



# *Albatross*

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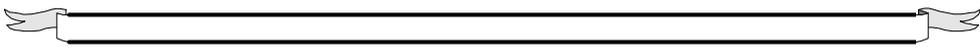
April 2005



Talisman II in Missionary Bay

*Newsletter of the  
Cruising Yacht Club of Tasmania*





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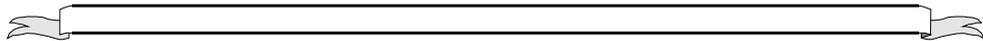
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## Editorial

### Dave Davey

This issue features another installment of *Adagio's* Pacific crossing to Alaska. In the May issue, their arrival in Sitka will be included. If you cannot wait until then, or would like to view some of their spectacular photos in colour, visit their web site at [www.adagiomarine.com](http://www.adagiomarine.com) which has been updated.

I've been assembling a list of web sites useful to yachties. If you have discovered any you find interesting, please pass them on.

The Commodore has provided an article on one of their favourite anchorages. For some reason they would like to rename the site Cormorant Bay. I'd really like more articles like this one.

We have another photo album, this time from the Wooden Boat Festival. Some of the photos are of the James Craig. It was fun for Annick and I to inspect this vessel with Chris Creese, who had memories of playing on it when it was a hulk in Recherche Bay to which *Neptune* could come alongside.

As mentioned in the Minutes of the last General Meeting, I am scanning old copies of the *Albatross* with the intention of producing a CDROM for members. This is a slow task, partly because I keep reading the issues rather than scanning them! One thing that quickly became evident is that Editors have been pleading with members to write for the *Albatross* since its beginning. The plea continues...

Dave

### Windclimber



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## Commodore's Comments

### Helen Stewart

We were almost two of the people who missed out on the magical trip to Norfolk Bay last weekend. We had an appointment we couldn't miss on Saturday in Hobart and so there was not time to get to Norfolk Bay by boat. On Sunday Les Westman joined us and we drove to Pirate's Bay and enjoyed Tony and Sallie Creese's hospitality, along with the crews of 10 *Club* vessels. Chris Creese took Phil and I for a turn about the bay on *Rosehill*, one of the smaller vessels in the *Club*. *Rosehill* is a crayboat, powered by a Simplex single cylinder petrol engine that propelled us smoothly amongst the fleet coming in to anchor. We had a wonderful barbecue at Sallie and Tony's place and it was hard to leave and drive home. The weather was spot on for the weekend and during the week I've heard about the pleasurable trips several boats had returning home - including morning mists, dolphins coming to play, fish for lunch, even a swamped tender, and some good sailing as well.

### Meridian



*Creese Chris getting Rosehill into its cradle at Pirates Bay*

There are plenty of opportunities like this coming up on our *Club* calendar for members to join in. People who don't often get to *Club* events are particularly

welcome - it's always good to see everyone and events such as barbecues are a great way to meet other members, so don't be shy, come along!

Thanks to Dave Bryan, (*Charon*) Phil Douglas and Faron Wall of Tas Fire Service for the excellent presentation last week at Cambridge. It was third time lucky for this fire training session as the weather while cold, was dry. Members appreciate the time given by our presenters who come to entertain and educate us. TasFire Equipment has generously arranged some special prices on a range of fire prevention equipment so do check the age and condition of your equipment and consider the excellent value for money they are offering.

The March meeting turned out to be an opportunity for members to share their experiences of getting people out of the water and back on deck - educational and entertaining. The April meeting will be no exception so read Wendy's column and come along.

*Reflections* must be well on its way to Deal Island; *bon voyage* Andrew and crew and we'll look forward to hearing about your trip a few weeks.

*Good cruising, Helen*

<i>Club Calendar</i>	
April - Tuesday 5 <sup>th</sup> - Saturday 9 <sup>th</sup> /Sunday 10 <sup>th</sup> - Saturday 23 <sup>rd</sup> to Monday 25 <sup>th</sup>	General Meeting Quarries Cruise New Norfolk Cruise
May - Tuesday 3 <sup>rd</sup> - Saturday 14 <sup>th</sup> /Sunday 15 <sup>th</sup>	General Meeting Navigation Cruise

## Vice Commodore's Report

Rosemary Kerrison

*Obsession*

Having had *Obsession* on the slip for her annual scrub down and antifouling together with some lost time due to a gearbox failure, we intend to fully appreciate any spare time on the water in the future.

What a wonderful sight it was to see 10 *Club* boats joining in the recent long weekend cruise to Norfolk Bay. Saturday evening saw *Neptune, Kiap, Andromeda, Saluka, Reflections, Barquero, Talisman II, Obsession, Windrush* and *Boots 'N All*, all at anchor at Connellys Bay with the crews enjoying a BBQ ashore until a heavy shower of rain sent us back to the boats.

Sunday morning was bright and sunny and with boats being given a handicapped start time the evening before, in order to allow all boats to arrive at Eaglehawk Bay at approximately the same time. We saw *Saluka* and *Barquero* head off followed by the others at appointed times. The wind was a fresh nor'easterly providing a good reaching sail to the Bay. Along the way we were joined by *Awittaka* and by luck all boats sailed up the bay to Tony & Sallie Creese's at the same time, giving local shack owners and passing tourists something to marvel at, for it is a sight rare to this bay. Many thanks to Sallie and Tony for their hospitality and generosity.

Commodore Helen along with Phil Hebblethwaite and Les Westman arrived by car. The day was a huge success, a very social BBQ, with the temperature hovering around in the twenties.

Monday morning was as still as, with a little sea mist hanging over the Bay. Motoring along on the glassy waters of Norfolk Bay we were joined by a pod of playful dolphins, who enjoyed our company as we did theirs for approximately 30-40 minutes. I am sure that they know we are watching as they roll around under the bow of the boat watching to see that you are still watching them - such intelligent creatures. I could watch them for hours. *Andromeda* also had a pod of dolphins join them.

We stopped at Slopen Island for lunch, in the sun and a swim for some, before the sea breeze made good at about 2.15pm, giving us a good reaching sail back to the Iron Pot. and a square run up the river, ending a great weekend of fellowship and cruising.

The next advertised cruise is the Quarries on the 9th & 10th April. I will be in Canberra that weekend so will deputise someone at the next meeting on the 5th April.

The New Norfolk Cruise will be on the long weekend of the 23rd, 24th, & 25th April. Passage through the Bridgewater Bridge will be at approximately 1100-1115h on



Saturday and 1500-1515h on Sunday. I have booked Verandahs in the Valley for dinner on Saturday night, (à la carte) menu. I need to confirm numbers by the 20th April.

On Sunday evening we will stay in the upper area of the river possibly Austins Ferry weather permitting giving those from the channel area all day Monday to return.

Don't forget that the Donald Sutherland Navigation cruise is on Saturday 14th May, have you organised your crew yet?

Daylight saving may have ended but that is not a signal to put the shutters up on your boat as early winter months provide some of the most enjoyable cruising times in and around our fabulous waterways especially the Channel.

Happy cruising

Rosemary

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## Rear Commodore's Report

**Wendy Lees**

*Kiap*

The night of 15th March saw a large group of members attending the Marine Fire Safety night at Cambridge. A great presentation was given by Phil Douglas, Dave Bryan and Farron Wall. We all learned a great deal, I know I did ! I guess we will all use extra care in dealing with and storing flammable liquids and substances on our boats.



### **April Meeting**

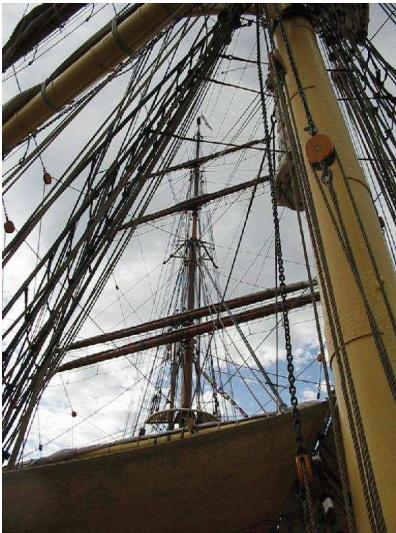
This will be held on Tuesday 5th April at the Regatta Pavilion. Allana and Roger Corbin from Rotor-Lift Helicopters will be with us. This will be a very interesting talk. Do come along.

### **May Meeting**

Joe Charlton from the Kettering Coast Guard will talk about this safety organisation and how it affects us all!

Wendy

## Wood Boat Festival Photo Album











# TasFire

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## EQUIPMENT

### Cruising Yacht Club of Tasmania Specials from the **Fire Protection Equipment Specialists**

1.0kg ABE Fire Extinguisher	\$30.00
2.3kg ABE Fire Extinguisher	\$80.00
2.5kg ABE Fire Extinguisher (Amerex)	\$100.00
4.5kg ABE Fire Extinguisher	\$130.00
1000mm x 1000mm Fire Blanket	\$27.50
1200mm x 1800mm Fire Blanket	\$40.00
9V Smoke Alarm (ionisation)	\$17.00
9V Smoke Alarm (photo-electric)	\$57.00

#### Ultimex Aerosol Generators

8g	\$124.00
20g	\$146.00
100g	\$780.00 (thermal & electric actuation)
200g	\$990.00 (thermal & electric actuation)

These discounted prices are available to CYCT members upon presentation of proof of membership. All prices include GST. TasFire Equipment rigorously tests all equipment that represents best value for money. Less expensive equipment is available on the market, however as an arm of the Tasmanian Fire Service we are committed to providing quality equipment at competitive prices. 1 March 2005

Sales & Service

**TFE 16a Brisbane Street Hobart phone 6230 8480**

[www.fire.tas.gov.au/tfe](http://www.fire.tas.gov.au/tfe)

## Man Overboard Exercise Report

Milton Cunningham

*Boots 'N All*

*This is a report of the "debriefing" held at the March General Meeting concerning the Man Overboard Exercise run by Keith Wells and Barry Jones in Alexanders Bay on 26 February. Interspersed are photos from the event, taken by Andrew Boone and Dave Davey. - ed.*

Dave Davey said that he had twice found people in the water, on neither occasion had they been his crew. The first was at Middle Head, Sydney Harbour where a crewman from a laser was found. The crewman had been on the Laser which had dumped several times before the other crew sailed off, out of control, without him. Dave was sailing and had to drop the sails and manoeuvre the boat to the crewman. The Top Hat that Dave was sailing had a removable panel at the stern and he was able to pull the person aboard. Condor sailed past with the crew cheering and Dave protesting "He's not one of ours."

The second occasion was at Myall Lakes, Port Stephens. On this occasion a runabout had sunk and the crew was hanging onto the bow which was almost submerged. On this occasion Dave used an inflatable to get the person out of the water and then transferred them from the inflatable to the boat. On each occasion the person rescued had been in the water for over an hour and they were suffering from heat loss and lacked coherence. Neither was able to contribute toward their rescue.

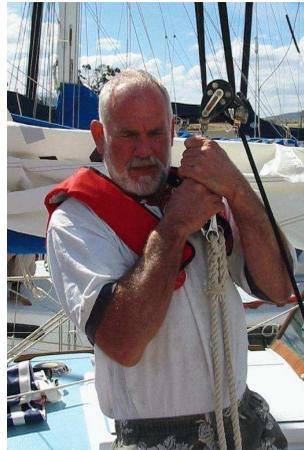
*Lessons learned:* The person being rescued may not be able to contribute to the rescue. It is difficult to manoeuvre a boat to a person in the water without someone on deck of the rescue craft signalling the position of the MOB. Use an inflatable if you have one to get the person out of the water rather than trying to deal with the issues of lifelines etc. and the higher free-board of a yacht. While getting a person out of the water is the priority, it is not the end of the story. They will probably be hypothermic, and may be injured. If they are not from your vessel, you also have the problem of taking them somewhere.



*Keith Wells discusses the use of harnesses to avoid ending up in the water, and in retrieving people from the water.*

Dave also related an incident that he observed at the Spit Bridge, Sydney Harbour. A young woman fell overboard but a quick thinking for'ed hand on the yacht following reached down, grabbed her and hauled her out – brute strength.

Barry Jones related an incident when he and Barry Hine had been conducting a sail training course. A person at Mt Nelson had noticed a sail boarder in distress and made a call using a hand held vhf radio. Barry responded to the call and they were able to use the rescue as a practical demonstration of the training that had been taking place. On another occasion Barry towed a jet ski that had run out of fuel up the river. There is no point of tow on these water craft. It appears that the jet skier had an expectation that Barry would tow him up the river to Cornelian Bay.



*Cheryl was not comfortable being lifted in a harness. Neither was Phil.*

Phil Hebblethwaite related an experience where he was rowing a dinghy when the oar broke. The Swanson 36 that they had been heading to seeing their difficulty headed to their assistance but in doing so swamped the dinghy. With a crew of two adults and two teenagers on board it took over fifteen minutes to recover with the crew having difficulty keeping the craft off the shore.

*Lessons learned:* Rescue craft can inadvertently contribute to the problem.

Mike Temple Smith related an incident that occurred in a July race in the 80s. Sailing just south of the John Garrow Light under spinnaker the yacht broached. The skipper's wife who was on the tiller was thrown overboard. A life ring that was thrown about one meter from her was of no use as she could not swim to reach it. The skipper jumped overboard with a life jacket to help her. She was pulled up by the hair as she was submerging. It took another 15 to 20 minutes to get her back on board. She was unconscious with water in her lungs. An ambulance was called by use of the

radio.

*Lessons learned:* Crew may not be able to swim relatively short distances. The difficulty in getting a boat that has broached under control to rescue crew overboard. The cold temperatures in the Derwent River during winter requires quick response to prevent hypothermia.

Annick Ansselin related an incident when she had been wind surfing and was in difficulty and was offered a tow. The tow vessel used a line that was too small a diameter making it very difficult to hold. At one stage Annick resorted to gripping the tow rope in her teeth. The tow vessel also travelled too fast for the situation.

*Lessons learned:* Use a line that is thick and easily handled. Tie a loop or stopper knot on the line to assist the person under tow. Tow at a speed appropriate to the vessel under tow.



*Roger's gear looked useful for climbing the mast, but it was too complicated for a retrieval from the water.*

Paul Kerrison related his experiences with the Royal Surf Life Saving Association. In the organisation they continually practiced the drills with the surf boat. The people involved were very fit but it was almost impossible to avoid injuring the person when getting them on board.

*Lessons learned:* It is almost impossible to pull a person on board without injuring

them in some way but the priority has to be get them on board.

Phil Hebblethwaite reminded members of an incident that occurred on the Atlantic Rally for Cruisers. A crew member drowned at the end of their lifeline as the remaining crew were unable to get them back on board. Bill Wright said how important it is to shorten harness tethers. This can be readily done by taking two turns around the nearest winch.

Hans van Tuil said that he had given the issue some considerable thought and felt that for most MOB incidents a modified surf board may be useful. Hans indicated that a surfboard could have a number of hand / foot holes cut in it so that it could be used as a ladder on the side of the boat. In the event of a MOB, the surfboard with appropriate line attached could be used in a very similar manner to a life sling. It had the advantage that if the MOB was unconscious it may be possible for a crew member riding on the surf board to manoeuvre it more quickly to the MOB. When the MOB is brought alongside the surf board is raised to the vertical position and used as a ladder. Keith Wells said that he had seen something similar but hinged in the middle with hand holds and steps.

David Jones related an experience that occurred when he was racing a Finn class dinghy on Sydney Harbour. On that day conditions were bad and there were insufficient pick up boats for the event. When David up-ended, he was on the other side of the course. A boat with a family on board went over the top of his dinghy fowling the propeller with the main sheet. Eventually they put him ashore at Vaucluse and gave him money for a taxi. David found that he had been reported missing, presumed dead. Fortunately the dinghy was repaired and he was able to race the following day.

Dave Davey mentioned the importance of practicing manoeuvres to recover a MOB. If a crew member loses a hat overboard, use the incident as a training exercise rather than leaving the hat to the elements. It is good practice to try and keep an object in sight and try to manoeuvre back to it. Bill Wright said that at sail training they advise that the fore'd hand points the boat hook directly at the object to be recovered which assists the helmsman judge both direction and distance.

## New Zealand to Southeast Alaska aboard *Adagio* Leg Two: Bora Bora, French Polynesia to Honolulu, Oahu, Hawaii

Dorothy Darden

*Adagio*

On the 4th of July, 2004, *Adagio* was clean, repaired, polished, reprovisioned and the crew was exercised and rested. We hoped to depart Bora Bora on Wednesday, July 7, after checking out of French Polynesia, getting our bond refunded at the bank, and buying duty free diesel fuel. We expected to have favourable southeasterly winds for the first five days, followed by light winds in the vicinity of the equator, and finally northeasterly trade winds for the last third of our passage to Hilo, Hawaii.



While in the light winds, we would try to make as much distance possible in the eastwardly direction to position *Adagio* at a comfortable wind angle (aft of the beam) when we reached the northeasterly trades. We expected to be in Hilo around July 22, give or take a few days.

As we waited for our departure date to arrive, we went out in our fast "expedition" dingy *Allegro* most days, snorkeling in numerous places around the small islands (called "motus") near Bora Bora, enjoying the multitudes of tropical fish, and the spotted rays which glide and "fly" above the white sand bottom of the channels. Baguettes, *pain au chocolat*, and *tarts au fraises* (strawberry tarts) have been

frequently on our menu.

One of our favourite haunts was an internet Patisserie where one could browse the web while nibbling on a French pastry. Before our departure we phoned to order a dozen *tarts au fraise*, and misunderstood that the tarts would be ready by noon, but it turned out that it was noon when the shipment of California strawberries arrived, after which time the tarts could be assembled by the pastry chef. On the way back to the boat I bought five fresh vanilla bean pods from a woman's roadside produce stall, and later wished I had bought more. They were soft and fragrant.

On the morning of July 7, we were still experiencing wind and rain from the cold front that had passed through overnight. The sky cleared, but when we departed Bora Bora at 3pm the true wind speed was 32 knots from the southeast. For *Adagio*, these were perfect conditions for a speedy passage.

Sailing on the starboard gybe four hours later, it was a bit rough and rolly but we were making good time. Our boat speed wandered from 9.5 to 11.5 knots, as the wind speed wandered from 25 to 34 knots. We hoisted the mainsail to the second reef and discovered that we had attached the two-part main halyard with twists in it, so we lowered the main, untwisted the halyard, reattached it, then hoisted the mainsail to the first reef. We unfurled the jib, but when the winds reached 30 knots we furled the jib again.

The winds stayed in the 20s for all the next day, and *Adagio* zoomed along at 10 and 11 knots boat speed. Our first 24 hour run was 203 nautical miles. The weather forecast showed a convergence zone to the north of us which could bring poor visibility with rain and possibly a few squally thunderstorms.

By the morning of the third day, the seas were down a bit and the wind had decreased to 13 to 24 knots. A light rain shower at dawn brought a full double rainbow off our port quarter. The clouds were clearing. We were three and a half days sail south of the Equator, and two days from where we expected to encounter the South Equatorial Current. The wind stayed in the 20s and the seas got up to 3 metres again, giving us a good second day's run of 223 nautical miles, under jib and one reef in the mainsail. After dinner, *Adagio* surfed at 14+ knots of boat speed in 25 knots of true wind speed. The wind speed seemed to increase for an hour or so just at sunset, and we had 28 knots of wind at 9pm. A sky glow off to port was thought to be the moon setting.

Fair winds and Following Seas! We finally found them. During the third night at sea we sailed out of the South Pacific Convergence Zone with its rain, wind and lightning. By morning the wind was light and variable, and the seas were down from 3 metres to 1 metre. By 0730 hours, the wind had filled in from the east, and once again the reefed sails were filled and drawing. A second convergence zone was ahead. We would have to cross it, so we would not be raising full main and reacher until we had

left it in our wake.

We all slept better in the calmer conditions. Our position was 520 nautical miles south of the Equator and 420 nautical miles due west of Nuku Hiva in the Marquesas Islands. There were a few rainshowers ahead, but overhead the sky was blue for the first time since our departure. The weather report described very rough seas to the south of us, sent north by a deepening low to the south. We were glad to have made such good time away from that area.

By the afternoon of July 10, a light wind had filled in from the northwest. The barometer had fallen 4 points in the past 2 hours, which was a puzzle. A few high cirrus clouds and some altocumulus clouds were about. Fair weather cumulus clouds rimmed the horizon ahead and some convection clouds lay astern at a great distance. The Line Islands (Kiribati) lay 250 nautical miles to port. We furled the mainsail and jib, and motored with the two engines at 2500 rpms.

Our books, iPods, and remaining strawberry tarts and *pain au chocolat* from Bora Bora, kept the crew happy. We wished we had bought more mangoes before departure, and the melons and bananas were ripening quickly. The green tomatoes were turning red at just the right rate for our consumption. A few tropic birds flew nearby after departing Bora Bora, but we saw no birds while at sea. We missed seeing the albatrosses. *Adagio's* decks and windows had been rinsed by the night's rain. This was cruising!

During his routine inspection of the rigging, Callum discovered that the threads of the Reef-rite boom tension rod had sheared off at the aft bulkhead, and the nut was gone. There was no way to jury rig a repair at sea. Callum wedged a softwood block forward at the mast to prevent the rod from chewing up the mast.

Steve used our Iridium satellite phone to telephone Kevin, the maker of our Reef-Rite in-boom furling system. He told us that the broken rod was not essential to the system, and said we could hoist the full main and go sailing. Reef-Rite would send us instructions for repairing the reefing system in Hawaii. Meanwhile we were to sail with the mainsail fully hoisted or fully furled, but not reefed.

So we were sailing under full main and jib, in 9-10 knots of wind, making 6.6 knots of boat speed over the ground. Our course took us to the south east of the Big Island of Hawaii, so that when we encountered the NE trades, the wind and sea would be on our starboard quarter. The winds stayed light, and we calculated there to be twelve more days to Hawaii at the current 6 knots of boat speed, motorsailing with one engine under full main and jib.

After fresh banana sorbet for lunch in the warmer weather, Vanessa improved our view of the world by catching a lovely tuna fish for our dinner. We prepared Polynesian *poisson cru* and consumed our last fresh mango and strawberry tart.

On Monday, July 12, we were having more of the same, with the seas out of the northeast now, in line with the wind. The barometer was steady. The morning's sunrise, at 6am sharp, was a mirror image of the previous evening's sunset, followed by a clear blue sky, dotted with fair weather cumulus clouds. Our position was 222 nautical miles to the equator, estimated sailing time of 1 day 16 hours. Our progress was slowed a little by 1 knot of contrary current. According to the chart, we are under the influence of the South Equatorial Current, which flows from east to west. The true wind speed has been about 10 knots all day, with languidly rolling swells all around us. The evening's photographs were added to our growing gallery of atmospheric displays. A typical tropical stunner – lingering powder blue at the horizon and powder pink above the puffy clouds, after the blazing sun had set.

The radar had been absolutely empty for two days, showing not even the usual reflections off of rough seas. The wind was filling in from the northeast, occasionally swinging around to the east. We received an update from our weather router Rick Shema. He advised a new aim point of 10N latitude 145W longitude. A frigate bird was flying overhead. A few more clouds appeared in the sky. For lunch we had mango sorbet after our turkey sandwiches on baguette. We kept the boat speed above 7 knots by motor sailing occasionally with one engine when the true wind speed dropped below ten knots.

The jib foil separated again, about 1/3 of the way up. Two of the black sections opened and closed as the sail worked in a seaway. It would not be a problem if we did not have to change headsails. Callum wondered if the gap could pinch and perhaps tear the jib fabric when the jib was furled.

Our passage through the South Pacific Convergence Zone (SPCZ) (formerly known as the Doldrums), had been uneventful. Winds below 10 knots lasted only 24 hours, and no squalls or thunderstorms were encountered. We were now sailing under the influence of the "Divergent Easterly Trade Winds of the Equatorial Dry Zone". Our progress north was being boosted by the North Equatorial Counter Current.

On Tuesday, February 13 we expected to cross the Equator – a first for *Adagio* and her crew. Conditions were superb. We were experiencing winds greater than forecast. Instead of 3 to 10 knots, we had 10 to 14 knots, and the seas were lower than forecast. What more could we have asked? The wind was even veering, so we expected to be able to set our huge reaching sail.

North of the Equator we would encounter the Intertropical Convergence Zone (ITCZ), which has a reputation for more squalls and thunderstorms than the SPCZ, and we would be influenced by the North Equatorial Current.

At night the stars and Milky Way were so bright we had to put on our starscreen before going on deck. We had not seen a ship since departing Bora Bora, but we monitored the radar vigilantly. Our little sailing island was visited by a gannet and by

a very tattered looking Frigate bird, who looked as puzzled to see us out in the middle of the ocean as we were to see it. We occasionally mistook flying fish for small birds because they were airborne for such a long distance.

Monday's sorbet was mango. On Tuesday we tried pineapple. These treats were made from the excellent fruit puree's from Bora Bora, and wished we had bought more. We had never imagined how delicious pureed banana drink could be, and it also made delicious sorbet. We also wished we had bought more New Zealand apples in Bora Bora – the excellent grown-for-export Pacific Rose apples, each one a beauty.

Out came our Hawaiian Cruising Guides and maps and charts. We spent most of our time reading, sleeping, dining and being entertained by the bantering and sparring between our Kiwi and Aussie crew members. It was like listening to a foreign language, as many of the jokes flew right over our heads. But if they were happy, we were happy. It was such a pleasure to have two such keen sailors, hard working and good humoured, aboard.

We sailed across the the Equator under full mainsail and reacher at about 4pm on Tuesday, July 13, but the King Neptune ceremony was upstaged by the generator overheating and shutting down about 15 minutes before we crossed the Zero Line. The King found himself in the machinery space with pollywog Steve fishing for impeller bits in the cooling water. Bits were located and removed, but by the time all was once again sorted, the Equator had passed under our keels, and we were in the Northern Hemisphere.

Instead of feeding the traditional ceremonial green goo to Dorothy and Steve to celebrate our first crossing of the Equator aboard *Adagio*, Vanessa landed another tuna for our dinner. I remembered to take the southern hemisphere compass unit out of our hand bearing binoculars and replace it with the northern hemisphere unit.

During the evening the Equatorial South Counter Current was really ripping, east setting at 2 knots. A ship passed us 4 nautical miles away on the starboard side heading south. We were not alone on this big ocean after all.

The morning's sunrise was the usual spectacular, 360° panorama, beginning with the pink sky all around, and concluding with the blazing appearance of the sun coming up from the horizon. Above it all danced the crescent moon and the planet Venus. We were motorsailing under full main, jib and one engine, making 7.5 knots boat speed in 10.5 knots true wind speed. We hoped to be able to set the reacher, if the wind stayed at 10 knots.

The days had been very hot, but with extensive high cirro-stratus clouds covering most of the sky, we hoped to have a bit of a respite. Our giant reacher sail served as a huge awning, shading the boat from the sun in the afternoon. The cockpit was a pleasant, breezy and cool place for us to sit out of the sun, reading our books and

watching the ocean go by.

When the seas were calm, the reflections of the sunset's blazing sky in the undulating seas found us floating in flames licking at the hull. A small flock of boobie birds flew around and landed several boat lengths to starboard in the fiery slick.

In the late afternoon Vanessa spotted a dolphin, leaping, swimming on a reciprocal course to ours. He was heading south. At 8pm the Big Dipper and North Star were low on the horizon off our port bow and the Southern Cross had disappeared beneath the southern horizon. The stars in the Milky Way were quite remarkable.

We began receiving weather forecasts from the meteorological service in Hawaii. Most interesting to us was the location of the thunderstorms in the Intertropical Convergence Zone, which was positioned between us and Hawaii. We would begin to experience the weather of the ITCZ in a couple of days. On the morning of July 14, the weather report located the Intertropical Convergence Zone as a line between 7 and 8° N latitude and between 140 and 157° W longitude, directly across our route. The forecast was for scattered strong thunderstorms within 60 nautical miles of the ITCZ west of 148 W longitude and isolated moderate thunderstorms elsewhere within 120 nautical miles of the zone.

No sailor enjoys sailing to windward. Keeping the winds and seas coming from behind us makes for a much more comfortable ride for the crew and less stress on the boat. We stayed south of 30° South latitude after departing New Zealand, to stay in the westerly winds. Now we were staying east of the longitude of Hawaii, so that when we reached the Northeast trade winds, they would be on our starboard stern, and not on our bows. Another reason to stay east of the rhumb line to Hawaii was that the Intertropical Convergence Zone between our present position and Hawaii was more active, with more powerful thunderstorms, west of 148 W longitude. We expected the thunderstorms would be less vigorous if we were to cross the ITCZ at 145 W longitude.

At dawn on July 15, Callum was operating the port side electric winch normally as he stood at the top of the steps going down into the cockpit, unfurling the reacher. Dorothy had just come on watch and was standing in the doorway to the cockpit watching, unbelieving what she was seeing, as the reacher sheet fouled as it exited the self tailer, wound around the top of the winch, and destroyed the entire self tailing apparatus, breaking it into bits. Callum quickly stopped the winch, leaped into the cockpit, and began disassembling the mess. We did not have a replacement part aboard, never expecting such a freak accident to occur. This left us with one electric winch rather than the usual two to operate our gigantic sails.

The wind speed remained at 12 to 13 knots out of the southeast, and our boat speed stayed between 8 and 10 knots. But the true wind angle continued to increase, and a strong east south east setting current set in, so we were soon sailing dead

downwind. Up went the spinnaker with the full mainsail. By afternoon the sails were flogging so we lowered the spinnaker and furled the mainsail, turned on the engines and motored into light winds. By the next morning we saw thunderclouds to port and starboard, the wind speed dropped to three knots.



In the morning Vanessa set the fishing lines and within 10 minutes she had caught a 17 lb tuna. Steve helped land it and Dorothy filleted it. What delicious sashimi was immediately consumed, and then *poisson cru* for lunch. Tonight we will poach some of the fish in soy, rice wine and sesame oil and serve over a bed of lemon rice with snow peas and chopped scallions. "It's all swings and roundabouts", said Vanessa.

On the afternoon of Friday, July 16, our position was 500 nautical miles north of the Equator and we were crossing through the Intertropical Convergence Zone which was full of thunderstorms. From our cozy saloon we could see rain clouds all around us. Some were shaped like the nasty roll cloud of the Australian "southerly busters". But so far we had received only light rain, and variable winds. The seas were a bit rough. We expected to be out of the ITCZ and into the northeasterly trade winds sometime during the next day.

All sails had been furled, in anticipation of strong winds in thunderstorm cells. Both engines were pushing us towards our destination. At the speed we were travelling,

our range under power was about 690 nautical miles. We were covering about 175 nautical miles per day, against an unfavourable current. We would ordinarily been preparing to set our sails again, but due to a Low Pressure system located near 9° N latitude 136° W longitude to the east of us, there was a chance of strong northerly winds rather than the northeasterlies we had expected. In the afternoon, we increased engine revolutions to 2700 rpm to raise the boat speed to 8 knots in order to stay west of the storm system which was moving WNW at 10 knots.

The next morning the wind filled in from the southeast, and was soon blowing 20 knots. We turned off the engines and hoisted the full main and jib. The sky was clearing, and we would soon be exiting the ITCZ. Cumulus clouds were all around with heavier clouds off to port. Blue sky lay ahead. The radar screen was clear. We estimated four and one half days to Oahu at our present rate of speed. The barometer was lower than it had been for a long time, at 1007. Steve had set our course to make landfall in Honolulu rather than Hilo so that we would have an easier time obtaining the boat parts we needed to effect repairs to the tension rod in the boom and our electric winch.

We began to see more birds, including the masked booby, the beautiful Hawaiian petrel, and an elegant sooty tern. One small petrel was sitting in the water, struggling to pick up a big fish it had caught.

We were really moving along now, making 9 knots over the ground in 16 to 18 knots of true wind speed, over a 1.5 metre swell, with a comfortable motion. The apparent wind angle was 90°. *Adagio* carried her full mainsail and jib. Puffy white cumulus clouds all around, deep blue sea and powder blue sky. We could not ask for more. Why was I reminded of Bernard Moitessier when he decided he enjoyed the sailing so much, that he continued on around the globe for another half circumnavigation, rather than finish the race? He must have been experiencing sailing conditions like this. We were going to be sorry when such good sailing conditions were over. In spite of her disabilities, *Adagio* was not exactly limping along.

The true wind speed had increased to 25 knots, and our boat speed was 10 to 13 knots. We had covered 196 nautical miles in the past 24 hours. A few small rain-showers appeared on the radar. It had been a bumpy night. We altered course 20° to leeward to ease the pounding until the wind speed fell back to 20 knots, at which time we returned to our course to steer 305° to Hawaii. The seas seemed steeper and the waves closer together. This might be due to the contrary current. The front windows had seeped salt water a little bit over night.

We were not trolling a fishing line because yesterday's fish provided enough food for several days. Steve sent an email to the Hawaii Yacht Club to request a berth for a week. Friends had told us that with our San Francisco Yacht Club reciprocal privileges, it will be our best bet. We were also scratching our heads for the names of people we might know who live in Honolulu, to help us source some of the boat

parts that we needed. I was disappointed that we would not be visiting Hilo and the Big Island to see the volcanoes, but Alaska called.

We hoped to depart Honolulu for Sitka before the end of July. Friends in the Bay of Islands, New Zealand reported having ice on the decks of their boats, and frost in the fields. Steve turned on our generator so that we could run the air conditioner. In spite of the tropical heat, the cockpit in the shade was pleasant for reading and watching the sea go by. It was relaxingly uneventful out on the ocean, just sailing along, savouring the serenity before we entered the hubub of Honolulu.

On July 19 we awoke to a beautiful morning, and as Vanessa said, conditions were "fab". It had been peaceful sailing through the night. The night before had been windy and a bit rough, but over the past 24 hours we had been cruising along at 9 knots, reeling off the 200 nautical mile days again. The northeast tradewinds were steady and predictable. We just trimmed the full mainsail and jib for an apparent wind angle of 95° and sailed on mile after mile. We had been at sea for almost 12 days, and were afraid our crew were becoming bored. They had each read over a dozen books, and listened to our audio books during their watches. Only three more days to Honolulu at the rate we were going.

Rainshowers were gathering off to starboard. *Adagio* could use a fresh water rinse. Several flying fish left their slimy scales stuck to the decks and windows during the night.

The weather forecasts looked favourable all the way to Honolulu, with the exception of a "Shearline trough" located north of Hawaii and moving slowly towards the southeast. It would be nice to have fair weather when making landfall on Thursday, July 22. Our friends in Hawaii recommended a new marina located to the west of Pearl Harbour. The marina could fit us in, and it shares a harbour with the largest marine shop in Hawaii, where we hoped to find the rod required to repair our main-sail furling system. We were keeping an eye on the progress of a tropical depression which had formed far off to the east of us. It was moving slowly, and we expected to be in Oahu before its arrival. We were reacquainting ourselves with tropical weather systems after having sailed for several years in the higher latitudes.

The morning of July 20, less than 2 days from Honolulu, the northeast trade winds of 17 to 20 knots blew us along at 9 to 10 knots boat speed. By the same time the next morning, we would be at the southern corner of the Big Island of Hawaii, which is called South Point, the southernmost point of the United States. I hoped to see the red of the volcanoes as we approach during the night. We needed to stay about 25 nautical miles offshore to avoid the strong winds that wrap around the coast.

Our planned route would take us south of South Point, northward along the Kona Coast in light winds and flat water. We would begin crossing the Alenuhaha Channel as far north as we could, to get a good angle on the increased winds and seas in

the channel. We would pass south of Maui and Molokai, and north of Lanai. The channels between these islands can be rough due to funnelling winds. Lastly we would cross Kaiwi Channel to Oahu.

Sailing downwind along the chain of Hawaiian Islands promised to give us spectacular views during the daylight hours. We were not allowed to anchor at any of these islands until after we had checked in at Honolulu with Customs and Immigration, so we would just enjoy watching the scenery go by. As soon as we had rounded South Point, we would be in the lee of the Bit Island, sheltered from the northeast trade winds, and could motor all the way up the Kona Coast. Crossing the Alenuehaha Channel is best done very early in the morning or even better overnight, when the winds and seas in the channels are at their lowest strength and height. The channels between the islands are wide, so the navigation would be straight forward.

Our menu planning was dictated by an effort to consume all the best frozen meats and fresh produce that we did not wish to have confiscated by the US Department of Agriculture. They could have the beef if they wished. The frozen chicken that we purchased in Bora Bora had been imported into French Polynesia from North Carolina, USA, so I expected that I would be allowed to keep it.

At 0730 hours on Wednesday, July 21, we had rounded South Point and were motoring up the west coast of the big island of Hawaii, in 2 knots of breeze, steering to compensate for the 2 knots of current which was pushing us towards the shore, and keeping a sharp lookout for "FAD"s, Fish Aggregating Devices.

The Coast Pilot writes: "For reasons unknown, fish in the N and W Pacific Ocean frequently gather in schools under floating objects. FADs may be as sophisticated as floating devices, often buoys, with electronic equipment attached for tracking or as crude as floating logs or other objects. The FADs in Hawai'ian waters, established by the state, are yellow, 6 feet across at the base, and show quick flashing yellow light atop a 5-foot steel pole. The buoys display 12-inch white letters. These buoys frequently break loose and/or become unlighted. Mariners are advised to use caution when in the vicinity of the FADs."

During the night Callum noted, as we passed it by, a FAD that was not on our chart. The chart shows numerous FADs inshore of our course, mostly within the three nautical mile limit. We stayed three nautical miles offshore. I spotted what might have been a FAD off to starboard, also not on our chart.

We were unable to see the Big Island to starboard because it was shrouded in mist, and the sun had risen behind it, shining in our eyes as we look towards the island. I was surprised to see the sun low in the sky as it rose, as I had expected it to be blocked by the volcanoes Mauna Loa and Mauna Kea. Eight nautical miles to starboard, we passed by the famous Kealakekua Bay, where there is a monument marking where Captain James Cook was killed by the natives in 1779. Another attraction

of this bay is the Marine Conservation District and Underwater Park in Ka'awaloa Cove, where visitors can swim over the healthiest coral in the Hawaiian islands, and abundant tropical fish. Dolphins, manta rays and humpback whales frequent the bay.

After motoring half way up the west coast of the Big Island, we succumbed to impatience and curiosity, and headed out across the Alenuihana Channel towards the island of Maui. Pronounce it however you wish, we called it the "Hallelujah" Channel. The cruising guide warns that the channel crossings can be very rough, and are best made during the night or early morning, at the north end of the channel. What the heck, we had been crossing oceans, and this was just a channel. Our risk was, however, calculated, as the trade winds were not "reinforced". We crossed in 5 hours, from noon until 5pm. The seas were rough, but we averaged 9 to 10 knots boat speed.

We entered the Alalakeiki Channel between the island of Kahoolawe to port and Maui to starboard. The wind funnelled between the two volcano peaks of Maui, whipping up the seas, but as soon as we were in the Auau Channel between Lanai and Maui, the seas settled down and we spent an hour soaking up the beauty of an extraordinary sunset and crescent moon, and preparing dinner before reaching "The Slot". After dark, the house and street lights on Maui looked just like lava flowing down from the crater, fanning out over the valley, and into Maalaea Bay.

At 8pm the wind increased and the seas roughened as we came out of the lee of Maui and were exposed to the winds funnelling through the Pailolo Channel. Our Coast Pilot writes: "It is reported that the junction of Pailolo, Auau, and Kalohi Channels, locally known as The Slot, is subject to high winds and dangerous currents." I shut down the engines, and we sailed under full main in 15 to 26 knots of wind, boat speed 9 knots. A ship approached from the Pailolo Channel and passed ahead of us.

During Steve's watch beginning at 9pm, four tugs towing barges were on the radar screen at the same time. During her watch, Vanessa dodged several more tugs and their barges. These vessels travel at night to avoid the strong afternoon trade winds, just as we were doing. It made for some nail-biting moments. The tugs and tows are well lighted, but cannot maneuver, so we had to wind our way between them. Our Fujinon Techno-stabi stabilized binoculars really paid off in these situations, where identification of the running lights, distance, direction and speed of travel of such long obstacles is essential. In the early morning we crossed the Kaiwi Channel from Molokai to Oahu, motoring in calm winds and seas. Honolulu and Diamond Head were off our starboard bow at sunrise.

At 8am on the morning of July 22, we hailed Ko Olina Marina at Barber's Point and spoke to John. He said to hail the marina on VHF radio channel 71 for entry instructions. We were told to tie up to the fuel dock, port side to, and go up to the harbourmaster's office to check in. The Ko Olina Marina is west of Pearl Harbor,

about 15 miles from Honolulu. Steve met with U.S. Immigration officers, and the Department of Agriculture representative came for our French Polynesian meats after lunch (during which we managed to consume some of the steaks). We were allowed to keep our meat from New Zealand, as well as cooked meats and sandwich meats. We handed over much of our fresh produce, then moved *Adagio* to berth D-92 which was an end tie. We had all the resort privileges and there are swimming beaches within walking distance. The cook's night out found us feasting at one of the resort restaurants.

My sister Mary Jane arrived on the big bird, on which she is a flight attendant to show us the town. First stop was Waikiki Beach. I forgot to take my camera, but in the end was glad. The many-ring circus that is Waikiki is beyond description and beyond photography. You just have to see it yourself. We found a ring-side table at a small cafe/bar on the beach and gazed out over the beautiful sea and beach where every imaginable water sport, water fashion, water craft and water-loving person were cavorting, weaving in and out amongst each other as each "caught a wave", and no one getting killed. We gasped and smiled. What a sight it was!

Over the following weeks Callum laboured over the forestay, Steve laboured over the boom repairs, and they both laboured over the electric winch repairs. Parts arrived from the US mainland and from New Zealand. We rented a small car and drove to the north side of Oahu to see the surfing beaches. Unusually, Sunset Beach was calm enough for snorkeling. We picnicked on sushi. A very large seal lumbered its blubbery mass up into the sunshine on one of the beaches in front of our amazed eyes and posed for our photos. What a beautiful island. We spent many happy hours snorkeling in the man-made, fish-filled lagoons along the shore between the marina and the Ko Olina Resort. Every week or so, Mary Jane dropped in for visits and more touring.

Vanessa departed for her homeland and left a big, gaping hole in our party. We hope she enjoyed her passages from New Zealand as much as we enjoyed her company and sailing skills, good humour, friendship and common sense. Callum got into the swing of things in tropical America, and kept us informed about his world-wide search for a fast, adrenaline sail boat. Bill Twidale arrived from Hilo, bearing parts and mail packages, and joined in, readying *Adagio* for her final leg to Sitka, Alaska.



Australia on the Map: 1606 – 2006 is a project which aims to raise awareness of the charting of Australia's land mass from before Captain Cook's arrival up to modern times.

By way of background, 2006 will be the 400th anniversary of the first recorded charting of Australia by a mariner from another country. This was done by Captain Willem Janszoon in the Dutch ship *Duyfken*.

Others soon followed, with more than 30 reaching Australia before the most famous of all, James Cook, arrived in 1770. Many of these early arrivals, like Torres, Tasman and Dampier, are well known, but few people have heard of Pelsaert, Daniel, Albertszoon, Brookes and others of this era.

These lesser-knowns, however, all contributed to the mapping of Australia, and with it the subsequent settlement and development of Australia by Europeans. Until they are given due recognition along with their more famous colleagues, our understanding and appreciation of Australia's history will be incomplete. The Australia on the Map (AOTM) Project aims to recognise them all.

Specifically the Project's vision is to enhance Australians' knowledge, understanding and appreciation of the nation's early history, beginning in 1606 with the voyages of Janszoon and Torres, and continuing to the present.

Wide ranging commemorations in 2006 will help trace the contacts that contributed to the mapping of the Australian coast and include the following aspects:

- Focussing on the period from 1606 onwards.
- Recognising all relevant navigators of all nationalities in the mapping of the Australian coast.
- Mapping of Tasmania generally, both coastal and inland.
- Ensuring commemorations take place on a nation-wide basis and occurs in all states and territories.
- Ensuring community involvement, engaging, as far as possible all Australians, regardless of age, creed, gender, socio-economic group or ethnicity.

- Highlighting the mariners' contacts with the land and between them and Aboriginal and Torres Strait Islander Australians, as well as the historical and cultural implications of those contacts.

Initial feedback received from other jurisdictions, particularly Western Australia, indicates that a number of organisations are very enthusiastic about the Project and are organising a range of activities at the local level. For example, Western Australia's Maritime Coast Project for 2006 involves all coastal communities celebrating their maritime and early settlers' history. Further details about the Western Australian project can be found at [www.voc.iinet.net.au](http://www.voc.iinet.net.au) .

We look forward to working with interested individuals and groups, such as the Cruising Yacht Club of Tasmania, to organise events which commemorate events which placed not only Tasmania but Australia on the map. Further information about the Project can be found via the Project's website [www.australiaonthemap.org.au](http://www.australiaonthemap.org.au) . The website provides background information about the Project, including details of what is proposed in the various states and territories. Alternatively the Tasmanian Project Co-ordinator, Sally Shepherd, can be contacted on 6233 5491.

Peter James, Chair  
Tasmanian Steering Committee  
9 February 2006

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## Favourite Anchorage: Shag Bay

**Helen Stewart**

***Meridian***

Shag Bay is described in *D'Entrecasteaux Waterways* as "delightful, secluded". This little bay has for us been the place for events and company that are a bit out of the ordinary. One of the first times we visited Shag Bay, north of the Tasman Bridge, we found an elegant timber river boat, its design reflecting a bygone era, already anchored. They too were serving lunch and while we ate from our plates on our knees in the cockpit, they dined at a table set on the aft deck. We heard the unmistakable tinkle of crystal and saw the flash from well-polished silver cutlery highlighted by the brightness of white linen as classical music and luscious aromas wafted our way. We knew they weren't just having cheese sandwiches for lunch!

Another day the company was on shore. A sunny morning saw the bay empty apart from us. As we enjoyed the peaceful morning and soaked up the sunshine a man appeared carrying a small case, a seat and an easel. There's nothing unusual, you might think, about an artist choosing this picturesque place for a spot of painting. Except that this man was stark naked as he waved nonchalantly and made his way around the rocky terrain to find his own place in the sun. He set up his easel, arranged himself and his paints and began his work capturing nature on canvas.

More recently, when we were swinging quietly at anchor one Saturday night, we saw, or rather heard, the *Emmalisa* chugging up-river. Even at our distance up near the head of the bay, the distinct sounds of a loud and musical party drifted merrily across the water as she did her Saturday night charter swathed in a festoon of party lights. The next morning a contrasting sight greeted us. The sounds of a much bigger vessel alerted me to more activity on the river as a ship entered the view. A cargo ship from Zinifex passed by the mouth of the bay. As it passed heading south the vessel almost extended the length of the bay's entrance, just leaving a couple of metres at either end. We felt dwarfed by the ship's size.

That same morning several families with kids and dogs came to explore the shore and play on the flat rocks and to enjoy their picnics. A personal water craft pattered into the bay, did a circuit and left again. Two tinnies came, fished a while and left and several yachts came into the bay, one anchored and left after an hour or so while a couple of them stayed for lunch. The resident ducks that visit boats looking for food scraps were in heaven, paddling about and darting over as soon as there looked like some action in the food department.

Having said all this, we have been the only boat in the bay more times than not, particularly over night.

Shag Bay, on the eastern shore of the Derwent River north of Geilston Bay, is accessible by foot and water. A small, wedge-shaped bay, it faces south-west, looking over

New Town Bay towards Mount Wellington. The northern bank is part of the East Risdon Nature Reserve and the tree-lined shores north and south form Bedlam Walls – well known to bushwalkers. It has steep rocky slopes with evidence of stone quarrying on the northern bank. There is some old machinery and equipment on land at the head of the bay.

A walkway has been built to provide access to the bay from the south. While it does have a muddy bottom, it provides good holding. The mud can be a bit smelly (not overwhelming) from time to time. The bay would hold not more than half a dozen yachts at anchor, but it is possible to anchor a fair way up the bay, testing the depth as you go. The bay is sheltered in south-easterly to north-westerly but strong winds from the south east do tend to funnel into the bay; the high northern bank acts as a wind scoop and draws it into the bay.

We have found the bay really useful when we've come to town from the Channel. Only two nautical miles north of the Tasman Bridge it is convenient but not likely to be crowded, even on a Saturday night in summer. Mobile phone access is good. Geilston Bay's shops would be about a kilometre away on foot – the climb over Fishers Hill is steep in places. It is quite easy to approach the bay in the dark on the water. There's no light on either of the points, but both points are discernable for navigation purposes – we've gone in there a number of times after dark.

Shag Bay is well worth a visit if you're looking for a quiet anchorage close to the city.



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## Marine Fire Safety Training, Tasmania Fire Service

Milton Cunningham

*Boots 'N All*

A training session conducted by Phil Douglas of Training Services and David Bryan and Faron Wall of Tasmania Fire Equipment was attended by 22 club members at the TasFire Training facility at Cambridge.

Phil Douglas gave an outline of the evenings training which covered both theory and practical demonstrations in which members could participate in the demonstration of the use of fire fighting appliances. Training commenced with a theory session that included the theory of combustion and the types and use of fire extinguishing media on various classes of fire.

Members then moved outdoors to participate in demonstrations of the use of the fire blanket, dry powder extinguishers and water extinguishers on different types of fires. The limitations of dry powder became apparent during demonstrations of fighting a petrol fire. The improper use of an appliance can increase the intensity of a fire. Members had the opportunity to use the fire blanket, dry powder and water extinguishers. A demonstration of a gas leak

was followed by a demonstration of gas fires. The intensity of the gas fire increased to an astounding level when the fire source changed from escaping vapour to that of liquid (which can occur if a gas bottle falls to its side).



Faron Wall explained a range of alarm systems and fire fighting appliances that are suitable for marine / boat use. He described the difference in operation and performance of ionisation and photo electric detectors and gave examples of their use. He gave the specifications and the servicing requirements of a range of fire fighting appliances. Members showed considerable interest as the practical demonstration had raised awareness of the limitations of the smaller appliances e.g. a 1kg dry powder fire extinguisher operates for less than 10 seconds. Members were provided with a number of brochures and a price list offering a range of alarms and fire fighting appliances and safety equipment at discount prices. Fire fighting appliances can be checked at 16a Brisbane Street free of charge. 2.5kg dry powder extinguishers can be repacked for approx \$30 (required after 6 years).



David Bryan then introduced fire action planning, which included crew briefing with relation to location of fire fighting appliances, first aid kits, grab bag, identifying escape hatches, accounting for all crew, evacuation including abandon ship. As each boat is different, it requires its own individual plan. The importance of minimising danger by correct fuel storage and stowage was emphasised, together with the need to respond quickly to fire because of the limited fire fighting capability provided by on board fire extinguishers. The need for suitable fire alarms systems on board was also discussed.

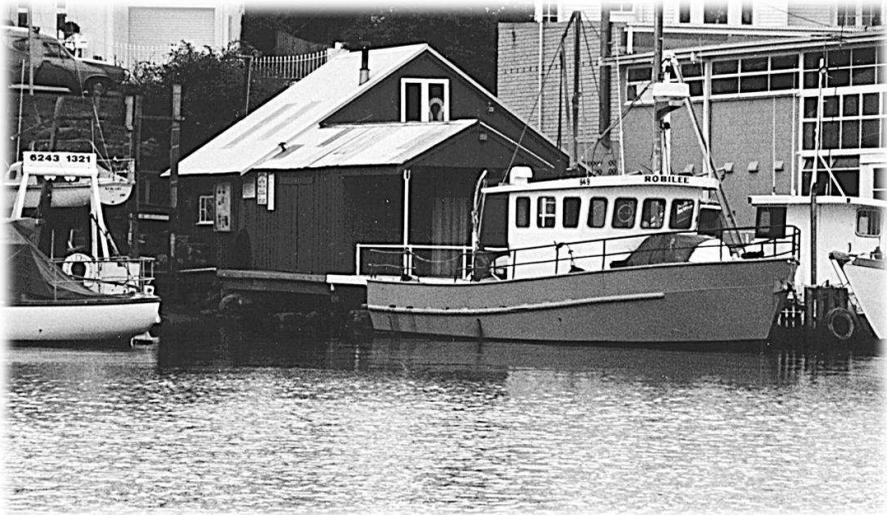
At the conclusion of the training members thanked the facilitators for their presentations and had the opportunity to examine different fire fighting appliances and discuss various issues with them while enjoying a coffee prior to departing.

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**Minutes of the General Meeting of the Cruising Yacht Club of Tasmania held at the Royal Hobart Regatta Association Pavilion Queens Domain, Hobart at 8:00pm on Tuesday 1 March 2005,**

**WELCOME**

Commodore Helen Stewart opened the meeting and welcomed 30 members and guests to the meeting. She apologised for the cancellation of the training at the Tasmanian Fire Service. This was due to Phil Douglas being required for fire fighting duties. It was proposed to conduct the marine fire training on 15 March 2005 and members were asked to indicate their ability to attend on the attendance sheet

**APOLOGIES**

Barry Hine.

**GUESTS**

Hans van Tuil introduced Gerry Scott, owner of yacht *Osprey*.

**MINUTES OF THE PREVIOUS MEETING**

Minutes of the November 2004 CYCT meeting were published in the February 2005 edition of *The Albatross*. It was moved that the minutes were a true and accurate record of the November 2004 meeting.

Moved, Barry Jones. Seconded, Paul Kerrison. Carried

**BUSINESS ARISING**

**INCREDIBLE HULLS** The Commodore introduced Peter Tanfield representing Incredible Hulls - an event scheduled to take place during the *10 Days on The Island* program. Peter explained that Incredible Hulls was to be based on craft of all kinds. It was an event that is to reflect the maritime focus and importance of sailing to the community. He was eager to encourage people with boats to participate. A rehearsal was to take place at Rosny College, Bastick Street, Rosny on 30 March between 5pm-8pm. The event will take place in Sullivans Cove. A mooring plan had been developed in conjunction with the Harbour Master but needed to be finalised with input from participating craft. Those who would like to participate were requested to register by phoning (03) 6233 5700 or enquire on-line by contacting [kbrokelsby@tendaysontheisland.org](mailto:kbrokelsby@tendaysontheisland.org). Peter responded to members questions.

**COMMODORE'S REPORT**

The Commodore gave an overview of the Committee's activities, including:

- a progress report on the renewal of the Mariners' Cottage lease
- limitation to access the public jetty at Kettering due to vessels often protruding three or more metres into the fairway which makes mooring at the jetty difficult. Photographs that indicate the problem have been taken and will be used to support the submission to MAST.
- Annick Anselin is finalising a document to assist future Committees in relation to the operation of the *Club*.
- Dave Davey is working through past *Albatross* editions converting them to electronic copy on CD ROM.
- Dave requested a greater contribution from members to the *Albatross* relating to

their boats.

- Members were encouraged to participate in Incredible Hulls event as part of 10 Days on The Island program.

#### **VICE COMMODORE'S REPORT**

- Vice Commodore Rosemary Kerrison thanked Barry Jones and Keith Wells for their contribution to the Man Overboard exercise which was conducted in Alexanders Bay after adverse weather conditions caused a change in venue.
- The Vice Commodore advised that she will be taking part in the Incredible Hulls as a crew member of a Chinese dragon boat.

The following *Club* cruises are scheduled:

- 6 March 2005 Sunday - Clean up day as the *Club's* contribution to Clean Up Australia, is to take place in the Barnes Bay area.
- 12 to 14 March 2005 - March long weekend - Cruise to Norfolk Bay. A Barbecue is planned to be held at Tony and Sally Creese's property at Eaglehawk Neck.
- 14 - 15 May 2005 - Donald Sutherland Cruise. Barry Hine and his son Duncan, together with Bill Wright have much of the event planned. It promises to be an enjoyable event and *Club* members were encouraged to participate.

#### **REAR COMMODORE'S REPORT**

- The Marine Fire Safety night was cancelled due to Phil Douglas being required to firefight at Collinsvale on that evening. Guest speakers for the following meetings will be:
  - 5 April 2005 - Allana and Roger Corbin from Rotor Lift Helicopters who will talk about their extensive experience flying helicopters, air rescue and their company of which they are very proud.
  - 3 May 2005 - Joe Charlton from the Coast Guard at Kettering, will inform us about the aims and their water-based activities.

#### **NEW MEMBERS**

Commodore Helen Stewart welcomed Bernie White to the *Club* meeting and presented him with the *Club* burgee.

#### **GENERAL BUSINESS**

- The *Club* had received an invitation from the Port Cygnet Sailing Club to attend the Port Cygnet Regatta. Although this event clashes with the *Club's* cruise to Norfolk Bay, *Club* members who are not attending the cruise may consider the regatta as an alternate venue.
- The *Club* had received promotional material from Kathy Duncombe, the author of "*Bruny Island's Quarantine Station in War & Peace*". The book gives a history of the Quarantine Station at Quarantine Bay, a popular anchorage for sailors in the channel. The book can be purchased from city book shops or by contacting Kathy Duncombe on 6260 6287 for copies. Cost \$28.
- Membership nomination forms are available.

**MAN OVERBOARD EXERCISE**

The Commodore invited Keith Wells to give the meeting a debrief of the MOB exercise. Keith encouraged members present to share their other MOB experiences.

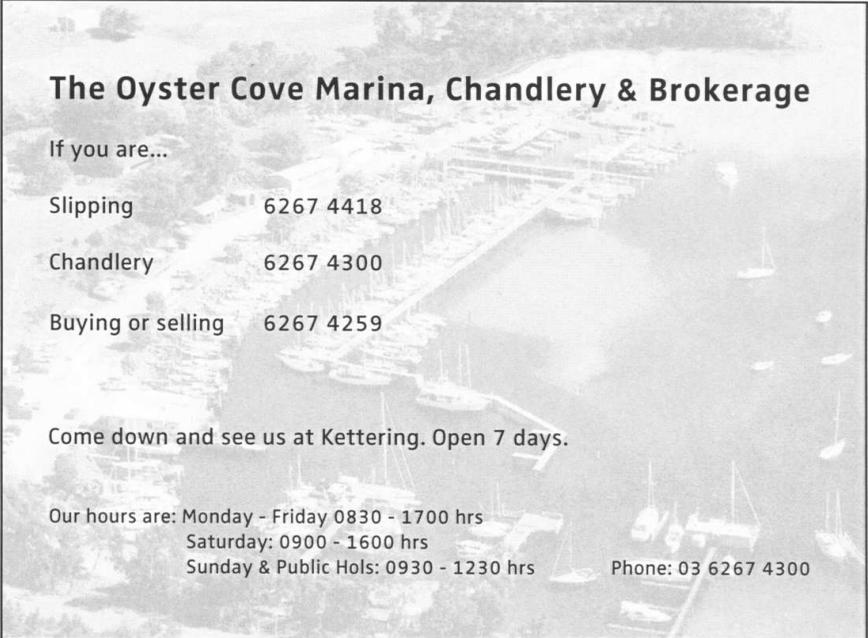
[ A report on these appears elsewhere in this issue - ed. ]

**NEXT MEETING**

The fire training, originally scheduled for 1 March 2005 is to take place on 15 March 2005 at 7.30pm. The next general meeting will be the at the Royal Hobart Regatta Pavilion on 5 April 2005 at 8.00pm.

**CLOSE**

The Commodore thanked members for their contributions and the sharing of experience prior to closing the meeting at 9.45pm.



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