



Albatross

Volume 30

No 8

September 2004



**Sunday Morning 8th August in Constitution Dock.
Editor Paul Kerrison Provides shelter from the sun whilst Past
Cmdr Roger Locke enjoys his Eggs & Bacon**

*Newsletter of the
Cruising Yacht Club of Tasmania*



THE CRUISING YACHT CLUB OF TASMANIA INC.

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EDITORIAL

Paul Kerrison

Obsession

Well that's it folks I have finished my term behind the pages of the Albatross, I must say that when I took it on I was a total greenie to the vagaries of computers and the printing game , however I am more than pleased that I did so.

I have learnt a lot in the last 36 months, have also enjoyed the overall results and the co-operation of club contributors, for without you there is no Albatross.

This months Albatross is full of many interesting items and a host of photographs of club members enjoying the anniversary dinner.

I wish the incoming Commodore, Flag Officers,& committee especially the editor all the best and urge members as usual to keep those contributions flowing. Until a line of communication for the new editor is established you may use my contacts & I will forward everything on.

See you around the Club and on the water.
Cheers .

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COMMODORE COMMENTS

Helen Stewart

MERIDIAN

Last month's Commodore's Comments contained an omission. I managed to leave out a description of the Editor's job. I rang Paul at the 11th hour to redeem the situation but I was too late. What I should have included was:



The Editor's job involves electronically producing 11 Albatrosses a year. The Editor has a central role in liaising with other committee members to gather and report information and club news for publication.

Looking back, the events that have gone to make this year have been many and varied. Your committee has worked well and creatively to compile an interesting calendar of events. I think the most creative event was the Christmas lunch, which was cancelled at very short notice. In a matter of days Rear Commodore Cheryl turned a nonexistent lunch booking around, and with the committee's input we had a fully catered lunch for about 80 people underway. I loved the teamwork! On that note, thank you to all the committee for their work, all year. It's been a productive and pleasurable one.

The club has made a number of representations to MAST over the year. These have been in relation to moorings in cruising anchorages, the expenditure of recreational boating funds, Marion Narrows, fish farms and general cruising issues. We have the recreational boating funds submission for waling boards on the Kettering pubic jetty coming up for consideration and another suggestion in the pipeline.

Our new books for the library have arrived. I hope you approve of the choice, there's a bit of something for everyone.

Looking forward, with the AGM on 7 September we have received a number of nominations. However, the positions of Rear Commodore, Secretary, Membership Officer and a general Committee position are still to receive any nominations. Do consider nominating for a position – it can be a lot of fun and just a twelve-month contribution is all that you need to make.

We have put the burgees and honour boards back up at the regatta pavilion and they cheer it up nicely. I hope you are able to come to the AGM and enjoy the evening.

Good cruising
Helen

REAR COMMODORE'S REPORT

Cheryl Price

Talisman II

SEPTEMBER MEETING:

It is hard to believe that a whole year has come and gone since the last Annual General Meeting. I have not organised a guest speaker for the AGM on Tuesday 7 September but instead could I please ask members for a small plate of supper food. Tea and coffee will be provided free of charge and other refreshments will be available for a small donation.



OCTOBER MEETING:

Keith Wells is our guest speaker and will continue with his boating odyssey 17 Boats in 3 Months. Please come along and support Keith and his intriguing story.

NOVEMBER MEETING:

Club member Dave Bryan has organised for CYCT members to visit the Training depot at Tasmania Fire Service in Cambridge on Tuesday 2 November. This visit will include demonstrations on how to use a fire extinguisher and other equipment that boat owners may consider useful to have on board their boats in case of a fire.

DECEMBER MEETING:

For the General Meeting on 7 December I suggest that we organise to have a practical demonstration on the Regatta Pavilion lawn to use up some of those old flares that most of us seem to have on our boats. We may also have a guest speaker from MAST coming along to keep us up dated on recreational boating topics.

At this stage I have pre-booked a venue for a Christmas Function for the evening of 11 December and advise that members will have the opportunity to be as glamorous as they wish - more details about that later.

As I do not intend standing for the RC position for next year I wish to thank members of the CYCT for their support and also take this opportunity to send a special thankyou to our hard working committee members for a job well done. I am happy to share with the new office bearer some other thoughts about future guest speakers and plans that are already partly in place for the remainder of this year and into 2005.

Cheryl Price

Vice Commodore's Cruise News

Rosemary Kerrison

Andromeda, Meridian, Reflections, Boots 'n All, Pandora, Cadence and Obsession arrived in Constitution Dock on Saturday 7th August at 3.15pm and were joined by many Club members to enjoy nibbles and "Gluwein" before moving on to Strudels for the Anniversary Dinner. According to reports everyone (nearly 50 diners) had a great time.

The Cruise of the Year was awarded to William Mills on "Amensia" for cruising to the Whitsunday Islands and a cruising plaque was awarded to Barry Jones on "Lallaguli".

Obsession

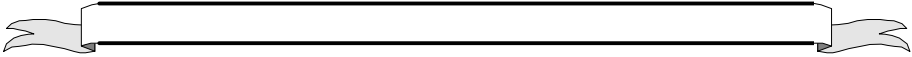


Saturday October 2nd is the combined opening day of the yachting session hosted by The Royal Yacht Club of Tasmania and the sail past will commence at 2pm. Commodore Helen will be leading the Cruising Yacht Club fleet on Meridian.

For those members who are able to take a four day break October 21st, 22nd, 23rd and 24th we will sail or motor to Great Taylor Bay on Thursday and enjoy some leisurely time exploring this area over the next couple of days.

Many varied cruises have been experienced during this year and I would like to thank all members for participating when possible. With your help of suggestions of destinations for next years calendar we should be able to put together and enjoyable crusing year.

Happy cruising
Rosemary



NEW MEMBERS

Please make welcome.

Brad Hampton
Russell Sue Streckfuss

**UBIQKE
HOMER**



Club Calendar

September
Tuesday 7th

Annual General Meeting
Regatta Ground Pavilion
7.30/8.00pm
Followed by the General meeting

October.
Saturday 2nd.

Combined Sailing Clubs Opening
Day maneuvers

Tuesday 5th

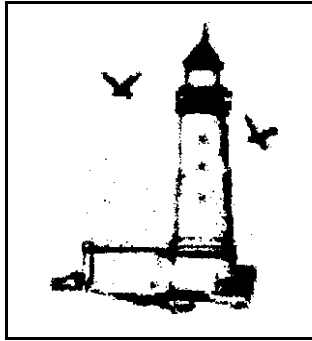
General meeting at the
Regatta Pavilion 7.30 / 8.00pm
Speaker;
Keith Wells 17 boats in three
months.

Thursday 22nd

Four day cruise to Great Taylors Bay

November.
Tuesday 2nd

General meeting to be held at
Tasmania Fire service Training depot
Cambridge.



THE LIGHTHOUSE STEVENSONS

Bella Bathurst (HarperCollins 1999)

Followers of the recent TV series *Wonders of the Industrial World* will have seen the episode which highlighted the Stevenson family, a dynasty of engineers, famous for building lighthouses.

The family is also the subject of Bella Bathurst's book. ***The Lighthouse Stevensons***, an extraordinary story which shows that there is far more to the Stevensons than just Bell Rock.

Robert Louis Stevenson wrote, "*Whenever I smell salt-water, I know I am not far from one of the works of my ancestors. The Bell Rock stands monument for my grandfather; the Skerry Vhor for my Uncle Alan; and when the lights come out at sundown along the shores of Scotland, I am proud to think they burn more brightly for the genius of my father.*"

Robert Louis was the black sheep of the family, a sickly child, and, although he trained as an engineer, he is more famous for his writing.

Between 1790 and 1940 the Lighthouse Stevensons, as they became known, planned, designed and constructed 97 manned lighthouses around the coast of Scotland. They worked in conditions which would not be tolerated today and in places which would daunt even modern engineers. In addition they built roads, harbours, railways, docks and canals all over Scotland and beyond.

It was Robert Louis' grandfather, Robert, who founded the dynasty in 1786 when he entered into a partnership with his step-father, Thomas Smith, the then engineer for

the Board of Northern Lighthouses. Robert became famous for the Bell Rock lighthouse where he and his team of construction workers played a nervous game of waiting for the tide and weather because the rock was completely submerged at high tide.

Another site where they built a lighthouse was Skerry Vhor, described by Sir Walter Scott on a visit in 1814 as "*a most desolate position for a lighthouse-the Bell Rock and Eddystone are a joke to it.*"

Construction of the most northerly lighthouse on Muckle Flugga, a rock in the North Sea between the Shetland Islands and the Arctic Circle, proved just as much of a challenge as Bell Rock. It was commonplace for waves to sweep right over the top of the 200 foot rock during winter storms. While David Stevenson was making an initial survey he noted that a six-ton block of stone, 80 feet above sea level, had been uprooted and swept into the sea.



Muckle Flugga Rock

Not only did the Stevensons excel in building lighthouses, they made improvements to the optics. Thomas Smith did some experiments with reflectors which were further refined by his step-son Robert. Other members of the family adapted the work of Augustin and Leonor Fresnel to produce magnifying lenses. The huge myopic prismatic lens of the modern lighthouse is a lasting legacy to Tom Stevenson.

The last of the Lighthouse Stevensons, D. Alan Stephenson, died in 1971, two centuries and four generations after Robert Stephenson first joined Thomas Smith's engineering works. The lighthouses they built remain a monument to their courage and initiative.

This book is a **must read** for all those who go to sea in ships, or just fascinated by these sentinels of the sea.

Erika Johnson

Anniversary Dinner



Anniversary Dinner



**CYCT members
Enjoying the evening
At
Strudels**

A very enjoyable night



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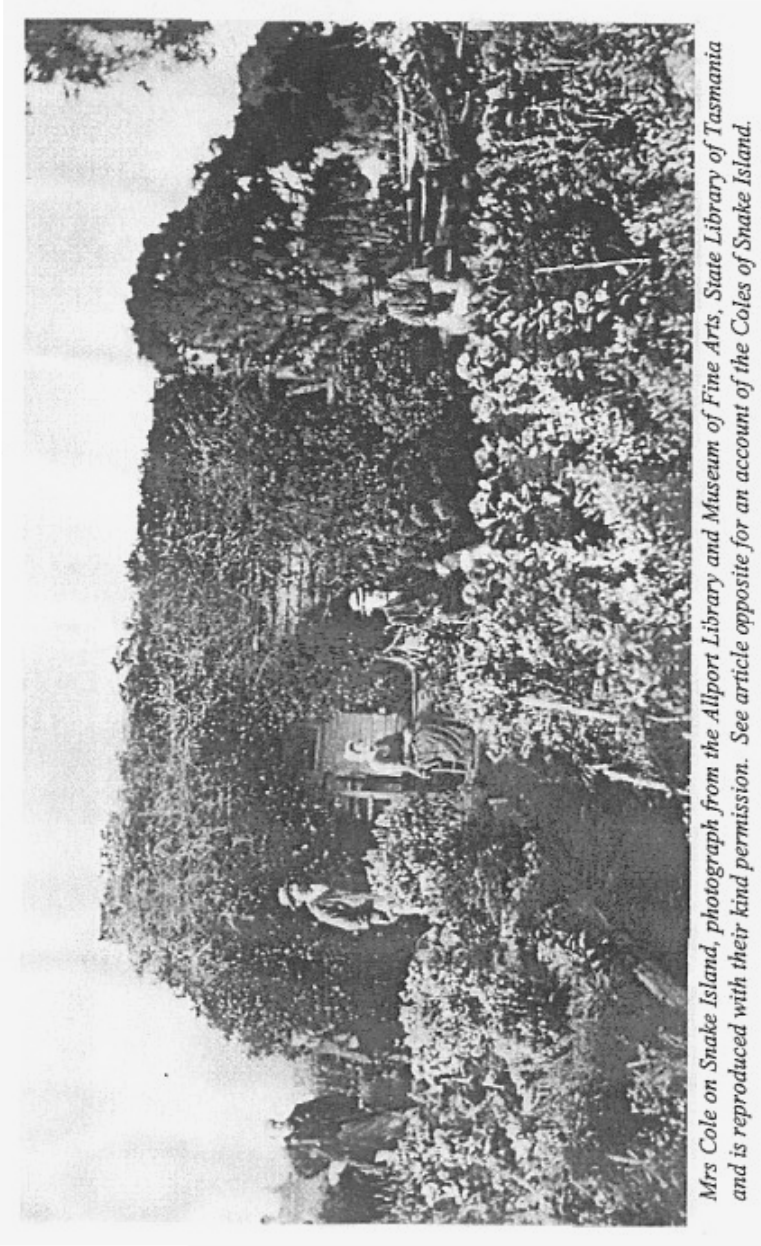


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Early Photograph of the Cole Family outside their cottages Snake Island



Mrs Cole on Snake Island, photograph from the Allport Library and Museum of Fine Arts, State Library of Tasmania and is reproduced with their kind permission. See article opposite for an account of the Coles of Snake Island.

THE COLES OF SNAKE ISLAND

Thomas Cole (1789-1842) & Mary Ann Donovan (1797-1878)
Louis Daniels

This article is reprinted with the kind permission of the author, Louis Daniels, & the Journal Tasmanian Ancestry in which it was first published in March 2000.

contd.

John Lovett

19 June 1877 Free by servitude, "Elizabeth and Henry" about 31 years ago, freedom 25years ago, aged 60, in employ of Mrs Cole, Snake Island, North Bruny, only lives on potatoes and unable to work. Recommend 2/6d weekly allowance;

29 June 1878 14 January 1880 continued aid;

28 February 1880 more details needed whether to go to Invalid Depot. Is he still looking after Mrs Cole's (dec) things?

3 March 1880 lives on Snake Island and none of Mrs Cole's things there. Island owned by Mr Webster and Lovett takes care of it. He is the only one living on the island;

3 June 1880 renewed aid;

8 June 1880 Webster has no interest in Snake Island and it is government property and Lovett is a trespasser, but it is cheaper to leave him there than to support him in the Invalid Depot;

22 October 1880 to 30 November 1883 continued aid when he went to Peppermint Bay earning around 1/- per day at contract work. Aid cancelled.

It is suggested that Sir John Franklin granted Mary Cole a lease for life on the island. An article published in 1876 added to the "Widow Cole myth" by exaggerating her age. The widow is still there and has owned to 78 for the last twenty years and refuses, lady like, to grow any older. She was aged 79 in 1876. The item noted that Mary was still receiving support from well meaning citizens.¹⁷

She died on 28 January 1878 in the New Town Paupers' Establishment from old age. Her death record lists her place of birth as Ireland and she is simply, and rather sadly described as a pauper. She must have lingered on for eighteen months after breaking her hip. The crowded nature of the Paupers' Establishment must have been a contrast to the isolation and quietness of her island.

Mary was given an obituary in the *Tasmanian Mail*:

We have to chronicle the death at an advanced age of the Widow Cole who was well known and whose name is inseparably connected with the early history of Tasmania.

The famous encounter with the bushrangers is then told.

In recognition of this heroic conduct on her part the government granted her 100 acres of land at Little Snake Island. She resided there until a few months ago, when she was taken to the General Hospital. Thence she was subsequently removed to the female pauper depot of the Queen's Asylum New Town where she died on Monday last. ¹⁸

The obituary is rather affectionate, but inaccurate. They called her Elizabeth, instead of Mary. The government recognition alluded to is unsubstantiated heresay, as Snake Island was only eight acres in size, and there was no government grant of land. Mary had to pay an annual rent all those years, as the records reveal.¹⁹

In 1857 when the rent was late, this notation is added to the correspondence: *Mrs Cole lives in a very out of the way place. She has also much difficulty in making her living. She has rented this island for a number of years as a yearly tenant and has generally received some little latitude for the irregularity of her payments. Would the Colonial Secretary under these circumstances be kind enough to direct that the rent be received Mrs Cole having come to town for the express purpose on my calling her for the rent? Signed James Sprent, 11 August 1857.* It was approved and the rent was received the next day.

Thomas and Mary had eleven children, of whom nine survived to adulthood.

1. Margaret Elizabeth COLE, born 27 October 1815, Hobart, baptized 26 November 1815, St David's Hobart, by Rev'd Robert Knopwood, needlewoman, married Henry WHALLEY, 32, mariner, 19 March 1862, at the home of the bride. Battery Point, died 21 August 1889, New Town Paupers' Establishment, from paralysis, aged 73.

(1) John Wallace MURDOCH, born 6 March 1845, Hobart, father John Wallace MURDOCH, land-owner

2. Elizabeth Amelia COLE, bom 21 March 1818, Hobart, baptized 15 July 1818, St David's Hobart, by Rev'd Robert Knopwood.

3. Thomas COLE, bom 11 October 1820, Hobart, baptized 8 November 1820, St David's Hobart, by Rev'd Robert Knopwood. Must have died as an infant
4. Henry COLE, bom 29 December 1822, Hobart, baptized 1 February 1823, St David's Hobart, by Rev'd Robert Knowood, fanner and mariner, lived Bruny Island, relationship witfi Margaret GREYER.
 - (1) Emma COLE, bom 22 May 1846, Hobart, baptized 30 March 1851, St David's Cathedral.
 - (2) Fanny Louise COLE, bom 1 April 1848, baptized 16 April 1848, Hobart, St David's Cathedral, Hobart
 - (3) Charlotte Harriett COLE, bom 10 May 1850, baptized 30 March 1851, St David's Hobart.
5. Mary Jane COLE, bom 23 November 1825, Hobart, baptized 2 February 1826, St David's Hobart, by Rev'd William Bedford, died 14 September 1833, Hobart, aged 7 years, 11 months.
6. Ann COLE, bom 9 November 1828, Hobart, baptized 15 September 1833 St David's Hobart, by Rev'd William Bedford.
7. Thomas COLE, bom 25 February 1831, Hobart, baptized 25 May 1831, St David's Hobart, by Rev'd William Bedford, died 1875, Victoria, aged 43.
8. Mary Jane COLE, bom 9 June 1835, Hobart, baptized 15 September 183 5, St David's Hobart, by Rev'd William Bedford. Married Henry VALENTINE, mariner, 18 February 1853, residence of Rev'd F. Miller, Murray Street, Hobart, died 1862, Victoria, aged 27.
 - (1) Rebecca VALENTINE, bom 1857.Ballarad.died 1857,Ballarad
 - (2) Rebecca VALENTINE, bom 1858, Ballarat, died 1874, Ballarat, aged 16
 - (3) Elizabeth Amelia VALENTINE, BORN 1860, Ballarat
9. Joseph William COLE, bom 9 November 1835, Hobart, baptized 2 December 1835, St David's Hobart, by Rev'd William Bedford.

10. Lucy Mary COLE, bom 30 April 1838, Hobart, baptized 1 January 1839, St David's Hobart, by Rev'd William Bedford, married John BULL, 36, master mariner, 14 April 1856, St George's Battery Point. John, captain of the brig, Highlander, died 19 August 1870, 7 South Street Battery Point, from an aneurism of the aorta, buried St David's cemetery, aged 54.

(1) John Henry BULL, bom 13 February 1858, Aigyle Street, Hobart

(2) Mary Ann BULL, bom 9 April 1860, Hobart

(3) Thomas BULL, bom 2 September 1862, Hobart

(4) William Robert BULL, bom 11 February 1865, Hobart

(5) Frederick Alfred BULL, bom 6 January 1871, Battery Point, married

Edith, lived 20 Swan Street, North Hobart, died 1 January 1850, Royal

Hobart Hospital, aged 82. Edith died 9 October 1963, St Johns Park, aged 89.

(1) Emily BULL

(2) Elizabeth BULL

11. Robert Walker COLE, born 8 February 1842, Hobart, baptized 8 March 1842, St David's Hobart, by Rev'd Edward Freeman.

The two youngest sons were both seamen and are recorded as signing on as crew on whaling voyages out of Hobart. Joseph on the MOM/ of Erin, 14 April 1859 and the Circassian 27 December 1859, and Robert on the Isabella, 10 May 1859 and 10 July 1860.²⁰

17. Mercury, 4 May 1876

18. Tasmanian Mail, 2 February 1878, page 13, column 4. An identical obituary was in the Mercury 30 January 1878

19. LSD 1/2/64, LSD 1/13/345. LSD 1/13/34, LSD 1/13/351

20. MB 2/3 3/13, MB 2/33/56 and MB 2/33/44

Alligator in Canada?

By Dave Davey "Windclimber"

If the idea of an alligator in Canada's north, where the temperatures are sub-freezing for at least four, and often six months of the year seems unlikely, then the use of this name for a class of vessels may make sense, for the vessels themselves seem most unlikely.

A type of paddle-wheel craft, the alligator's hull is shaped like a modern barge: flat bottom with sloping bow and stern overhangs, about 15m long with a beam of about 3m. But it was not designed to carry cargo, rather to be a tug. Most of the hull is occupied by a steam engine, boiler, and a massive anchor winch. The steam engine developed 20hp, and could be engaged to drive the paddle wheels or the winch. When not towing, the alligator could do 5 to 6 knots driven by its paddles.

It was designed for the Canadian timber industry. The example in the first photo was built in 1905 based on a 1889 design. Its task was to move huge rafts of logs on freshwater lakes to places where the logs would either be hauled overland to the next lake, or float down river (sometimes in huge timber chutes used to bypass rapids). The logs were destined for the eastern Canadian sea ports and ultimately predominantly the British ship building industry. The rafts consisted up to 60,000 logs, which constituted a pretty inert mass with significant flow resistance. So the paddle wheels did not have a hope of towing these rafts. Instead the winch was used to kedge ("cadge" was the term used at the time) the alligator with its raft in tow. A huge admiralty anchor and 1.5 miles of cable enabled this process to take reasonable steps.

But the really remarkable aspect of the alligator's design was that the flat bottom with sloping bow and stern overhangs allowed the vessel also to be dragged over land "portages" between lakes. For this purpose the steam engine had a tilt adjustment to keep it level while the hull was going up or down hill. Slopes of up to 20° could be managed. The alligator was probably the first powered amphibious craft. Steel ribs on the bottom of the hull assisted in the sliding of the craft, as did the laying down of logs across the path separated by 2 to 3 metres. It must have startled more than a few people who encountered it on land for the first

time, belching smoke and sparks, making plenty of noise, and slowly and steadily dragging itself along.



The William M, built in 1925, an example of a class of vessels called alligators. They replaced "cadge cribs" which were barges that, like the alligator, pulled huge rafts of logs for the timber industry. The alligator was steam driven, whereas the cadge cribs relied on horses on board to drive their anchor winches.

The large admiralty pattern anchor can be seen at the bow. This example is one of few remaining, and can be seen in the lumber industry museum of the Algonquin Provincial Park in northern Ontario, Canada.

The interior of the Alligator was mostly occupied by the steam engine and winch. The engine could drive either the winch or the paddle wheels. The interior must have been a noisy, hot and dangerous environment when the vessel was underway.



Ship-Sinking Monster Waves Revealed

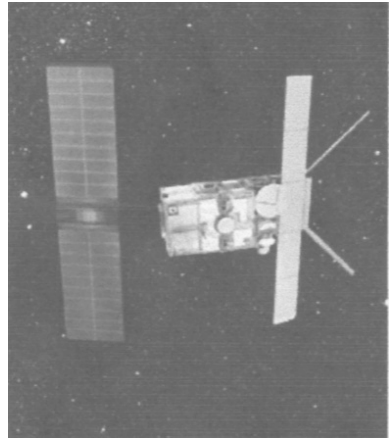
By ESA Satellites

8/4/2004

Once dismissed as a nautical myth, freakish ocean waves that rise as tall as ten-story apartment blocks have been accepted as a leading cause of large ship sinkings. Results from European Space Agency (ESA) ERS satellites helped establish the widespread existence of these 'rogue' waves and are now being used to study their origins.

The ERS-2 satellite monitors the Earth day and night under all weather conditions thanks to its powerful sharp-eyed, dual-polarizing radars. ERS-2 also carries an instrument to help monitor the ozone layer around the Earth.

Severe weather has sunk more than 200 supertankers and container ships exceeding 200 meters in length during the last two decades. Rogue waves are believed to be the major cause in many such cases.



Mariners who survived similar encounters have had remarkable stories to tell. In February 1995, the cruiser liner Queen Elizabeth II met a 29-meter high rogue wave during a hurricane in the North Atlantic that Captain Ronald Warwick described as "a great wall of water... It looked as if we were going into the White Cliffs of Dover."

And within the week between February and March 2001 two hardened tourist cruisers - the Bremen and the Caledonian Star - had their bridge windows smashed by 30-meter rogue waves in the South Atlantic, the former ship left drifting without navigation or propulsion for a period of two hours.

"The incidents occurred less than a thousand kilometers apart from each other,"

said Wolfgang Rosenthal, senior scientist with the GKSS Forschungszentrum GmbH research centre, located in Geesthacht in Germany, who has studied rogue waves for years. "All the electronics were switched off on the Bremen as they drifted parallel to the waves, and until they were turned on again the crew were thinking it could have been their last day alive.

"The same phenomenon could have sunk many less lucky vessels: two large ships sink every week on average, but the cause is never studied to the same detail as an air crash, it simply gets put down to 'bad weather'."

Offshore platforms have also been struck: on January 1, 1995, the Draupner oil rig in the North Sea was hit by a wave whose height was measured by an onboard laser device at 26 meters, with the highest waves around it reaching 12 meters.

Objective radar evidence from this and other platforms - radar data from the North Sea's Goma oilfield recorded 466 rogue wave encounters in 12 years - helped convert previously sceptical scientists, whose statistics showed such large deviations from the surrounding sea state should occur only once every 10000 years.

The fact that rogue waves actually take place relatively frequently had major safety and economic implications, since current ships and offshore platforms are built to withstand maximum wave heights of only 15 meters.

In December 2000, the European Union initiated a scientific project called Max-Wave to confirm the widespread occurrence of rogue waves, model how they occur and consider their implications for ship and offshore structure design criteria. And as part of MaxWave, data from ESA's ERS radar satellites were first used to carry out a global rogue wave census.

"Without aerial coverage from radar sensors we had no chance of finding anything," added Rosenthal, who headed the three-year MaxWave project. "All we had to go on was radar data collected from oil platforms. So we were interested in using ERS from the start."

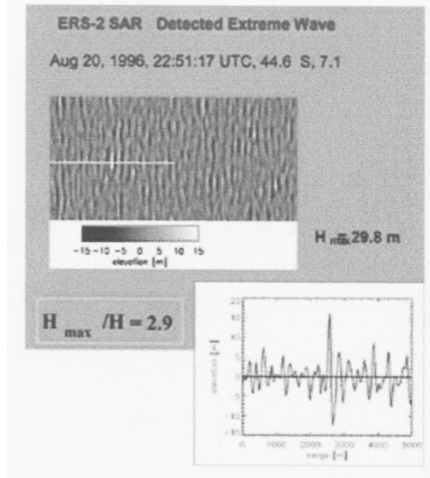
ESA's twin spacecraft ERS-1 and 2 -- launched in July 1991 and April 1995 respectively—both have a Synthetic Aperture Radar (SAR) as their main instrument.

The SAR works in several different modes; while over the ocean it works in wave

mode, acquiring 10 by 5 km 'imagettes' of the sea surface every 200 km.

These small imagettes are then mathematically transformed into averaged-out breakdowns of wave energy and direction, called ocean-wave spectra. ESA makes these spectra publicly available; they are useful for weather centres to improve the accuracy of their sea forecast models.

Giant wave detected during a global census using three weeks of raw ERS-2 SAR imagette data, carried out by the German Aerospace Centre (DLR). This SAR data set was inverted to individual wave heights and investigated for individual wave height and steep/less. The wave shown here has a height of 29.8 m. (Credits: DLR)



"The raw imagettes are not made available, but with their resolution of ten meters we believed they contained a wealth of useful information by themselves," said Rosenthal. "Ocean wave spectra provide mean sea state data but imagettes depict the individual wave heights including the extremes we were interested in.

"ESA provided us with three weeks' worth of data ~ around 30,000 separate imagettes—selected around the time that the Bremen and Caledonian Star were struck. The images were processed and automatically searched for extreme waves at the German Aerospace Centre (DLR)."

Despite the relatively brief length of time the data covered, the MaxWave team identified more than ten individual giant waves around the globe above 25 meters in height.

"Having proved they existed, in higher numbers than anyone expected, the next step is to analyse if they can be forecasted," Rosenthal added. "MaxWave formally concluded at the end of last year although two lines of work are carrying on from it - one is to improve ship design by learning how ships are sunk, and the other is

to examine more satellite data with a view to analysing if forecasting is possible."

A new research project called WaveAtlas will use two years worth of ERS imagerettes to create a worldwide atlas of rogue wave events and carry out statistical analyses. The Principal Investigator is Susanne Lenner, associate professor in the Division of Applied Marine Physics at the University of Miami, who also worked on MaxWave while at DLR, with Rosental a co- investigator on the project.

"Looking through the imagerettes ends up feeling like flying, because you can follow the sea state along the track of the satellite," Lenner said. "Other features like ice floes, oil slicks and ships are also visible on them, and so there's interest in using them for additional fields of study.

"Only radar satellites can provide the truly global data sampling needed for statistical analysis of the oceans, because they can see through clouds and darkness, unlike their optical counterparts. In stormy weather, radar images are thus the only relevant information available."

So far some patterns have already been found. Rogue waves are often associated with sites where ordinary waves encounter ocean currents and eddies. The strength of the current concentrates the wave energy, forming larger waves - Lehner compares it to an optical lens, concentrating energy in a small area.

This is especially true in the case of the notoriously dangerous Agulhas current off the east coast of South Africa, but rogue wave associations are also found with other currents such as the Gulf Stream in the North Atlantic, interacting with waves coming down from the Labrador Sea.



C.Y.C.T. ANNUAL SUBSCRIPTIONS

All members are advised that membership fees for the year 2004– 2005 are now ;

OVERDUE

Your prompt payment would be appreciated.
CYCT Committee.

However the data show rogue waves also occur well away from currents, often occurring in the vicinity of weather fronts and lows. Sustained winds from long-lived storms exceeding 12 hours may enlarge waves moving at an optimum speed in sync with the wind - too quickly and they'd move ahead of the storm and dissipate, too slowly and they would fall behind.

"We know some of the reasons for the rogue waves, but we do not know them all," Rosenthal concluded. The WaveAtlas project is scheduled to continue until the first quarter of 2005.

Source: European Space Agency

"The salesman said it was waterproof..."

But what does that mean. Water resistant, splash proof, water proof, immersion proof, all mean different things to different people.

Furuno say that their GPS display units are water resistant to IPX5 and CFR46, and the antenna unit is resistant to IPX6 and CFR46.

Navman advertise EPX67 for their new Trackfish 6600. Raymarine list CFR46 for the new C Series chartplotters, whereas their handheld VHF radio is shown as IPX7, submersible to 1 metre for at least 30 minutes.

CFR 46 is a United States Coast Guard rule. There are many CFR's (Code of Federal Regulations) in the US, with each one being maintained by a US Government body. CFR 46 is maintained by the Coast Guard and relates equipment suitable for use on vessels.

Waterproofing is only one of the items covered by CFR 46, and since the 2000, there have been no specific requirements in these rules. They now refer to the requirements of the National Electrical Manufacturers Association (NEMA, an Ameri-

can organisation) or European Community Specifications, (ref: an article on the internet by Frank Lanier, who reports having tried to follow up the rules).

BlueV, an English Raymarine dealer, details CFR 46 as "withstands 65 gallons (US) water per minute sprayed through a 1" nozzle from 3 metres (OK it said 10') for five minutes"... from any direction. Lanier says that this is the pre 2000 description from the CFR rules.

The European Community issues standards including IEC 529, Degrees of protection provided by enclosures (also known as IEC 60529). Australia has adopted this standard and issued it as Australian Standard 1939. These standards rate degrees of protection with IP numbers.

The form of rating is IPxxxx.

The first x rates the casing against penetration by solid foreign objects, varying from 1 being the back of the hand, to 6 being dust tight.

The second x rates against penetration by water, with 1 being resistant to vertically dripping water, to 6 being resistant to powerful jetting. There are also ratings 7 and 8 relating to temporary immersion and continuous immersion. The terms of the immersion must be stated, and rating 7 or 8 does not necessarily include 6 or less, unless it is stated.

The third x is an optional letter, A to D, relating to the access to hazardous parts with implements varying from a hand to a wire.

The fourth x is also optional and relates to supplementary information, such as motion during water test. Not all factors need be rated. If one of the first two are not, then the rating is replaced by an x. If the optional items are not rated, the letters are just omitted.

A typical rating might then be IPx6, meaning that the enclosure is not rated for solids, but will withstand powerful jetting with water. This might be considered to be the lowest rating of instruments suitable for mounting unprotected in the cockpit.

Actual test conditions and requirements for the ratings are set out in the standards together with definitions of the degrees of protection.

For example, the water test definition and requirements are:

Second numeral	Definition	Test Requirement
0	Non-protected	
1	Vertically falling drops shall have no harmful effects	Drip box providing 1mm /minute from the standard box for 10 minutes.
2	Vertically falling drops will have no harmful effect if the enclosure is tilted 15 degrees either side of vertical	The enclosure is fixed in four positions 15degrees off vertical, & the drip box provides 3mm/min. for 2.5minutes in each position.
3	Water sprayed at an angle of up to 60 degrees on either side shall no harmful effects	An oscillation tube device sprays 10litres per minute for 10 mins. From a distance of 200mm. The actual device is detailed.
4	Water splashed from any direction shall have no harmful effects.	The test machine is as for the one above, but the direction may be from anywhere.
5	Water projected in jets from any direction shall have no harmful effects	A water jet of 12.5litres/minute from a 6.3mm nozzle three metres away for at least 3 minutes.
6	Water projected in powerful jets from any direction shall have no harmful effects.	The test is similar to 5, but the jet is 100 litres/ min from a 12.5mm nozzle at the same distance and time.
7	Ingress of water in harmful quantities shall not be possible when the enclosure is temporarily submerged under standard conditions.	Immersion in a tank with at least 150mm of water over the top of the enclosure, and 1 metre above the bottom, for 30mins.
8	Ingress of water in harmful quantities shall not be possible when the enclosure is submerged under conditions agreed between the user and manufacturer.	Tests are as agreed by the user and manufacturer.

The Navman specification of IPx67 is not clear, unless it means IPx6/7, that is the unit complies with both IPx6 and EPx7. If this is so the unit would be suitable for cockpit mounting and the occasional "temporary submersion"... to 1 metre depth. For the Furuno units, the IP rating seems more detailed than the CFR rating which may be only a reference to another standard which says it should be suitable for the duty,

The old CFR rating may be similar to the IPx6 rating. The volume of water is higher, but the nozzle size twice as big, giving a lower spray speed. Further information

should be obtained before relying on a CFR 46 protection.

The NEMA says that it rates enclosures by type rather than the IP rating which sets out a performance rather rating a product. For this reason, NEMA says that direct comparison of the two systems is not possible. There is however, a chart available showing the NEMA enclosure type which is necessary to meet IP requirements. NEMA descriptions get into things like ice, seepage of oil and other interesting possibilities, whereas the others seem to be limited to water.

Japan issue standards and has a scale of JIS 0 to 8 for protection against ingress of water, with descriptions similar to those of the IP scale, but not identical. For example JIS6 says that direct jetting from any direction shall not enter the enclosure, whereas IPx6 says that the jetting shall not have harmful effects, which might be different. I haven't seen the detail of the Japanese standard, in regard to details of the jetting.

Before fitting any electrical devices, check that they are suitable for the location and duty you expect of them. This may mean a bit of investigation to work out the details.

forwarded by Roger Locke.

NOTICE OF ANNUAL GENERAL MEETING

OF

CRUISING YACHT CLUB of TASMANIA INC.

To be held on Tuesday September 7th 2004

At the Regatta Pavilion, Queens Domain Hobart 8.00pm.

Agenda

- 1 Opening / call for apologies.
- 2 Minutes from AGM 2nd September 2003 to be read-
(They were ratified 7/10/2003.)
- 3 Cruise of the Year Award & Navigation Cruise Award
- 4 Presentation of Flag Officers' Reports
- 5 Election of office Bearers for 2004-2005
- 6 Election of an Honorary Auditor
- 7 Close

9. Questions to ask your sailmaker

How would the sail you plan to make for me be made so I can get the most out of my boat? Eg: shape, area, trimming ease, wind range.

- 1 What weight of cloth do you plan to use?
- 2 What hardware will you use?
- 3 What seam width will you use?
- 4 What cloth will you use?
- 5 What panel layout will you use?
- 6 Will you fit the sail and show me how to use and care for it? (The majority of problems are cured on the boat)
- 7 How will the sail be lofted?
- 8 Will my sail controls need to be altered?
- 9 Are battens worth having?

NOTE: if you are shopping with price as your main concern let the sailmaker know so you can discuss what both you of you may be willing to cut. Are you comparing apples with oranges?

NOTE 2: If your sailmaker shows any reluctance or insufficiently answers any of the above, keep asking. It is a major investment you are making.

Courtesy Russell Streckfuss

Minutes of the 28th Annual General Meeting of THE CRUISING YACHT CLUB OF TASMANIA INC. held on Tuesday 2 September 2003 at the Regatta Pavilion, Hobart.

- 1 **PRESENT:** Meeting opened at 8.05 p.m. by Commodore, Patricia Locke together with 33members.
- 2 **APOLOGIES:** Bill and Anita Mills, Audrey Madden, Rosemary Kerrison, Sallie & Tony Creese, Sue Brabazon, Roderick Barnett, Jacque & Kathy Sapir, Kaye Jacobs, Helen & John Bridgland, Kevin Heatley & Suzanne Williams, Klaas Koning.
- 3 **MINUTES:** The minutes of the 27th Annual General Meeting held on the 3rd September, 2002 having been previously ratified at a General Meeting on the 1st October 2002, were accepted as a true and correct record by those present and CARRIED.
- 4 **CRUISE OF THE YEAR AWARD: (including cruising plaques & navigation award)**
 Cruise of the Year to – John & Julia Greenhill “Ilinga”
 Cruising Plaque to – Bill & Anita Mills “Amnesia”
 Cruising Plaque to – Hugh Garnham “Glenshiel VII”
 Cruising Plaque to – Steve & Dorothy Darden “Adagio”

Navigation Award (Donald Sutherland Memorial Cruise) to Andrew & Judy Boon
"Reflections"

5 PRESENTATION OF ANNUAL REPORTS:

Flag Officers' Reports: The 28th Annual Report containing the reports of the flag officers and the Treasurer were circulated prior to the commencement of the Annual General Meeting and covered the year's activities. Moved that they be accepted by Roger Locke and seconded by Phil Hebblethwaite. CARRIED

Treasurer's Report:

The Treasurer, Andrew Boon gave an overview of the Club's financial position but advised that the books had not been audited. Moved, that the Treasurer's Report be accepted: Roger Locke Seconded: Phil Hebblethwaite. CARRIED.

6 ELECTION OF FLAG OFFICERS AND COMMITTEE FOR 2003/2004:

Nominations were called to fill the vacant positions.

Commodore:	Helen Stewart Nominated by P. Locke 2 nd by A. Boon (Commodore Helen took the chair and Immediate Past Commodore Patricia filled in for the Secretary.)
Vice Commodore:	Rosemary Kerrison Nominated by P. Kerrison, 2 nd H. Stewart
Rear Commodore:	Cheryl Price Nominated by H. Stewart, 2 nd P. Locke
Treasurer:	Andrew Boon Nominated by P. Locke, 2 nd H. Stewart
Secretary:	Colin Morrison Nominated by P. Locke, 2 nd H. Stewart Elected subject to confirmation
Editor:	A nomination presented from the chair for Paul Kerrison Nominated by P. Locke, 2 nd H. Stewart The nomination was accepted by P. Kerrison
Membership Officer:	vacant
Committee Person (1):	Keith Wells Nominated by H. Stewart, 2 nd P. Locke
Committee Person (2):	Chris Creese Nominated by H. Stewart, 2 nd P. Locke
Club Warden:	vacant
Albatross Mailing:	Chris Creese agreed to fill this position
Quartermaster:	Barry Jones - agreed to fill this position after having been nominated by Margaret Jones & 2 nd by P. Hebblethwaite.

7 APPOINTMENT OF HONORARY AUDITOR:

Auditor Peter Dawson Nominated by Andrew Boon, 2nd P. Kerrison CARRIED BY ACCLAMATION

8 GENERAL BUSINESS:

- | A vote of thanks was proposed to Immediate Past Commodore Patricia Locke, retiring Vice Commodore Leo Foley and retiring Rear Commodore Colleen Koning by Julia Greenhill. This was followed by acclamation.
- 8.2 Item from J. Westman (re the introduction of a profile of new members on nomination forms) was transferred by the Commodore to an item of general business at the general meeting following the Annual General Meeting.

MEETING CLOSED AT 8.35 p.m.

**Minutes Of General Meeting The Cruising Yacht Club Of Tasmania
Held At Regatta Pavillion 8.05pm On Tuesday 3 August 2004**

PRESENT: Commodore Helen Stewart and 25 members.

APOLOGIES: David & Lyn Jones, Phil Hebblethwaite, Les Westman.

GUESTS: Peter Boyd, Peter and Jan Hill

MINUTES GENERAL MEETING TUESDAY 6TH JULY 2004

As printed in the 'Albatross' August 2004.

Acceptance moved by Barry Jones, seconded by Rosemary Kerrison - carried.

BUSINESS ARISING

- Annual General Meeting to be conducted 7 September 2004 at Regatta Pavillion.
- Cruise of the Year - nominations to be reviewed by Committee prior to announcement at Anniversary Dinner 7 August.

COMMODORE'S REPORT:

- MAST pleased to receive suggestions from the club and have costed waling boards submission at Kettering public jetty.
- A second lockable cupboard purchased to store resource material belonging to the club and located at the Regatta Pavillion.
- A lock has been arranged to secure other club materials under the regatta pavilion grandstand.

VICE COMMODORE'S REPORT:

- Anniversary Dinner. Saturday 7 August members invited to raft up in Constitution Dock - assemble at 3pm prior to entry. Pre dinner gluwain on board 'Meridian'.
- Yachting season Open day Saturday 2nd October. Commodore lead boat 'Meridian'.

REAR COMMODORE'S REPORT:

- Introduced guest speaker Michele Meffre to present cruising Patagonia and beyond.
- Anniversary Dinner - Saturday 7 August 7pm at Strudels in Salamanca Place see Albatross for details.
Annual General Meeting 7 September no guest speaker. Members requested to bring a plate to share at supper following the meeting.
- October - Keith Wells guest speaker '17 boats in 3 months'
- Christmas function - in the planning stage.
- Raffle - Two bottles of wine this evening.

GENERAL BUSINESS:

- Paul Kerrison - drew members attention to the need to comply with boating regulations covering registration, safety equipment, flares and fishing equipment so as to avoid prosecution by the police who appeared to be more active about these issues particularly in the D'Entrecasteux area.
- Barry Jones (Quartermaster) informed members on items available in the store including lapel badges reduced to \$3.00. Other items as listed in the August issue of Albatross.

Meeting closed at 8.20 pm.

Next meeting 7 September 2004.

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MEMBERSHIP DETAILS

To avoid incorrect details being published, please send altered boatnames and details addresses etc to the Membership Officer so the database can be updated.

Quartermasters Stores.

Contact BARRY JONES 6272 5660

NEW ITEMS NOW IN STOCK



BUCKET HATS

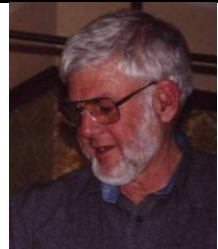
SM / LARGE \$10 ea

CAPS & BEANIES

\$10 ea.

BURGEES \$11 ea.

CLOTH BADGES \$10ea.



Other items available include East Coast Anchorages \$5

History of the CYCT the first 21yrs \$5,

D'Entrecasteux Waterways 2nd Edition \$16.

Lapel badges \$4.50

And a couple of odd sizes in Polo Shirts make Barry an Offer