



Albatross

Volume 31

No 4

May 2005



Kiap rounding Kinghorne Point

*Newsletter of the
Cruising Yacht Club of Tasmania*





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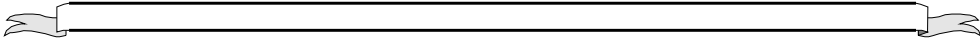
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Editorial

Dave Davey

Windclimber

This issue features another installment of *Adagio's* Pacific crossing to Alaska in which they arrive at Sitka.

As I mentioned in the last issue, I am scanning old copies of the *Albatross* with the intention of producing a CDROM for members. Some issues in the *Club's* collection, particularly in the first few years, are damaged or have missing pages. If you have a collection of early issues, or know someone who does, please let me know.



Increased regulation of recreational boating seems to be imminent, at least in parts of the country, and there are also suggestions that uniform regulations are under consideration. The Victorian government has been conducting a review of the use of Personal Floatation Devices (PFDs). A bulletin on the review is available at <http://www.marinesafety.vic.gov.au> and is worth reading. Most of the arguments and recommendations concerning small boats are well reasoned, but the proposed overriding requirements concerning **times of heightened risk** are tough, especially the last point.

All occupants of vessel types listed in Table B [includes keel yachts] must, whilst the vessel is under way and the person is on an open deck of the vessel, wear the specified PFD at the following times of heightened risk: At any time when:

- the vessel is:
 - crossing a designated bar or operating within a designated hazardous area
 - being operated by a solo operator (boating alone) or being operated at night or in periods of restricted visibility
- there is high likelihood of:
 - the vessel being swamped or capsizing or persons falling overboard or occupants of the vessel being forced to enter the water
- a powerboat is operating in an area where a Bureau of Meteorology wind warning is current
- a yacht or multihull does not have safety barriers, lifelines, rails, safety harnesses, or jacklines (in accordance with Australian Yachting Federation standards) in use
- a yacht or multihull is operating under reefed sail or reduced sail

Dave

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Commodore's Comments

Helen Stewart

Meridian

Meridian is back on the water after two weeks on the slip. The keel is now without mussels and the topsides are now gleaming with fresh paint. A new prop-shaft and depth sounder, the rudder bearing adjustment – all par for the course with no nasty surprises. Boats certainly need a variety of skills to keep them running smoothly. Stern glands, stuffing boxes, dripless seals and cutlass bearings are terms that get bandied about at slip yards and beach barbecues. Some people know what these things are and others don't. As one of the many women in the *Club* who enjoy sailing and would like to know more, I would be grateful and enlightened if there is any one out there who has the time and ability to jot down some definitions and even some diagrams and publish them in the *Albatross*.



This week I have seen two voyages begin. Last Sunday Pat Price and crewman Hans van Tuil set off from the RYCT, bound for New Zealand. This morning (Saturday) we waved goodbye to friends Cate and Rob, who left Deepwater Marina heading for Queensland and then beyond. The planning that goes into these major trips is huge, like the whole of the voyage – only breaking it down into its individual components does it become manageable. The feeling of accomplishment at the end is wonderful. At the beginning of April I took part in the 10 Days on the Island Incredible Hulls event on board Van Diemen H and while we were waiting for the conductor to start his semaphored music score Andrew Boon appeared on the jetty, having arrived an hour or two beforehand. The smile on his face told the whole story about his Deal Island trip – he'd had a wonderful time and a great adventure. By the way, the Incredible Hulls musical extravaganza was a lot of fun; I don't know whether it will become a regular event on Hobart's music calendar, but it was certainly worth being part of – thanks Les and Jo for having me.

Speaking of planning, here's one *CYCT* event that you should plan to attend. The Donald Sutherland Memorial Navigation Cruise on Saturday 14 May. It is a day that the whole family can take part in, or bring some friends and pit your wits against the best. The crew questions will be entertaining and a presentation dinner will be held that night. It is all self-explanatory and members who haven't tried this before are particularly encouraged to come and take part; it is a truly memorable day. Information is elsewhere in the *Albatross*. Thanks to Barry Hine and his helpers for their work in putting together what's bound to be a good event.

Business as usual. The committee decided that the time had come to buy a new computer – the old one has gone the way of old computers – and the data management issues are being sorted out as I write. A laptop was purchased (which deals with the portability and space issues). The membership list will be published, better late than never, and our apologies for the delay. The year is progressing nicely, as well as the entertaining and educational speakers, we are planning a 30th

anniversary picnic for later in the year as well as the anniversary dinner, but more of them later.

Good cruising, Helen

Vice Commodore's Report

Rosemary Kerrison

Obsession

On return from The National Capital, Canberra having spent 11 days looking around National Icons, Bateman's Bay, Snowy Mountains and Goulburn areas and eventually finding ourselves cultured out, it does not take long to return to the realities of life - Work.

Our next club function is The Donald Sutherland Navigation Cruise, which will take place on Saturday 14th May. I am sure that members will support the tremendous effort that Barry Hine and Co. have put into preparing the Cruise, by organising a crew for a day of fun.

The day will start and finish in the Barnes Bay area and boat captains should listen on VHF Ch 77 at 9.35am for the starting point and arrangements for commencement times. There will be a break during the cruise allowing for a light lunch to be had on board. The time for this will be in your instructions. I will speak to Kettering Marina to see if we can use the fuel jetty for berthing that evening.

After the cruise an evening dinner will be organised with further details of venue and time to be announced at the general meeting on Tuesday 3rd May when I will need confirmation of numbers.

For those who are staying out for the Sunday and anyone else who may like to join us, a lunch time barbecue will be arranged at a suitable venue to be announced that day.

A day picnic will be the next club event on Saturday 28th May at Adams Bay. Should there be a change of venue it will be broadcast on VHF Ch77 at 10.05 and 11.05 that morning.

A reminder: The June Long Weekend will see the club sail to Franklin. Further details in June Albatross.

Happy sailing

Rosemary



<i>Club Calendar</i>	
May - Tuesday 3 rd - Saturday 14 th - Sunday 15 th June - Tuesday 7 th - Saturday 11 th /Sunday 15 th	General Meeting Navigation Cruise and Dinner BBQ General Meeting Sail to Franklin

Rear Commodore's Report

Wendy Lees

Kiap

What an interesting night we had on April 5th — Allana Corbin an inspirational speaker; positive speaking and actions. Unfortunately Roger Corbin could not be with us as he was night training. We may plan a visit to Rotorlift later in the year.



MAY MEETING

This meeting will be on May 3rd. Joe Charlton from the Kettering Coast Guard will be with us. He will give us an insight into this safety organisation.

JUNE MEETING

To be held June 7th David Bryan will give us a presentation on Incident Control Systems, pertaining to any emergency.

Wendy



New Members

Applications for membership have been received from:

Gerry & Tineke Scott
 John & Barbara Hutchinson

Osprey
Tanoa



Shag Bay Memories

Keith Wells

Windrush

Saturday 21st June, 1947, I was invested as a Scout in the 1st Derwent Sea Scout Group.

Saturday 28th June, 1947 we went to Shag Bay by boat. My *first* visit.

It was the Troop's annual outing to Shag Bay to gather firewood for our winter fires in our headquarters at the Domain Slip. A full day excursion.

I was so pleased to be a Sea Scout and so proud of my new uniform on my first outing with the Troop. We went in the Group's 28 foot gigs, 6 oars, and planned to load logs gathered from the south bank of Shag Bay into the bottom of the gigs for return to our headquarters.

While dragging a suitably sized log (branch?) down the steep slope I fell and put out my hand to arrest my fall. My left forearm then had a right angle bend where there was not supposed to be one!

The Scoutmaster produced the first aid kit, splinted my arm, issued instructions for collecting two straight poles for a stretcher, for a fire to be lit and a billy boiled to make some sweet tea (standard process for treating shock).

"I don't drink tea." I meekly murmured.

"Yes you will!"

I still drink tea - am I still in shock?

Me, on my stretcher, was placed in the bow of a gig and rowed (only room for four oars) across to the Zinc Works' wharf (now Zinifex), bundled into a works' ambulance and taken to my home in New Town then to the RHH. All the way home I was expressing my great anxiety as to what will Mum and Dad say? (Shock reaction of course.)

However this is really only prologue to my more recent visit to Shag Bay.

Saturday 29th December, 2001, 2200h. Sue and I were anchored in Shag Bay with one other boat, a J24 further in to the head of the bay.

We had had an exciting day watching the finish of the Sydney-Hobart race. 10 boats by lunch time! Then tea at "The Taste" before heading up the river to Shag Bay for the night.

Sue was on a new regime of chemotherapy and *entreated* by the oncology staff to go easy and not get cold. There was a NW change forecast which meant that Shag Bay may prove to be inappropriate?

2200h. - I had just got into my pyjamas and went on deck to check all was well when the change came. - Bang! It hurtled and roared round the northern point giving us a bit of a buffeting but the anchor was holding, but my pyjamas weren't. The elastic was gone. Hanging on to my waist band I stood in the cockpit carefully watching the shore for any drift.

Not easy to see as it was completely overcast and no reflected light came from the western shore.

Then I became aware of a faint torch light from the head of the bay. It seemed in a strange position and consulting with Sue we came to the conclusion that the J24 was not where it had been and was certainly on the rocks. The wind was too wild and loud to hear any calls.

No way was I going to up anchor to go in further to see what was doing, so after considering several options Sue volunteered to go off in the dinghy, on a long line downwind hoping to get to the J24. I can't remember what she was wearing but I do know she rugged up well. (I was still hanging on to my PJs.)

We used 5 ropes, including a long cray pot line I had salvaged letting out about 100 metres in all. Sue managed to row a bit cross-wind and get alongside the J24. I could not see what was going on, it was just too dark, and hopeless to call out with the wind as it was. Eventually I became aware that the stern line tied ready to the dinghy was fastened to the J24 and I started to wind in on the sheet winch. Not easy while hanging on to my PJs.

Quite a bit of heaving and grunting and wondering if we were going to be successful, but it did work for a while before getting hard again.

All the time I had the engine of Windrush ticking over, just in case, and trying to keep my bearings on the shore (and holding onto my PJs). (Helen Stewart is right about the bottom in Shag Bay being good holding. *Albatross*, April 2005).

The stoppage in winding-in came free and the J24 was brought alongside. The story is that he started to drift when the wind blew in and then his outboard would not start!

He managed to rock the boat free after Sue had passed him the line and I started to pull, then his anchor caught hold again giving me a hard time. I'm not sure to this day whether he managed to free his anchor line or cut it, either way he was not pleased at having it left behind.

My dinghy stood up to stretching very well. Sue of course was stuck on board the dinghy as it was part of the "tow line" until the rescue was complete.

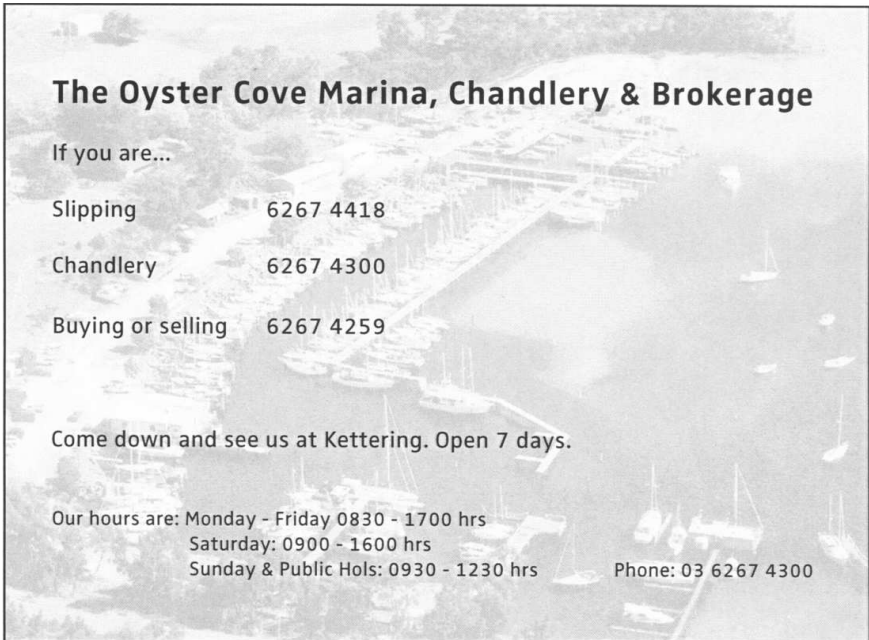
The guy had his three young children with him on a "fishing outing". They behaved admirably, keeping out of the way all the time. One at least slept through the whole

episode I understand.

It was too miserable and uncertain to stay where we were, so I headed back to Battery Point, RYCT, which was home to the J24. (a track suit over my PJs now kept me warm and secure).

We finally turned in to get a much needed rest at 0130h.

My log reads: "Sue was fantastic - I'm proud of her".



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Cruising Yacht Club of Tasmania **Donald Sutherland Memorial Navigation Cruise** **Saturday 14 May 2005**

Boats wishing to participate to compete must register with the start boat between 10:40 and 11:30 a.m. at about 43° 08.3' S 147° 18.6' N where they will be given a starting time and number. The start is from adjacent to the start boat at the given time.

The cruise is set from Chart AUS 173. You may expect to land a party ashore during the cruise. There will be a lunch break during the day. The first boat is expected to finish about 4:00 p.m.

Vessels capable of exceeding 4 knots should be able to complete the course in the time allowed. Late starters or anyone wishing to contact the controls may do so on CH 77 VHF. Bring whomever and as many as you care. Remember that you will need a dinghy unless you have a very detailed memory of the history of the D'Entrecasteaux Channel.

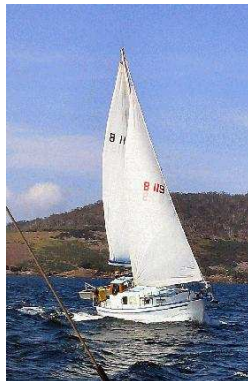
If this cruise has the appearance of a previous endeavour (circa 2002) it is because it has been modelled on Roger Locke's course of that year and for his help I'm very grateful.

I, unfortunately, will be absent when the cruise will be run and have put it in the hands of Barry Jones and Bill Wright. Roger has also offered to assist. For this I am very grateful again. At the end of each section, the previous sheet, with your answers to the questions, must be handed to the controller and new directions received.

Barry Hine

Eaglehawk Neck Cruise Album





New Zealand to Southeast Alaska aboard *Adagio* Leg Three: Honolulu, Oahu, Hawaii to Sitka, Alaska

Dorothy Darden

Adagio

We seemed blessed by fine weather for the beginnings and endings of our ocean passages. So it was for our final leg to Alaska. We topped up our fuel tanks with 330 litres of diesel at the Ko Olina Marina west of Honolulu, in the afternoon of August 5.

Under full main and jib, our course was 9° magnetic, in 15 to 22 knots of easterly winds, we beat around the northwest cape of the island of Oahu. By 8pm the wind had veered and we were able to ease our sails and set a rhumb line course to Sitka. The seas were a bit bumpy, as they usually are close to land, but there were no underwing slams. The North Star appeared ahead, and the northwest shore lights of Oahu shone astern to starboard. Phosphorescent critters were being washed by the waves up and down our front windows. We sailed under full main and jib, with a beautiful sunrise off our starboard bow.

The wind and seas were more comfortable during the second night. We saw no other ships on the radar. The front windows were leaking with every wave that washed over them. Just a few drops. We managed it with towels under the windows. The hatch over the laundry room leaked a few drops onto the workshop bench top.

On the afternoon of August 7, and we were 2005 nautical miles southwest of Sitka, Alaska. The winds and seas eased a bit to 12 to 14 knots. We could not complain because so far the engines had been silent, and the seas were coming down a bit. The blue skies and fair weather cumulus clouds were beautiful over our deep blue sea.

The jib headfoil had separated again, just above the feeder. The anchor windlass remote control was not working when we tried it for hoisting the reacher halyard.

The weather forecasters were calling for lighter winds for the next few days as we crossed the High pressure system. Then we expected to sail into the westerlies, with a few fronts passing through, on our final approach to Sitka.

A booby bird visited us on the second day out. At night we sailed with the North Star above our port bow pulpit.

North of the Hawaiian Islands, we skirted the Musician Seamounts, with names like Prokofiev Seamount, and seamounts named after Gluck, Sibelius, Ravel, Grieg, Khachaturian, Debussy, Mussorgski, Mendelssohn, Schumann, Rossini, Bellini, Strauss, and more. These are the names of many of our favourite composers. *Adagio* felt right at home in this musical region. To the northeast of us was a region of seamounts called the "Moonless Mountains."

I had been preserving our fresh produce by cutting, pureeing and freezing the

peaches and strawberries, making banana ice cream and banana/chocolate cake, paring and cutting up the cantelopes. Tropical temperatures are hard on delicate produce. Steve had to bring out and activate our back-up PC, as our new PC stopped working. No worries, as we could make it to Sitka with our GPS if necessary. And we had backups for the GPS, as well as paper charts.

On Monday, August 9, we entered the Pacific High pressure system, and lost all but two knots of our wind, with a rising barometer. The sea at sunset reflected the pink sky in an undulating silver surface upon which tiny flying fish glided for great distances. We were motoring, under bare poles. All sails were furled. We had decided to spend some of our diesel fuel in these conditions to make progress to the north, with the best value for our fuel expenditure. In other words, we are motoring at our greatest efficiency, making the most distance for each gallon of fuel. The prognosis is for light and variable winds for the next two or three days, then we hope to pick up the southwesterlies that flow along the northern side of the Pacific High pressure system. Our progress is still good, averaging 185 nautical miles per day. Our distance is 1790 nautical miles to Sitka.

One after another uneventful days of reading, napping, standing watch, enjoying the beautiful fair weather cumulus clouds and occasional rainbow, was quite a contrast to conditions during legs 1 and 2 of our journey.

We had sighted no other boat since departing Hawaii. We pass the occasional round, red, rubber fishing float. Bill advised us to keep a look out for the Japanese glass fishing floats which are collector's items. They would be easy to spot on the calm sea each morning.

On the morning of August 10, we were advised by our weather router that we could slow down, conserve fuel, and let the favourable winds come to us. We began motoring on one engine at a time, making 6 knots of boat speed over the ground, in 5 knots of headwind.

Bill landed a beautiful El Dorado fish. Dinner was sashimi and *poisson cru*. Six nice-sized pieces of fish went into the freezer. This was a welcome addition to our diet, and relieved the hum drum-ness of our passage. The Dorado is the fish that our leg 1 and 2 crew member Vanessa had said that she would release if she hooked one. We kept ours, but the colours that it displayed were amazing, ending with its body coloured a brilliant yellow.

The forecast was for a few more days of light winds, but a low pressure system to the north of us was sending large-ish swells our way. Fortunately, they were meeting our bows rather than our beam ends. The ride was smooth, but sometimes I was not sure where the floor was underfoot, as the boat rose and fell in the swells. The surface of the sea in the afternoon was dotted with thousands of By-the-wind-sailors, *Vellela vellela* I think is the scientific name. These four inch jellyfish sport a blue sail

which sticks up out of the water into the wind. Off the coast of California, the sail has evolved so that the prevailing wind will blow these jellies offshore. But when the wind changes direction, there will be millions of them washed up onto the California beaches. I could not tell in which direction they were sailing, but they were definitely all going the same way. Callum says that the vellelas in Australia are a stinging variety.

On August 11 we were still motorsailing with full main and jib in beautiful weather, clear skies, a light breeze, and a brief shower this morning to wash off the salt, then more sun to dry *Adagio's* decks.

We altered our course a bit to the west, to avoid a stationary low pressure system located to the north east of us, in the southern Gulf of Alaska. This morning we finally had a sailing breeze from the southwest, but it did not last all day. High pressure systems surrounded us, bringing light and variable winds. The forecast was for several days of winds from the northerly direction, which will slow us down, but the seas were still less than 2 metres in height. The air was becoming pleasantly cooler as we proceeded north.

Today we were occupied with various boat projects on deck, taking advantage of the fine weather. As we hoisted the reacher on its two part halyard, we were plagued by twists in the halyard, so we spent several hours raising and lowering the halyard, twisting the line as it entered the mast, to remove the twists. Dorothy noticed that when we had re-installed the furling line for the mainsail, we had led it through the wrong hole in the bottom of the boom, and it was chafeing on the metal. Luckily we discovered this before the line was damaged. Dorothy took it off and installed it correctly.

The wildlife sightings were a beautiful white tropic bird which flew in circles around the boat, and a large shearwater.

We tacked to windward in light airs, and watched rainshowers on all horizons, but blue sky ahead. From time to time we found ourselves sailing as much as 40° away from destination.

We hoisted the full mainsail and jib before lunch after receiving an email from our weather router recommending that we head in an easterly direction to 39°N latitude 148°W longitude and hold there until 16 August 16 00:00 hours UTC. This would allow him to determine if a new low pressure system forming in our vicinity was going to move NW or SE. A stationary low to the north of us was deepening also. Our strategy was to stay south and east of the worst wind, then make our way north along the east side of the low as it dissipated. We were sailing again and conserving fuel. Another beautiful day, and we wanted to keep it that way.

On Friday the 13th we had been cruising along under full mainsail and reacher, but our weather router alerted us to a low pressure system forming in our vicinity. We

prepared for the strong winds and heavy seas by taking two reefs in the mainsail and stowing the reacher in the starboard bow locker. He recommended that we change our aim point to 37°N latitude 136°W longitude, and travel as fast as we could, at 8 knots or greater.

The weather forecast called for: "New low 41°N 140°W 1000 MB. Forecast winds 25 to 35 kt. Seas 8 to 14 ft within 300 nm S semicircle."

The wind eased, and it was impossible to maintain 8 knots boat speed. The low was forecast to form directly north of us, and put us probably within the 300 nm S semicircle of strong winds and high seas. A high pressure system to the east of us was strengthening and could produce a squash zone along our route.

On August 14 we were letting *Adagio* have a little fun surfing once at 18.8 knots with two reefs in the main, in rough seas. Other surfing runs were 16 knots and 17 knots boat speed, in 25 to 32 knots of wind speed.

Because the North Pacific High was located more south than usual, the north Pacific Ocean was spawning low pressure systems like a boiling soup pot. On August 15 we had been sailing off course for several days, dodging lows and fronts. The weather finally calmed and we were able to set our course heading directly for Sitka, about 1100 nautical miles and 6 to 7 days travel if our speed held. We waited until after we had passed through a weak trough and watched the barometer before setting full sail again. We sailed into a favourable current which was pushing us in the direction of our destination. By dinner time we were flying along again at 9 knots boat speed under reacher in 20 knots of southwesterly wind. We might have to slow down or detour yet again as we headed north, to avoid bad weather. We did not want to beat up the boat and her crew, and most particularly the cook who required non-violent motion in order to prepare the meals. So far we had not had to resort to eating out of cans.

It seemed strange that our latitude was the same as San Francisco, and the distance from our position to San Francisco was just about the same as our distance to Sitka. We were 900 nautical miles from San Francisco, 1000 nautical miles from Seattle, and 1125 nautical miles from Sitka, Alaska.

In the wee hours of the morning on August 16 we put two reefs in the mainsail as the winds increased, gusting to 30+ knots in rain squalls. We furled the jib a few hours later. The jib foil had separated again above the feeder. Several days ago, Calum had tied it top and bottom to hold it in place, but to no avail.

By noon we had set the full mainsail and reacher in 17 knots of wind speed. We altered course to sail directly towards Sitka. During the night the winds were light and we motorsailed with one engine and all sails set. You would not believe what beautiful sailing we have been having, travelling 190 to 200 nautical miles per day.

On the morning of August 17 we had following winds of 15 to 19 knots true wind speed and following seas, moving us along at 9 to 10 knots boat speed. The seas were down from the 2.5 metres of the two previous days. At 0700 hours, we were 760 nautical miles and 3 to 4 days south of Sitka. The favourable winds were forecast to continue, punctuated by a low pressure system passing us to the west soon bringing 30 knot winds from astern. We would furl our headsails and take 2 or 3 reefs in the mainsail before the low passed over us. The sky was overcast with light rain. The barometer was slowly rising as we headed NNE, away from the forecast location of the approaching low.

The forecasters were predicting no fog along our route. We had expected to see more shipping, but so far only two ships had been sighted. We kept our radar turned on throughout the night hours, and during the day in poor visibility. We had been sleeping better in the calmer sea conditions, and with the engines turned off, it was even quieter.

We organized and folded our backup paper charts, noting the many islands along the coast of SE Alaska. Sitka has several marinas, but word came back from our inquiries that there was no room for *Adagio*. The marinas were full, and had long waiting lists. We might have to anchor near the New Townsend Marina, but could certainly come alongside the fuel dock for fuel and to board Kim and her family when they arrived. Our wonderful dinghy would be our taxi to and from shore while we re-provisioned for our expedition to Glacier Bay. We were enjoying the last of our mangoes from Hawaii.

When the forecast gale arrived after lunch on August 17, we had furled the large reacher and reefed the mainsail early, down to the second reef. By dinner time the winds were in the 30's gusting to more than 35 knots. Steve surfed *Adagio* at 17+ knots boat speed. Two hours later we had taken in the third and fourth mainsail reefs. This was the first time we had sailed with four reefs in the mainsail. *Adagio* still raced along covering 215 nautical miles in 24 hours. The seas were very rough, estimated at 8 to 11 ft high. We were getting a lot of practice furling and unfurling our mainsail with the in-boom furling system, and believed we had the geometry and forces very well figured out. No more dramas, knock on wood. Winds and seas had been from astern, and we were making good time. We could not ask for more.

By August 18 the winds were lighter and the seas had gone down. We were cruising along under full main and reacher, but we were unable to make wind that was not there. Stronger southerlies were forecast for the next day as another low approached from the west.

Dorothy's log entry for 6am, February 18 read: "It was a very rough night with winds in the 30s and very rough seas. This morning the seas are still rough and a bit confused. Wind is down into the mid to high 20s. Still sailing under 4th reefed main and full jib. The furled reacher stayed furled throughout the night and still looks secure

this morning. Not much sleep was had last night due to the motion and sound of the gale. Overcast with occasional rain."

The forecast was for gale conditions in our area for another 12 hours. Before noon we had hoisted the full main and set the reacher in 17 knots of southeasterly wind.

Our Aussie crew member, Callum, was wanting to have a few days to explore Sitka before flying to Vancouver on August 22, so he had been working hard to keep the sails trimmed and our boat speed up. Our other crew member, Bill Twidale from Hawaii, had been able to contact his wife Maryann on the HF radio from time to time.

This is a large, empty ocean. We were hoping to encounter no shipping during yesterday's gale when visibility was very poor. This day we sighted two ships nearby, but had expected to see more.

We heard that Sitka was experiencing a heat wave, but out at sea the temperature was pleasantly cool, and we turned our electric underblankets on to pre-warm our beds each evening. It sounds decadent, but we would not be without them. Kim had been telephoning marinas in SE Alaska and in the Puget Sound area, looking for a marina where we could leave *Adagio* for the winter. Sitka marinas were full, and we were being advised that a boat left in SE Alaska during the winter months needed a care taker, or someone living aboard. If we could not find berthage that we felt was secure up north, then we would bring *Adagio* south to the Puget Sound area, close to where Kim lives. Perhaps we could even do some winter cruising. After all, *Adagio* is now our only home.

On the morning of August 19 we hoisted full main and reacher. Callum conversed with a pod of Dal's porpoises playing on *Adagio's* bows. The weather forecasters reported that there was a stationary High in the vicinity of Sitka.

Early morning on August 20, Dorothy's log entry read: "180 nm in past 24 hours. Sun peeking through the clouds of a clearing sky in the east. Clouds and convection to the west. Last night the orange! crescent moon hooked its tail into the horizon and slowly disappeared, crisp and bright, after the sunset allowed the bright red ball of the sun shine red and hot beneath the layer of clouds that have covered our sky all day. Is this a sign of clearing? We have 224 nm to Sitka, 1 day 5 hours at this speed."

At dawn on August 21, we were 28 nautical miles south of Sitka, and expected to arrive after lunch. The mountain peaks along the coast appeared out of the clouds, 27 miles away. Mount Edgecumbe is a volcano-shaped peak rising over 3200 feet near the entrance to Sitka Sound. It looks like Mt. Fuji, and we were headed directly for it. The snow-covered mountain peaks of Chichagof and Baranof Islands graced the horizon off our starboard bow. A more beautiful day for arrival in Sitka could not have been designed.

Three black-footed albatross have been circling the boat all morning. These birds nest and breed in the Hawaiian Islands. They are all black with a white vertical stripe between their beak and their eye. A flock of what looked like small black petrels flew past, in a great hurry to go somewhere important.

As soon as we had sighted land, our crew member bill said quietly,, "Now it is time to look for logs." Zing! Of course, I had forgotten. Bill spotted the first large log, and we dodged it. Several others were spotted, so we were vigilant, assigning one person to look out for logs at all times. Sometimes the logs are made easier to locate when birds used them for a rest perch. There were many false alarms when a large piece of boa kelp was floating on the surface.



At 3:45 in the afternoon of August 21, the clearing sky and a forecast for 48 more hours of fine weather made our entrance into Sitka Harbor a piece of cake. The harbour master found us a berth that was 30 feet wide. *Adagio* is 27 feet wide, and I measured it several times while Steve and crew brought the boat around the outside of the marina and to the berth. It fit just a touch looser than a glove, and we were very pleased. Mission accomplished.

Bill and Callum would depart on August 22. Bill was worried about a hurricane that was headed directly for his home in Hilo, Hawaii.

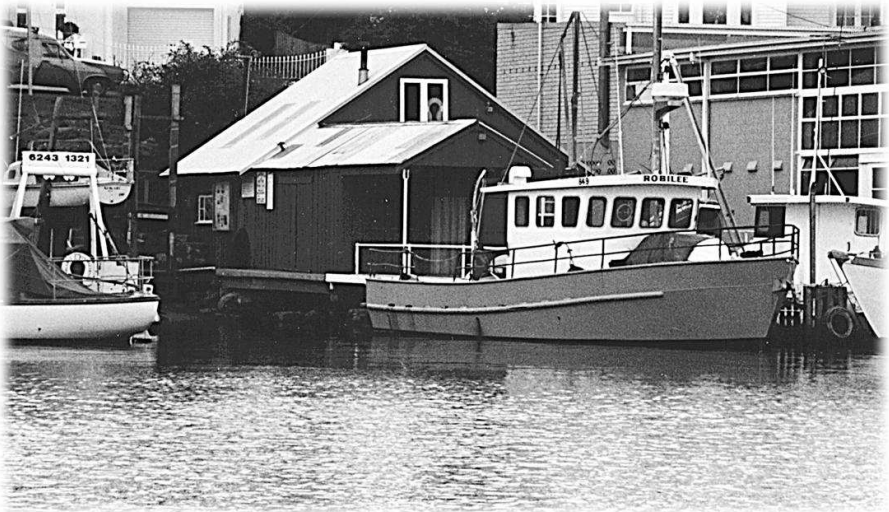
Our daughter Kim and her family were due to arrive the evening of August 25.

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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 5 April 2005

WELCOME

Commodore Helen Stewart opened the meeting and welcomed 50 members and guests to the meeting.

APOLOGIES

Lyn Jones, David Jones, Kay Jacobs, Ruth Temple-Smith and Judy Boon.

GUESTS

Barry Jones introduced his sister Lyn Whitchurch.

MINUTES OF THE PREVIOUS MEETING

Minutes of the March 2005 CYCT meeting were published in the April 2005 edition of *The Albatross*. It was moved that the minutes were a true and accurate record of the December 2004 meeting. Moved, Paul Kerrison. Seconded, Dave Bryon. Carried.

MEMBERSHIP APPLICATIONS

The Club has received applications from Gerry and Tineke Scott, owners of *Osprey* and John and Barbara Hutchinson, owners of *Tanoa*.

BUSINESS ARISING

Nil

COMMODORE'S REPORT

The Commodore asked members to think about ideas for MAST funding. She said that the *Club* was successful in negotiating with MAST in relation to improvements to the public jetty at Kettering and was also making enquiries toward the establishment of a dinghy jetty facility at Quarantine Bay. In order to obtain the best result for the *Club*, members need to consider what would be more useful to members in order that proper submissions can be prepared.

Andrew Boon was welcomed back after returning from his cruise to Deal Island on board his yacht *Reflections*. Andrew and his crew had returned on Saturday 2 April 2005. Two *Club* boats, *Van Diemen H* and *Solemer* participated in The Incredible Hulls production at Princess Wharf on Sullivans Cove. The conductor was very pleased with the performance. The *Club* cruise to the lower Channel over Easter was an enjoyable event. While Recherche Bay was not reached by most *Club* boats a couple of days were spent at Drip Beach. One of the opportunities of cruising in company provides is going to places that other people have discovered. It is good to see so many *Club* boats attending organised cruises and everyone should know that they are welcomed to attend.

The Tasmania Fire Service fire evening on 15 March was most enlightening. It was a good opportunity for members to gain hands on experience to use equipment, that it is hoped that we never have the need to use on our boats. Tas Fire Equipment has generously created a special deal for CYCT members as advertised in the *Albatross*. If you are looking to purchase fire blankets, extinguishers or the aerosol units suitable for engine rooms, check their prices as they are competitive for top quality products. To take advantage of the special prices offered, take your *Albatross* with its mailing

label and some ID, just to confirm your membership.

Meridian is currently on the slip and it is time to deal with stuffing boxes, stern glands, dripless seals, cutlass bearings that get discussed at slipyards and barbeques. Some people know what they are and others don't. It would be appreciated if someone has time and the ability to jot down some definitions, diagrams and servicing details for publication in the *Albatross*

The Secretary was thanked for recording the man overboard discussion.

VICE COMMODORE'S REPORT

Vice Commodore Rosemary Kerrison said that she would not be available to attend the scheduled cruise to the quarries and suggested that members participating contact each other on Channel 16 at the usual times of 1005 and 1105

The cruise for the long weekend in April is planned for New Norfolk. The opening time for the Bridgewater Bridge is 11:30 am. The clearance for the bridge is 15.2m at high tide which is the same as the clearance for the Bowen Bridge. Dinner on Saturday night has been organised at "Verandahs in the Valley". Members not participating are most welcome to join those cruising for the meal at the restaurant on the Saturday evening. Members were asked to indicate their attendance on the sheet circulated in order to finalise the restaurant booking.

REAR COMMODORE'S REPORT

The Rear Commodore Wendy Lees said that Joe Charlton from the Coast Guard at Kettering is to be the guest speaker on 3 May 2005.

David Bryan will speak in relation to ICS's operations at the June meeting.

If anyone would like a copy information provided by the Tasmania Fire Service the Rear Commodore has extra sheets.

GENERAL BUSINESS

The Commodore asked whether anybody was aware of the location of the *Club* Honour Boards. A painting of the Mariners Cottage previously mounted on the wall prior to the painting of the walls was currently stored.

Erica Johnson said that she and Alan would be caretakers at Three Hummock Island for six months. Accommodation would be available in the top cottage. They would welcome visits from members.

Leo Folley indicated that he would be willing to be the contact for members in relation to ideas for MAST funding. Leo suggested that the *Club* may consider improving the marking of navigation hazards in areas commonly used by the *Club*. Butts Reef was a hazard that was not well marked.

Joe Westman asked whether the *Club* could call for ideas in the *Albatross* at an appropriate time prior to when MAST submissions were required. She suggested that it could be part of the Committee Handbook whereby *Club* members could be advised in time to prepare submissions.

John Greenhill suggested that the *Club* obtain details concerning the NSW Waterboard's public moorings. Public Moorings provided at some locations on the East Coast, e.g. Coles Bay, would be very useful for cruising yachts.

The Commodore indicated that it is MAST's intention to trial public moorings in a

limited way. However the *Club* will follow up this issue with MAST.

Sally Creese stated that she and her family enjoyed the company of *Club* members at the BBQ held at their holiday residence at Eaglehawk Bay during the March long weekend. Sally said that *Club* members are welcome to visit whenever they are there.

GUEST SPEAKER

Rear Commodore, Wendy Lees introduced Allana Corbin of Rotor-lift Helicopters and asked her to address members in relation to the provision of aerial rescue services in Tasmania.

Allana related her early interest in flying commencing with childhood experiences however her flying experiences commenced with hot air ballooning, gaining a licence for fixed wing aircraft and sky diving. She had also started to be involved in search and rescue and it was on the 22nd December 1990 that she participated in a search for a missing aircraft. Allana, while participating in the search, realised that it would be almost impossible to see an aircraft which may have crashed through the tree canopy. Forty minutes into the search there was a loud explosion and oil rapidly covered the windscreen; three minutes later the aircraft crashed. The silence was the first thing that she recalled after the crash, sitting there with four people who had died, she started to feel regrets about her life, believing that she had not contributed. Allana's experiences through emergency operations, traction, rehabilitation and after discharging herself from hospital in order to control her rehabilitation showed tremendous tenacity. She discharged herself from hospital because the rehabilitation prescribed in the hospital was to enable her to pursue her life in a wheelchair. Allana, through her determination was eventually able to walk without the need for a chair.

Her approach to finally overcome her fear of flying was incredible; I doubt that many of us would ever consider participating in wing-walking. Having defeated the fear issue, Allana found that she could not operate the toe brakes of an aeroplane which meant that she would not be able pull the aircraft up on landing. It was after that realisation and with her desire to fly again, that she took her first ride in a helicopter. From the first flight, it took her nine months to gain her licence and new goals were established.

After being the first woman to circumnavigate Australia in a helicopter she found that she had the opportunity to assist others overcome their disabilities. Allana was delighted when a publishing house sponsored her to write her autobiography. It is an enlightening read entitled, "The Best I Can Be". Allana set another goal to gain endorsement on larger turbine driven helicopters; this created further challenges, however, it was due to her determination and persistence that she completed the endorsement. It was during the training that a new partnership commenced which eventually resulted in Allana and Roger Corbin establishing Rotor-Lift Helicopters.

Allana described how they decided to move their operation to Tasmania and the development of their air rescue service. They have taken this service from being one which, five years ago, was a long way behind other States, to being at the forefront

of aerial rescue services in Australia with six state of the art helicopters in their fleet, two of which are equipped with a medical treatment room for paramedics assisting in aerial rescue work.

Allana briefed members on the manner in which rescue is initiated by Australian Search and Rescue, AusSAR. In conjunction with this she outlined the basic operation of EPIRBs and how they are misused by some people. It is important that people don't turn the EPIRB off to conserve batteries during an emergency.

At the conclusion of her talk Allana responded to members' questions which included questions about the rescue of the crew of the formula 1 offshore racing craft that flipped on the Derwent river on the day before. Allana invited the *Club* to visit their establishment at Cambridge and possibly experience the use of their winch training. She suggested that the *Club* could consider organising a barbecue in conjunction with the visit. The Commodore thanked Allana on behalf of members and presented her with a cheque as a donation to the Tasmanian Air Rescue Trust. Allana signed copies of her book for members who made a purchase after the meeting.

NEXT MEETING

The next General Meeting will be the at the Royal Hobart Regatta Pavilion on 3 May 2005 at 8.00pm.

CLOSE

The meeting closed at 9.30pm.



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