Commodore then met with the Royal Yacht Club of Tasmania management and were quoted an amount \$200 higher than the DSS charge, for General Meetings and Women on Boats meetings. As there had been difficulties securing bookings at the DSS, as well as difficulties with noise and availability of meals, the Committee agreed to accept the offer of the RYCT. An added advantage too, was the possibility to enlarge the meeting room, if required. A Memorandum of Understanding between the RYCT and the CYCT was in the process of being drawn up.

- RYCT and CYCT Club member Gavin Adamson advised that the RYCT was keen to co-operate with the CYCT in various areas, especially with regard to joint cruises.

The Commodore introduced Royal Yacht Club member Alistair Douglas, who requested volunteers to man the live radio station during the end of the Sydney-Hobart Yacht Race. Mr Douglas advised that two people would be required to do six-hour watches and they would need to hold a current Marine Radio Operators' Certificate. Boat handling experience would be an advantage, and a familiarisation session would be held before the event. Volunteers were asked to contact Mr Douglas at the RYCT.

Club member Ian Johnstone spoke about his book on anchoring on the West and South West Coast of Tasmania, which would be available by mid-December. The Club would order 100 copies, which would be available to members at the discounted price of \$52. The book could be ordered through the Quartermaster, Elizabeth Helm, on the Club's website and other sales outlets were also being considered. It would also be available for sale at the Club's booth at the 2019 Australian Wooden Boats Festival.

Women on Boats – Tracey Taylor

Tracey Taylor was an apology for the meeting. The Commodore advised that Kim Brewer had submitted her resignation as co-ordinator and anyone who would like to assume this role should contact Kim direct. He encouraged new female members to join the group and advised anyone who would like to receive emails from the Women on Boats group to contact Kim. The next meeting of Women on Boats was scheduled for Tuesday 13 November, 5.30 pm at the RYCT and the topic would be rigging, covering various aspects including inspecting, maintenance, new types of rigging, etc.

Editor – Fiona Tuxen

The Editor's report is in the *Albatross*. Information on the 2019 Australian Wooden Boats Festival would be included in future editions.

Membership Officer – Dave Mitchell

The Membership Officer was pleased with the number of acceptances to the New Members' Lunch on 10 November.

General Business

Club Member Lew Garnham advised that a fully Government funded CPR Course, including how to use a defibrillator, was available to members if a minimum of ten members signed up. The course was run by the Royal Life Saving Society. He advised that he had already received twenty-two expressions of interest and invited any interested RYCT or CYCT members to contact him by 9 November. An online course, followed by a one and a half hour practical session was involved. Due to the number of responses, two practical sessions would be held at 4.00 pm and 6.00 pm on Tuesday, 20 November.

The Commodore welcomed back Club members Paul and Rosemary Kerrison, who had been on an extended cruise since early in the year. Paul Kerrison thanked members

who had responded to his request for a billet for one of the demonstrators at the Australian Wooden Boats Festival and advised that this matter was now settled.

Members were reminded that a navigation cruise, run by new member John Sutherland, son of one of the Club's founding members Donald Sutherland, would be held on the January 2019 Australia Day long weekend, in conjunction with the Kettering Yacht Club.

Webmaster Tony Peach reminded members that to complete the online survey, members must first log into the website. He also agreed to give a presentation to members early in 2019 on how to use the many features of the website.

Next Meeting

The next General Meeting will be held on Tuesday 4 December at Tas Maritime Radio on the Domain, to be preceded by a barbecue from 5.00 pm.

Close

The meeting closed at 9.18 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



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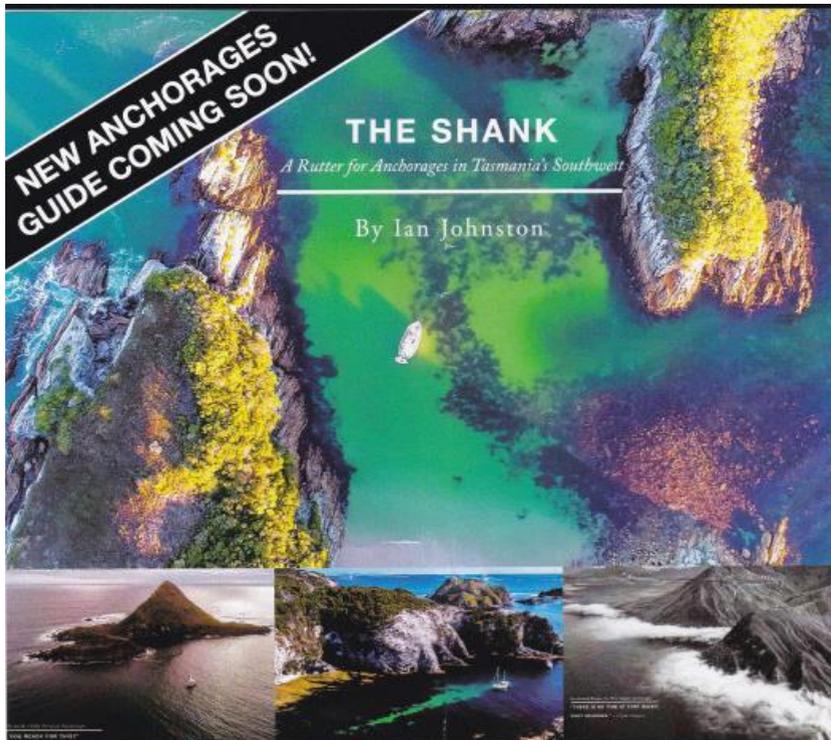
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open 7 days

breakfast lunch &
delicious snacks

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cakes & icecream

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"IAN JOHNSTON HAS BEEN NAVIGATING THE OCEANS FOR MORE YEARS THAN HE'LL CARE TO ADMIT. HE HAS A PENCHANT FOR THE WILD PLACES WHERE FEW PEOPLE GO, AND IN 'THE SHANK' HE DESCRIBES SOME OF THE WILDEST."

– Paul Cullen, Director, Australian Wooden Boat Festival

Special Members only Price

\$52.00

Order online @ www.cyct.org.au

Payments to CYCT

Payments can be made by direct deposit or transfer to this bank account:
Name: Cruising Yacht Club of Tasmania Inc. **BSB: 06 700 Account: 2803 5573**
Please include your name and brief details of the purpose for the payment.

Cruising Yacht Club of Tasmania Storefront

Cap - Navy Peak**SKU: CH 01 N***In Stock*

Durable cotton with the CYCT logo embroidered on the front.

AUD\$ 21.00**Club Burgee****SKU: 500***In Stock*

Club Burgee - Navy with White Albatross print

AUD\$ 41.00**Ladies Polar Fleece Vest Full Zip Navy****SKU: PF 10 N***In Stock*

Ideal to slip over your clothing as the evening starts to chill - navy. Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 52.00**Mens/Unisex Rugby Top Navy/White Striped****SKU: JB 3SR NW***In Stock*

Horizontal banded alternating navy and white striped rugby top, with the CYCT logo embroidered on the left. A very nautical garment. Some items are popular, and delivery to require up to a month.

AUD\$ 52.00**Mens/Unisex Fleecy Hoodie Navy****SKU: JB 3FH N***Back-Ordered*

For the cold weather a very practical garment. Don't let the teenagers have all the fun. Get your own.

Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 46.00

Mens/Unisex Long Sleeve Polo Shirt - Navy or White**SKU: PS 35 N****Back-Ordered**

Long sleeve polo shirt available in navy or white. **SPF fabric**
Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 31.00 to 36.00**Mens/Unisex Polar Fleece Vest Full Zip Navy****SKU: PF 09 N****In Stock**

Full zip front polar fleece vest in Navy with **CYCT** embroidered logo.
Some items are popular, and demand may cause delivery to take up to a month.
AUD\$ 36.00 to 51.00

Mens/Unisex Rugby Top Navy "Two-tone"**SKU: JB 3RT NN****In Stock**

This durable top is a practical Navy blue.
Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 41.00 to 41.50**Mens/Unisex Short Sleeve Polo - Navy or White****SKU: PS 08 N****In Stock**

Short sleeve Polo with **CYCT** and emblem embroidered on LH chest. Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 31.00**Surf Hat****SKU: CH 66****In Stock**

Wide-brimmed natural coloured heavy brushed cotton hat with adjustable chin strap and **CYCT** embroidered logo - Sizes 55, 57, 59, 61cm.

AUD\$ 21.00

These items will be available for sale at the **General meetings**, but rather than bring all stock to every meeting it would be advisable to place an order prior to the meeting so we can arrange to deliver per order. Please contact

Elizabeth Helm - Cell 0439 664 390

ohelm@tassie.net.au

"Let Us Cook For You"



Menu 2017

Delivery Wednesday 28th November Closes 5pm Friday 23rd November
 Email order to fedupfood@gmail.com or phone Karen 0438 297 799 Tania 0417 505 129

Three Course Special \$40 - Soup, Any Large Main & Dessert

SOUP

Creamy Mushroom - \$8.00

DESSERT

Tiramasu

(layers of biscuit soaked in coffee, choc sauce, cream)- \$15.00

Fresh Meals Medium serve (500g): \$12:00 Large serve (1kg): \$20:00

Pickled Pork with Seasonal Vegetables: Tender sliced pickled pork served with a selection of roasted, steamed & mashed vegetables

White parsley sauce (M): A creamy white sauce with fresh parsley delicious on meats or vegetables

Chicken A La King (M): Diced chicken and vegetables such as carrot, beans, mushroom cooked in a rich creamy white sauce with pasta mixed through

Steak & Kidney Casserole : Melt in your mouth diced steak and kidney slow cooked in a rich thick gravy with chunky mixed vegetables

Mongolian Lamb (AS): Tender Lamb and vegetables slow cooked in a sauce made up of sweet soy sauce, rice wine vinegar, stock, onion, garlic, ginger, oyster sauce, hoisin sauce, herbs and spices

Chicken Enchiladas with Salsa (M): Marinated chicken strips, cheese, spinach rolled in wraps then layered in foil container topped with tomato salsa and cheese cooked until cheese is melted and golden

Potato Salad (ME): Diced potato, boiled egg, spring onion, capsicum mixed together in a creamy sauce made of sour cream and mayonnaise

Mixed Vegetable Selection: A selection of approx. 6 different seasonal vegetables



Swarbrick S1-11 “PATIENCE”

Performance cruising yacht presented in excellent condition with recent upgrades. “Patience” has been in the same hands for a number of years and her careful and knowledgeable owner has maintained the boat to a very good standard, while using her constantly. Looking for a boat that's responsive and rewarding to sail, maybe even one which you can race mid-week but with berths for all the family? “Patience” is ideal. Easily handled by one or two and with a cockpit that can accommodate a crowd for those lazy days of summer cruising. Presented in very tidy order.



- 20hp Bukh diesel. Freshwater flush system.
- New Doyle genoa and extensive sail wardrobe, incl, storm sails.
- Sleeps 8 incl. two doubles.
- Huge cockpit with exc. dodger, good electrics and exc. sail controls and winches.
- Rig replaced 2013. All Spectra running rigging

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