



# ***Albatross***

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***Newsletter of the  
Cruising Yacht Club of Tasmania***



# THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay Tas 7006

[www.cyct.org.au](http://www.cyct.org.au)

## Commodore

David Bryan H 6239 6679 *Freelance*

## Vice Commodore

Andrew Boon H 6228 5807 *Reflections*

## Rear Commodore

Milton Cunningham H 6247 6777 *Boots 'n' All*

## Treasurer

Dennis Lees H 6229 7603 *Kiap*

## Secretary

Margaret Jones H 6272 5660 *Lalaguli*

## Editor 'Albatross'

Chris Palmer H 6267 4994 *Margaret Ellen*

## Committee

Chris Creese H 6223 1550 *Neptune*  
John Skromanis H 6267 2766 *Rhona Marion*

## Membership Officer

Annick Ansselin H 6267 4852 *Windclimber*

## Warden

Keith Wells H6267 1168 *Windrush*

## Quartermaster

Barry Jones H 6272 5660 *Lalaguli*

## Albatross mailing

Chris Creese H 6223 1550 *Neptune*

## Webmaster

Dave Davey H 6267 4852 *Windclimber*

## Life Members

Derek Farrar Erika Johnson  
Ken Newham Doris Newham

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Send all material for publication in 'Albatross' to:  
The Editor PO Box 340 Kettering Tas 7155  
[editor@cyct.org.au](mailto:editor@cyct.org.au)  
(electronic copy preferred)

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## Editorial



I'm not sure which is the more nerve-racking – putting together my first edition of 'Albatross' or trying to get *Margaret Ellen* into her berth at Kettering in a strong north-easterly. At least there is a bit more time to plan the former, although both could be messy if I get them wrong.

Many thanks to Di Catchpole for her help in passing over materials and instructions for this venture. I hope I can maintain the high standards that she and her predecessors have set.

Sadly, this issue marks the passing of one of the Club's Life Members, Derek Farrar, who passed away on 14<sup>th</sup> February. Leo Foley has written a fine tribute which you will find after the Office Bearers' reports.

One of the first things I have come to realise about the Editor's role is that it is very dependent on contributions from members. While the Office Bearers' reports and Minutes take up some space, there are many other pages to fill. So I begin with a plea for material. Anything (just about) will be welcome. Articles on cruises undertaken are particularly sought, but so are articles on anything related to cruising – maintenance, safety, electronics, engines and so on. It doesn't have to run to pages – a few sentences or a couple of paragraphs is fine. Let's use 'Albatross' to tell other club members of lessons learned and to pass on tips and advice.

I plan to introduce an 'Ask an Expert' section. If you have a question you want answered or problem you would like solved, send it to me ([editor@cyct.org.au](mailto:editor@cyct.org.au)) and I will do my best to find an expert to answer it for you and print it so all members can benefit. We have some very knowledgeable and experienced people in this club – we may as well make use of them!

Don't forget that you can place an advertisement in 'Albatross' FREE for two issues. This could be a good way to get rid of some of the nautical ephemera in your workshop, or even to sell your boat!

This issue contains another article from Sue Powell, currently on her way to Alaska via NZ with Mike in *Yaraandoo II*. And if you think going to Alaska is not challenging enough, I have included some extracts from Alex Whitworth's log of his two-handed global circumnavigation in his 33' Broлга *Berrimilla II* between Sydney to Hobart races. You might call that extreme cruising.

Lastly, I would be very interested in your views on receiving 'Albatross' by email instead of 'snail mail'. While conventional postage will always be available, opting to receive this newsletter electronically would save costs, and potentially keep annual subs from rising. And you get to see the photos in colour!

All feedback on this issue is welcome. It's your newsletter, after all.

**Chris Palmer** [editor@cyct.org.au](mailto:editor@cyct.org.au)

## Commodore's Report



It is with sadness that we have noted the passing away of a founding member, past Commodore and life member of the CYCT, Derek Farrar. We pass on our condolences to his wife Rhonnie and her family.

The wooden boat festival was well attended and I noted with interest the intense work on various boats at Kettering over the past month as the owners made their vessels spick and span for this event. It has also been great to see

mainland boats visiting Kettering and cruising our beautiful waterways.

Mike and Sue Powell on Yaraandoo II have just departed from Kettering to Nelson, in New Zealand on the first leg of their journey to the Inside Passage of Alaska. We wish them a safe crossing and they intend keeping us informed of their progress and adventures.

For those of us who suffer from sea sickness from time to time, I have had a very good report about an *Explorer Relief Band* which is available from West Marine in the USA, Model 4706073, at a cost \$US134.99 plus postage. The unit looks like a watch and is powered by watch batteries and you use a connectivity gel (similar or same as ultrasound gel), between the skin and the unit. The unit has five settings depending upon the severity of the sea sickness. I am told stunt pilots in Australia use the same units with good results and that the 'Down Under Pilot Shop' stocks them in Australia. They have a web site. <http://www.downunderpilotshop.com.au>. Their address is: Venture Stores, 146/91 Longueville Road, Lane Cove, Sydney NSW 2066. The contact person is Andrew, on telephone 1800 359 477. The cost including delivery is \$A189.00. Their fax number is 02 9475 0323. Sue Powell is trying one out on Yaraandoo II and will give us a report on how well the unit worked for her on their trip to New Zealand.

The CYCT is very thankful for Di Catchpole's hard work in her role as past Editor of Albatross. She did a wonderful job. At the same time we welcome with thanks Chris Palmer as he now takes on that role and we wish him well with it. I know Chris is enthusiastic and already has some new ideas to enhance our magazine. Please give him your support over the ensuing months.

It has been great to catch up with members on their boats on recent cruises. Our annual barbecue in February was well attended and although a little chilly with the sea breeze it was a most enjoyable event. Our new members Caroline and Paul Dutton and their children were welcomed and presented with their burgee at the BBQ.

Yours in safe boating.

**David Bryan AFSM**

## Vice Commodores Report



### January Cruise

The destination for our Australia Day long weekend cruise was originally Port Arthur. However, it was clear from the comments being emailed around the members' group that most people were not comfortable with that destination and after looking at the Bureau's forecast on the evening of Thursday 25<sup>th</sup> January, I agreed. It looked like being a great trip to Port Arthur on Friday but a difficult return on the Sunday for those of us who still had to turn up at work on Monday.

On Friday morning, the forecast was no better and Plan 'B' was also abandoned. Sallie and Tony Creese had invited Club members to a barbeque at Eaglehawk Bay, but the outlook for a return from Norfolk Bay on Sunday was not good either. Consequently, we fell back to the ever reliable Plan 'C' and headed for Quarantine Bay. In my log I recorded the presence of *Andromeda*, *Freelance*, *Lalaguli*, *Odin*, *Perwinji*, *Reflections*, *Stryder*, *Talisman II* and *Windrush*. Apologies to any other members whose boats are not recorded here.

We enjoyed an Australia Day barbeque ashore for lunch, then repeated it in the evening.

On Saturday rain squalls were coming through about every hour. Some members went ashore to explore the Quarantine Station and surrounds, others visited neighbouring boats. At 1615, Coast Radio Hobart broadcast an extreme weather warning, forecasting 100 km/h winds at about 0500 on Sunday. This brought the weekend to an early end for most members (including me) who decided to return to their moorings on Saturday evening.

### Clean Up Australia Day, Sunday March 4<sup>th</sup>

I have registered the CYCT with the Clean Up Australia Day organizers, to clean up the shoreline in Barnes Bay. If you would like to be a part of this event and haven't already contacted me (and you are reading this before March 4), give me a ring on 6228 5807 or 0400 651 532. Helpers are needed with and without boats. You will be provided with gloves and a rubbish bag and can do as much or as little as you are comfortable with. Come and join in the fun. This is an opportunity for us to put a little back into the area that is so good to us as cruising yachties.

### Port Cygnet Regatta & Taste of the Huon, March 10-12<sup>th</sup>

The Port Cygnet Regatta is being held over the long weekend, Mar 10-12. There are feeder races from Hobart to Kettering on Friday evening (starts 1800 from Castray) and from Kettering to Cygnet on Saturday starting at 1200. If you are interested in racing, contact me if you don't have an entry form. The Port Cygnet

sailing Club is catering for dinner on Saturday and Sunday, lunch on Sunday and breakfast on Sunday and Monday, if you feel like eating out.

The Taste of the Huon is being held at Ranelagh on Sunday 11 and Monday 12 March. The challenge is to get to Ranelagh!

I will be in or near Kettering and will call on VHF Channel 16 at 1105 on Saturday 10<sup>th</sup>, for anyone who would like to sail in company to Port Cygnet.

### **Snake Island, Saturday March 24th**

A picnic at this popular spot. I will call on VHF Channel 16 at 1105.

### **Maria Island, Easter (Fri 6 – Mon 9 April)**

The latest advice from MAST about the Denison Canal (from their website [www.mast.gov.au](http://www.mast.gov.au) under 'Publications') is that minimum depth in the Canal is 1.4 m above chart datum at the Hobart approaches and 1.0 m at the Blackman Bay side. The tides over the Easter weekend are interesting, with very little variation between high and low water during the day. On Friday 6<sup>th</sup> there should be at least 1.9 m from about 1400 until about midnight (neglecting the effect of an extreme high pressure system). The situation is almost identical on Monday 9<sup>th</sup> but a couple of hours later. The approaches to the Canal are the shallowest sections of the whole passage from Norfolk Bay to Marion Bay.

Reflections draws 1.7 m and I aim to go through the Canal as early on Friday afternoon as we can get there. If the weather is good, we will stay on the East Coast for a few days beyond the Easter weekend and would welcome company.

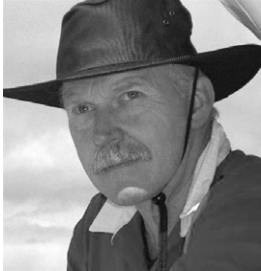
I will call on VHF Channel 16 at 1005 and 1105 on Friday April 6<sup>th</sup> to see who is on the water.

### **Cruising Calendar and Email Addresses**

I have updated the Cruising Calendar on the web site. If you have an email address and have not advised the Membership Officer and would like to receive emails with updates on cruises, please send me an email ([aboon@bigpond.com](mailto:aboon@bigpond.com)) and I will include you on the distribution. The discussion via email was quite valuable before the Australia Day long weekend and I will use that forum again for future cruises.

**Andrew Boon**

## Rear Commodore's Report



### Club Barbecue

A number of club members braved the rather strong sea breeze for the club barbeque which was well attended. Most sought shelter behind the shrubbery in the park while some brave souls brazened it out in the open area. No doubt we've all experienced stronger winds on board at times. It was great to see members and friends at the event. We were visited briefly by Steve and Dorothy Darden of *Adagio* and they will be part of the guest speaker program for our March meeting. After the barbeque many members enjoyed some Christmas cake with tea, coffee or other refreshment.

I would like to thank those members who helped set up the barbeques tables etc and then clean and pack up at the finish of the event. Thank you all.

### 6 March 2007 – General Meeting

The March general meeting will be held at the DSS at 8.00 pm.

Our guest speakers for the evening are:

Hans Van Tuil who will give an insight to refitting a cruising boat and

Steve and Dorothy Darden whose presentation will be about cruising in the far north of North America.

### 3 April 2007 – General Meeting

The April general meeting will be held at the St Michaels Collegiate School swimming pool at 6.30 pm. Please note both the change of venue and time.

This meeting will be followed by a demonstration of life raft and associated life preservation equipment. This is an opportunity for members to also participate in the use of the equipment, so bring along suitable clothing or bathers and towels etc if you want to take part.



**Future Meetings**

I am still looking for guest speakers for May and later meetings so please provide me with your suggestions.

**Milton Cunningham**

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**Application for Membership**

Ian & Wendy Fletcher

*Asterix*

This nomination for membership will be automatically accepted within 14 days of the next General Meeting immediately following this issue of 'Albatross', subject only to any member lodging and objection in writing to the Secretary no later than that date.

**New Members**

Andrew & Joanne Lees, with children Jules & Lillie

*Island Vertue*

We hope to publish a profile of Andrew and Joanne and their family in the next edition of 'Albatross'. In the meantime, please welcome them to our club.

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## **Vale – Derek Farrar**

**Life Member – Cruising Yacht Club of Tasmania**

**Commodore – 1986/87; 1987/88; 1988/89**

**Cruise of the Year – 1989**

For most of us, the enduring memory of Derek is that of his slight frame pushing his heavily laden wheelbarrow along the DSS marina. After receiving his cheery 'hello!', we would inevitably ask where he was headed. "I think I might head a bit north" was often his understated response. Most of us might use such language when we potter up to Austins Ferry, or perhaps on our occasional forays to Maria Island and the East Coast. Not so, for Derek. From those few words we understood that he was just as likely to be about to embark on one of his solo adventures to Queensland. Or perhaps he might just be headed for Melbourne to visit his daughter. Crossing Bass Strait in his 26' *Tudor Rose II* was, for Derek, akin to taking the early morning flight.

His preparation was meticulous and his seamanship unsurpassed. His methods were simple yet effective. His egg-timer alarm allowed him to doze in the cockpit, but awakened every 20 minutes for a good look around. Many solo sailors talk about keeping a proper lookout; Derek did it, for all 24 hours. In 1989, Derek was awarded the Club's prestigious 'Cruise of the Year', but he could have received the honour for his exploits in several other years.

Those members who joined the Club in the late 1980s were fortunate to have the experience of two generous members, Ken Newnham and Derek Farrar, to assist them in their cruising endeavours. Between them, accredited AYF navigation courses were conducted on a regular basis, and were well supported by Club members. Derek gently guided his students towards the course requirements, and the whole process became a sharing of knowledge, particularly his, rather than a theoretical test.

On the water, practical advice was always available, and a walk around any marina with Derek was a revelation. He understood boats, and the needs of the cruising sailor. He shared that knowledge freely, and any prospective boat-buyer was well advised to have a chat with him.

The growth and development of the Club owes much to Derek Farrar. He was elected Vice-Commodore in 1985, and was Commodore for a three-year term until 1990. He continued on the Committee as Warden for several years, at a time when meetings were held at Mariners' Cottages and much work was needed for its upkeep.

Derek was the epitome of the cruising sailor. High-achieving, always generous, but with great humility – a true gentleman. He contributed a great deal to the Cruising Yacht Club of Tasmania. He was honoured with Life Membership in 1994, and is remembered fondly by all who were fortunate to know him. The Club offers its condolences to his wife, Rhonnie.

# The Australian Wooden Boat Festival - 2007

## Magic on the Water

As promised by the organisers, the seventh AWBF was the biggest yet, and in the opinion of many who attended, the best.

With some trepidation, and at the urging of wooden boat owning friends at Kettering, we registered *Margaret Ellen*, our 38' Huon pine motor-sailer for the event. With trepidation, because the dear old girl was undergoing a fairly major refit, and we could not be sure what state she would be in come February 9<sup>th</sup>.

As is the normal way of things with wooden boats (I now understand), the refit turned out to be a bigger, not to mention more expensive, job than was first thought. Masts were unstepped, refurbished and then re-stepped, engine fuel and cooling systems replaced, hydraulic steering fitted, and several ute loads of rubbish, timber and goodness knows what removed from the boat. Many hours were spent burning off multiple layers of paint in order to return the cabin to its original varnished finish. Then a week or so before the start of the Festival, the electrician started his work by ripping out nearly all the existing wiring.

But, he kept his promise to have us mobile in time, and on the first day of the Festival, after many months of virtual confinement to the marina berth, the Gardner



was fired up (first turn of the key, of course) and we joined the flotilla of boats heading up the Channel to Sullivan's Cove. Given our lack of experience with this boat, not to mention the lack of sails, we decided to avoid the sail-past and organised to be tucked away in our allotted mooring spot before lunch. And what a good mooring spot it was – right at the entrance to Kings Pier Marina off the end of the Elizabeth Street Pier.

A steady trickle of boats started to fill the marina berths and then around 3.30pm, after the sail-past, we had ringside seats to the first event of the weekend – boats versus bureaucracy. For some reason, the Con Dock lift bridge could not (or would not) be left raised for this (predictable) mass of boats to use, and many had to be turned back out of Kings Pier into the river for a while. Two-way traffic of this volume provided a few heart-stopping moments.

Eventually, all were in their allotted spaces, the welcoming bottle of wine given to each boat was broached, and crews and visitors settled in for a few days of

renewing old friendships, making new ones, and ogling more than 400 examples of the wooden boat builder's art.

How lucky we are in Tasmania to have so many of these beautiful boats still being used on a regular basis. And what stories many of them could tell. There were thirteen boats over 100 years old, and at a guess, I would say that nearly half of all the boats there were fifty years or older. From the smallest dinghy to the largest fishing boat or serious cruiser, each was worth a long look.



On shore the interest continued, with the Shipwrights Village demonstrating timber steaming, caulking, roving and other skills. On the area outside Mures, the 'Quick and Dirty' boat builders were demonstrating what you could do with a lot of adhesive instead.

Many of the model boats on display were breathtaking in their level of detail and the amount of time and patience invested in each. And a surprising number were fully functional – they floated, they had small steam engines, and they choofed around Con Dock just like their bigger brethren.

Throughout the whole Festival, volunteers from Mission Afloat took out groups of landlubbers in whale boats, and brought back competent rowers. Steam powered launches cruised around in virtual silence, Dutch scows demonstrated how close they could get to *Margaret Ellen* before tacking, and high-powered American style runabouts shattered the calm at regular intervals.



But the magic, the real magic, was delivered by a tall Dutchman in a loud shirt, sitting in a very small boat. In this boat was an organ, complete with a

dozen or so brass bells, and in the Dutchman's hand was a brass horn instrument. Powered by a silent electric outboard he glided around the cove playing a variety of mainly Baroque music. The effect was astonishing. Everybody stopped what they were doing, watched and listened – old, young, even teenagers. A surreal hush descended on the place as the music swept everyone away.

That was magic indeed.

## Quick Quiz

1. 'Gimcrack' was a 51' American schooner. What event took place in her saloon on July 30<sup>th</sup> 1844?
2. Eric Tabarly (1931-1998) was a famous single-handed French yachtsman. What name did he give all his boats?
3. What is a 'holystone', and how did it get its name?
4. 'I must down to the seas again, to the lonely sea and the sky' is the first line of a well known poem. Who wrote it, and what is its title?
5. Where does the word 'dinghy' come from?
6. Ben Lexcen designed the America's Cup winning 'Australia II'. That was not his original name. What was?
7. What was the name of the smallest of Christopher Columbus' three ships on his voyage to the 'New World' in 1492-93?
8. What does 'RORO' stand for?
9. What is 'baggywrinkle'? – (no, it's not a badly set sail or the usual condition of the editor's shorts!)
10. What is the official march tune of Britain's Royal Marines?

*Answers on page 20*

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## The Sting in the Tail - A Follow up Story

### From Sue Powell – Yaraandoo II

The refit of Yaraandoo II, after living onboard for 10 years, was told in a previous article, but the "Sting in the Tail" was the discovery, that an insidious invader – electrolysis, had attacked.

To re-cap we had left Kettering in Tasmania and were sheltering in Triabunna half way up the east coast of Tasmania waiting for the weather window to cross the Bass Strait. When Mike did the standard engine checks and found seawater mixed with oil in the sail drive leg. We believed that we had a \$4 lip seal problem and it was going to be an easy fix – a few hours on a slip – replace the seal, with the



spares we carried onboard, and be on our way in no time. (After all, we had a date with the Langford's to be at the July CCCA meeting).

It was not to be! No quick fixes. We hauled at the slip on the headland at the entrance to Spring Bay, (The Triabunna Slipway owned by Paul Taylor 0438471732) and after sailing onto the slip carriage way, we found we had no propeller and the sail drive leg was so badly effected by

electrolysis that it was perforated, so much so it was a right off. The propeller-securing nut had split and the propeller must have been lost on reversing to set the anchor.

Fortunately Paul told us the slipway was not busy and we could stay on the hard in the small carriage while we carried out the necessary repairs. After several phone calls and much angst a reconditioned sail drive leg was freighted from Sydney. (There was no new units in the country and besides the bill was already the 000 type).



Electrolysis has not been a great issue for us as Yaraandoo is a fibreglass hull and we have not been the type to sit in marina pens for any length of time. We prefer to be exploring and pretty much keep on the move. However, we discovered that the Kettering area is well known for its electrolysis issues. Fishermen told us tales of mooring chains being replaced after only one year due to stray electrical currents.



We had been 4 months in a pen with the battery charger constantly running connected to shore power. We later learnt the earth potential had been measured at

4 vdc and our anodes, sail drive leg and radio antenna grounding plate had acted as a large earth in the marina.

So while waiting for the arrival of the sail drive leg Mike checked all the wiring in Yaraandoo. There was no problem despite the fact that we had added extra electrical units during the re-fit. The problem lay in a short from neutral to earth in the marina wiring and Yaraandoo had been connected to shore power via a standard extension cable.

So how to prevent this disaster occurring again!

A solution is to disconnect the earth lead when connecting to shore power. Many overseas cruisers do this, but of course it is illegal and not a good safety

practise. So we installed an electrolysis blocker to protect the electrical system when plugged into shore power, (it fits across the incoming earth lead and is cheaper and lighter than an isolation transformer, the ultimate solution). In addition, Mike installed a new anode near the sail drive leg that is wired through a meter so we can constantly monitor if any stray currents are attacking that extra anode. We also have an additional anode, which is wired to the engine block that can be deployed over the side when sitting in a marina pen. This anode is checked regularly to see if the unseen attacker is at work. Also Mike purchased for a very modest cost a gadget, from Jaycar, that measures the earth leakage from any power point so power poles can be tested before plugging into them.

In summary we learnt the lesson the hard way – we had not been complacent, nor were ignorant of the special needs required by aluminium and steel hulled vessels,



but did not apply this knowledge to our own situation, as we had never had cause for concern. Now we are prepared and constantly monitor our meter whenever we arrive at a new location.

We hope this information may prevent some other cruiser with a fibreglass hull, who had no cause for concern, to think again and assess the risk. Additional information for the more technically minded may be found in an

excellent article in the April/May 2006 edition of "The Professional BoatBuilder" magazine and the book "The Boat Owners Mechanical and Electrical Manual" both written by Nigel Calder.



Now the preparations for our extended cruise are drawing to a close. Since arriving back on the mainland we have replaced the life-lines and jack stays, replaced the hatch acrylic, renewed all the upper deck canvas, sail covers, fender covers etc, purchased the new dinghy and life raft, had the life jackets, sails and outboards serviced, completed the chart index and stowage, installed new sound speakers down below and stocked up on spares.

We still have the final haul out to antifoul and some varnishing to do to complete the refit task list before heading out into the Pacific –

“North! - to Alaska,

North! – the rush is on!”.

## Berrimilla II – Hobart to Sydney via UK

*In 2005, after completing their 10<sup>th</sup> Sydney to Hobart race in Berrimilla II, a 33' Joubert designed Brolga, Alex Whitworth and Pete Crozier set off to compete in that year's Fastnet Race in the UK. Not only did they acquit themselves very well in the Fastnet (2<sup>nd</sup> in class), they sailed back non-stop to Australia in time for the 2006 S2H.*



*Throughout the whole voyage they provided updates at least daily of their activities, and a growing audience of fascinated vicarious sailors logged on to their website and followed their every sailchange.*

*The following extracts from the Hobart to Falklands section of the log on their website are reproduced with the kind permission of Alex and Pete. You can read the whole amazing log on [www.berrimilla.com](http://www.berrimilla.com). Other extracts may follow in future editions of 'Albatross'.*

**Sitrep: 1546hrs 16 Jan 2005. 46°48”S  
162°37”E (Approaching NZ)**

We are in fog and heavy rain with distant thunder. Sux<sup>1</sup> knots. Nav lights on and someone poking a head up every few minutes to check for

<sup>1</sup> NZ for 'six'.



fishos and errant sheep in wetsuits. 140 miles to Stewart I. P has just made breakfast - for the foodies, last night's pasta salad stir fried with egg, bacon and tabasco and a draught from the home brew cellar to help it settle. Cordon Berri 5 star.

Today's bird came slicing out of the gloom low over the water rocking through the waves - at first just a white disc with eye dots and beak and a half circle pencil line for its wings. Massive dihedral, body about one tenth of the arc. Wings absolutely motionless, tips just off the surface and an image full of purpose. Then it banked away and its underside was white but with black lines along both edges of the wings. Brownish black on top with white stripe from base of wings across the tail so front half of tail white. Couldn't judge beak. - span about 2.5 metres. Also black Petrels(?) ... with diamond shaped tails rather than the usual squareish with slightly rounded trailing edges.

Later. Now 117 miles to S I. Dank and clammy but no fog, no rain. Right above the NZ continental shelf where the depth goes from around 6000 metres in places to about 100 at SI. About to cross the Solander Trough - some interesting people have been here before us. Pete snoring happily and I've just spent a couple of hours on deck planning how on earth I'm going to be able to keep these updates interesting for the next six weeks or so till the Horn. That's about 84 episodes of soap - The Bill or Blue Hills. How do people do it?

### **Sitrep:-Wednesday, 19 January 2005 5:03 PM South of NZ**

Severe knockdown, huge hollow wave that caught us both on deck. Berri must have rolled through about 140 deg and pitched bow down about 60. Mast in the water and only visible damage is mangled windex. Most other boats would have kept rolling, but we flipped immediately upright. I was sitting by the shrouds tied to the boat and Pete shouted and I looked up into the wave - translucent bright blue and just starting to break - more or less through the lower spreaders. I grabbed the shrouds with both arms and was overboard in white water and lines and other bits of string hanging on to the shrouds still tethered, and came down with a bang on a stanchion as the boat came upright.

Pete was in the partially inverted cockpit hanging on under the tiller - we'd just set the storm jib again after three days of nasties 40 - 60 in squalls, steady 40 in between, with waves building all the time. We must have caught the last of the really big ones. Boat a bit of a mess inside but all cleaned up now and we're only going to Dunedin cos it's the sensible thing to do given my rather sore ribcage. If it's only a big bruise, as I now suspect, we'll spend a couple of days modifying a few things and restocking to let it heal then we'll set off again. Knockdowns are relatively common and this one would probably not have given us any trouble except for that stanchion. Can't win 'em all.

**Sitrep: 1825hrs 12 Mar 2005 UTC 55'08"S 063'39"W Map Ref 118**

We're hard on the wind - unusual and probably for the first time since the Hobart race. Gentle, easy sailing. We'd forgotten what it feels like and the sun is out as well, so everything drying out. Staten Island along the horizon to the north east, with some big hills - all cloud covered. The tropics start here! But the wind is dropping so all previous estimates are off...

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We've got about a normal sized bin full of plastic and non-bio garbage all taped up in plastic bags in the lazarette and elsewhere.

And dirty washing - I really don't want to be around when I open that particular bag. 40 day old sox and other unmentionables have been quietly festering together in a big swelling plastic pack liner - no opportunity to do any washing since Dunedin.

And now I'm going to make some bread to get us to the end of the road - I hope. Score so far, 10 loaves, no fishes. A real treat, but it takes about 4 hours and needs lots of room which, in the difficult bits, was not always practicable.

Damage minimal except for the knockdown and some very minor fittings. We lost a complete set of spare mainsail battens from inside the boom during an early storm.

And Kevvo, our Fleming self steering unit, has functioned perfectly for the whole distance, through calms, storms and the knockdown. We will take it off in Stanley and check it out and grease and clean it. Kevin Fleming, take a bow.

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That's enough - bread is rising.

**Sitrep: 0655hrs 15 Mar 2005 UTC 51'41"S 057'49"W Map Ref 123**

0635 entered Narrows, Port Stanley

0655 anchored, Port Stanley Harbour 51 41 15.3 S 057 49 14.8 W Log 7980 nm ex Sydney (through the water), 5710 ex Dunedin (GPS trip log)

## Going About

*This section of 'Albatross' is devoted to news items, snippets and short articles relevant to members' interests. All contributions gratefully received. Ed.*

### **New HF Channels in old Radios**

If you have an older style HF radio, ie one which has crystal-controlled channels such as a Codan 6801, PCM Hawk or Kestrel, Wagner, etc, you can generally have a new crystal fitted which will enable you to operate on Coast Radio Hobart's new working channels.

If you are planning to go a bit further afield (Port Davey etc), it is worth having 4146 kHz fitted. A new crystal will cost you \$29 (incl postage) and will take a radio tech about half an hour to fit.

Please contact Andrew Boon at [aboone@bigpond.com](mailto:aboone@bigpond.com) if you have an old HF set and would like to know what can be done to extend its usefulness.

### **Kettering Marina to Expand**

Plans are well advanced for a long planned expansion to the Marina facilities at Kettering. Improvements include more berths – many of them pontoon based – and a Travelift to replace the slipway.

The marina operators are currently dealing with the various bureaucracies who must approve the plans before work can start. More details when they come to hand.

### **Competitive Slipping Rates at DSS**

The DSS has advised us that they can offer competitive slipping rates to CYCT members, particularly during the quieter winter months.

Contact the Secretary Manager Andrew Davison for a quote on 6223 1977 or [secretary@dssinc.org.au](mailto:secretary@dssinc.org.au).

### **Free Lunch-time Berth at Mermaid Café, Kettering**

Club members who enjoyed the meal at the Mermaid Café after the Navigation Cruise last year know only too well how good the food and service is there. Now you can berth your yacht at the South Haven Marina visitors' berth while you eat – at no cost! Overnight berthing is sometimes available for a fee. All berths subject

to availability, of course. Phone Shane at Mermaid Café on 6267 4494 to book your table and berth.

### **CYAV Dinner**

The Cruising Yacht Association of Victoria will be holding their 30<sup>th</sup> anniversary dinner / dance o May 12<sup>th</sup> 2007 at Bell's Hotel, South Melbourne. Contact me for more details if you wish to go. [editor@cyct.org.au](mailto:editor@cyct.org.au)

### **Discount Chandlery**

A regular supporter of the CYCT through their advertisements, the Oyster Cove Chandlery at Kettering is offering a 10% discount on most chandlery items to CYCT members. Visit Ian McConaghy at the chandlery or call him on 6267 4300 to get his best price on that stainless steel widget you desperately need.

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## **Classifieds**

### **For Sale**

Simrad Navico WP30 Wheelpilot autopilot. This autopilot is designed for wheel steering boats to about 42 feet in length, and is completely self contained – no belts required. NMEA connectivity. It was removed from *Margaret Ellen* during refit, comes with the manual, and as far as I know is in good working order. New price is around \$1,700. Will sell for \$800, with a money-back guarantee should it not work.

Contact Chris Palmer – 0402 118 548 or [editor@cyct.org.au](mailto:editor@cyct.org.au)

## Calendar

### 4<sup>th</sup> March

Clean Up Australia Day – Barnes Bay. See Vice Commodore's report for details

### 6<sup>th</sup> March

General Meeting – DSS 8.00pm

### 10<sup>th</sup> – 12<sup>th</sup> March

Port Cygnet Regatta & Taste of the Huon, See Vice Commodore's report for details

### 24<sup>th</sup> March

Club cruise to Snake Island

### 3<sup>rd</sup> April

General Meeting to be held at the St Michaels Collegiate School swimming pool at 6.30 pm. Please note both the change of venue and time.

### 6<sup>th</sup> – 9<sup>th</sup> April

Club Easter Cruise to Maria Island

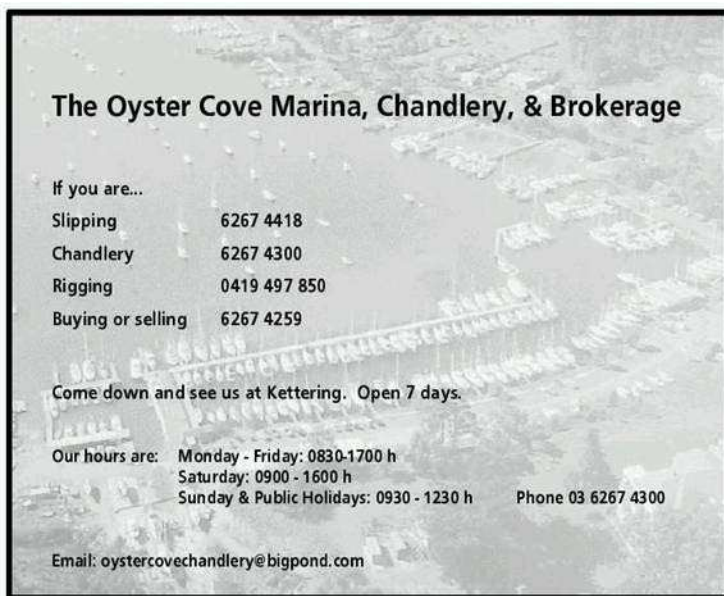
### 1<sup>st</sup> May

General Meeting – DSS 8.00pm

*Note – up to date details of all planned cruises can be found on the club website.*

**[www.cyct.org.au](http://www.cyct.org.au)**

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### Answers to Quick Quiz

1. The New York Yacht Club was founded.
2. 'Pen Duick'.
3. It's a large sandstone brick used to scour the deck of a wooden ship. Its name comes from the fact that sailors used it on their hands and knees as though praying.
4. John Masefield - Sea Fever
5. From the Hindi 'dingi', meaning 'small boat'.
6. Robert (Bob) Miller.
7. 'Pinta'. The other two were Santa Maria and Niña.
8. Roll on, roll off – used to describe vessels where trailers are used to hold cargo rather than containers.
9. Old, soft material wrapped around potential chafing points on stays or shrouds.
10. 'A life on the ocean waves'.

Source – *The Dictionary of Nautical Literacy* – McGraw-Hill 2001

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