



Albatross

Volume 33 No 3 April 2007



*Adagio at the head of Red Bluff Cove, Baranof Island, Alaska. Photo - Steve Darden
See page 8*

*Newsletter of the
Cruising Yacht Club of Tasmania*



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Editorial



The days are getting shorter, and the evenings perceptibly cooler now – a sure sign that summer is at an end. But as we know, autumn often provides some of the best boating conditions in Tasmania. Weather systems tend to be stable, and many hours of continual sunshine in a day are not uncommon. As the Vice Commodore's report and the Calendar show, there is no shortage of Club cruises on offer to allow us to take advantage of this situation.

'Albatross' this month includes material from the presenters at the March General Meeting. This is a practice I hope to continue so that those members not able to attend a meeting can still get the benefit of some of the

wisdom passed on by presenters. It may also help turn this newsletter into a useful resource for the future.

That said, I am still very keen to receive articles, information, tips and the like from members. It is important that 'Albatross' be relevant and interesting to members, and using information supplied by members themselves is the best way of doing this.

This month's newsletter contains another instalment of *Berrimilla's* adventures from Hobart to Sydney via the UK. I hope you find Alex and Pete's log as enthralling as I do.

A few people have already indicated that they would be happy to receive an electronic version of 'Albatross' only and not get the printed version. Your committee is looking at the best way of managing this and will let you know as and when this can become a formal option.

Comments and feedback are very welcome.

Chris Palmer
editor@cyct.org.au

Commodore's Report



Since my report last month about the sea sickness band, I have heard mixed results as to its success. Sue on Yaraandoo II was still sea sick for four days on their trip to New Zealand, but another couple on the yacht Matsu found the band very good, and they also went to New Zealand. Both these yachts are now making their way to the Bay of Islands (New Zealand) before heading further north to cruise the Inside passage of Alaska.

We must now start thinking about our project submissions for funding from MAST for this year. Last year we were successful with Keith Well's submission for navigation light on Arch Rock. It is only my thought but I would like to see a similar light placed on Curlew Island at the entrance to Mickey's Bay as without local knowledge it would be difficult to pass on the inside passage of the island and the mainland of Bruny Island at night. The outside passage around the southern end of this island is preferred. If you have a GPS chart plotter this task is easier but not all boats do have them. Anyway, please give some consideration to items for which we could make a valuable submission on behalf of our club and for fellow boat enthusiasts. Please note that submissions do not carry over from one year to the next.

The Easter cruise to Maria Island is fast approaching but Joy and I have both a wedding and an eighteenth birthday to attend during this period, one at Adventure Bay on Easter Sunday.

Please mark in your diaries that the Donald Southerland Navigation cruise will be held on Saturday 12 May 2007. Leo Foley informed me that this will be a fun day and a chance to dust off old charts and practise our navigation skills. We have some sponsors for this event and a tentative dinner venue at this time is at the Mermaid Cafe in Kettering. Keep watching for more details about this.

The clean up Australia Day needs a lot more effort from those who use our waterways. We were at Stockyards Bay the weekend after the official weekend and I collected two large bags of rope, short lengths of every size imaginable and bits of net. Do you know of areas that have a similar problem? Please let the committee members know so that we can co-ordinate a major effort in 2008 or just bring back a bag of rubbish from our favourite cruising spots each time we visit.

Yours in safe cruising

David Bryan AFSM

Vice Commodore's Report



Clean Up Australia Day, Sunday March 4th

The email discussion worked well for this event - thank you to all those who explained why they couldn't be there! Conditions were almost perfect for the cleanup, mild, calm and generally overcast. Crews from 6 boats took part and the foreshore in North Simmons, Quarantine Bay, Rosebanks and Missionary Bay were cleaned up. Club boats *Windrush*, *Reflections* and *Freelance* were joined by *Rhumline* (who contacted me after seeing our registration on the CUAD website), *Glenrosh 2* and *Tacoma Rover*.

The last two boats are visitors from Hawaii and Washington who responded to my general call on VHF16 and joined in on the day.

Port Cygnet Regatta, March 10-12th

The Port Cygnet Regatta weekend was very popular and I noticed *Awitaka*, *Andromeda*, *Banks Strait*, *Chivas Regal* (Ross & Anita Petterd's new motor cruiser), *Irish Mist* (Paul and Rosemary Kerrison's new sailboat), *Kiap*, *Lalaguli*, *Reflections*, *Windrush* and Campervan Jamieson on or near the water. The Port Cygnet Sailing Club put on a most enjoyable spit roast on Saturday evening which many of us attended. My apologies to *Chivas Regal* - *Reflections* anchored next

door but I only realized later the significance of "ega" that was visible on the transom with the back gate open. You'll have to have the rest of the name written on the inside of the gate!

On Sunday, six Club boats met at Drip Beach for a barbeque and we were met



Photo – Dennis Lees

there by Alistair and Fiona Wells and the twins. Keith played the proud grandfather very well and we all got extra chocolates.

The journey home on Monday (for most of us) was a lively trip from Port Cygnet (Copper Alley Bay or further up) to

Kettering and beyond. Five boats stopped off for lunch at Helliwell Point, next to the wreck of the steamer Laura. We helped Bill Mills celebrate the anniversary of his birth and enjoyed the cake which Anita had brought along for the occasion.

Marina Island, Easter (Fri 6 – Mon 9 April)

The latest advice from MAST about the Denison Canal (updated on Feb 19th, see www.mast.gov.au under 'Publications') is that minimum depth in the Canal is 1.5 m above chart datum at both approaches to the Canal. The tides over the Easter weekend are interesting, with very little variation between high and low water during the day. On Friday 6th there should be at least 2.4 m from about 1400 until about midnight (neglecting the effect of an extreme high pressure system). The situation is almost identical on Monday 9th 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 week beyond the Easter weekend and would welcome company.

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

Barnes Bay Regatta, 14th April

The Barnes Bay Regatta is being held on April 14. I have no more information about this at present but I'll email details if any come to hand.

Donald Sutherland Memorial Navigation Cruise, Saturday May 12th

2006 winner Leo Foley (*Talisman II*) is planning this year's Navigation Cruise so get your crew and resources assembled ready for a fun day.

For those who are out for the weekend, Bull Bay is the destination for Sunday 13th.

Andrew Boon

Rear Commodore's Report



6 March 2007 – General Meeting

The March general meeting was held at the DSS and well attended by members and guests.

Hans Van Tuil shared his early sailing experiences and some of the successes and disasters associated with refurbishing and refitting cruising boats. The importance of surface preparation and the use of materials, cloths etc that weren't contaminated was apparent from the vivid description of some disastrous moments that he shared. The advantage of being able to strip out fittings and work that was substandard was an advantage but it also means that the fit out is starting again from scratch. Some of Hans' innovations were very interesting including his adjustable P bracket and the hatch that allows access to the propeller shaft. The advantages mentioned included getting rid of anything caught on the shaft. No doubt being able to change a shaft anode, make fine adjustment to the P bracket will be useful and other uses will no doubt occur over time. Thank you Hans for giving a very interesting presentation and please keep us informed as the refit progresses.

Steve and Dorothy Darden shared some of their cruising experiences with us from the time they took delivery of *Adagio* at the Bay of Islands, North Island, New Zealand. They then cruised part of the South Pacific, Great Barrier Reef, East Coast of Australia and Tasmania, returned to New Zealand and then crossed of the Pacific Oceans to Canada cruised north to Alaska. They cruised to some of the spectacular glacial sites with friends then the inside passage (at time with members of their family). Many of the photographs they displayed during the presentation were of spectacular scenery and it was clear from Steve and Dorothy's enthusiasm that they enjoy the cruising life aboard *Adagio*. I'm sure that members will join me in wishing them well on their return to the boat and cruising either back to Australia or continuing cruising the East Coast of North America (I understand that they only had about two weeks to prepare for the return journey after they arrive back at the

boat after which it is likely that the weather for the passage would be against them.).

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.

1 May 2007 – General Meeting

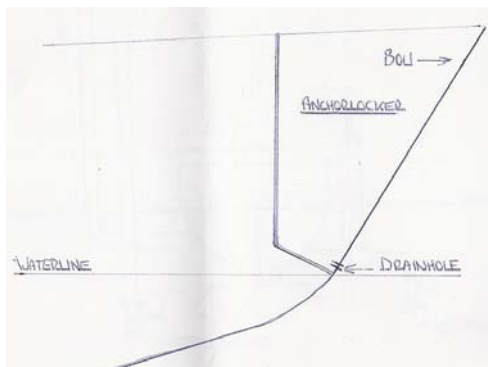
The May general meeting will be held at the DSS at 8:00 pm.

The speaker and subject are yet to be finalised but it is most likely concerning the Bridgewater Bridge and the future of the Derwent River to New Norfolk as a cruising area.

Milton Cunningham

March 6th General Meeting

For the benefit of club members who were not able to be present at the March 6th General Meeting, I have included material kindly supplied by the two speakers. It does not do full justice to the excellent presentations they made, but hopefully conveys the spirit of both. Ed.



Hans van Tuil

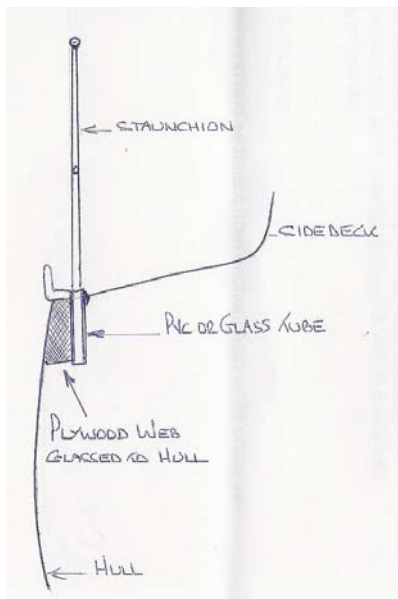
Self-flushing anchor well

This is a simple method of letting the sea clean your anchor chain after it has been dropped into the anchor locker.

By having a drain-hole located in the anchor locker in the bow, slightly above the water-line, water is pushed into the locker

when the boat is moving, and drains out (taking the mud and other rubbish with it) when the boat is at rest.

Removable stanchions



The idea here is that stanchions are located in a strong tube that has been securely attached to the inside of the hull of the boat.

This has two significant benefits:

1. They are stronger than stanchions that are bolted through the deck or attached to the toe rail

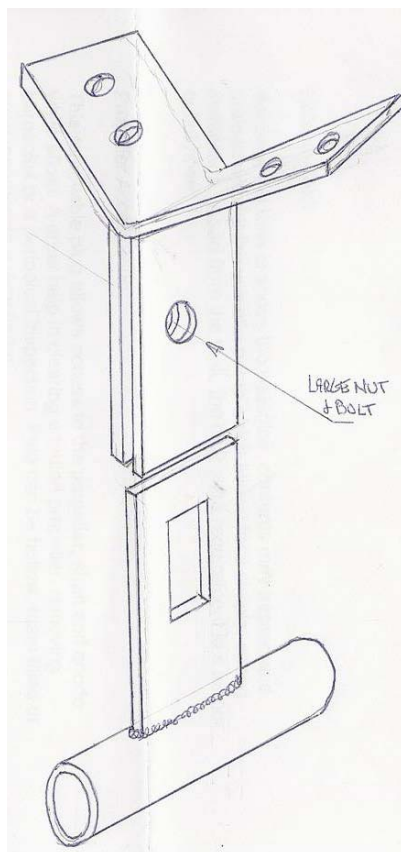
2. They can be removed quickly when necessary, for example, in bringing an MOB back on deck.

Adjustable 'P' bracket

This bracket supports the cutlass bearing, and is normally built into the hull of the boat with no adjustment allowed.

This version has the bracket constructed in two parts. The top part is built into the hull in the normal manner. Two parallel plates are used with a hole drilled through both. The gap between the plates is the thickness of the second, lower part.

This part has a slot in it which coincides with the hole in the top part. This allows



the bottom part, the part which supports the propeller shaft, to be adjusted up or down.

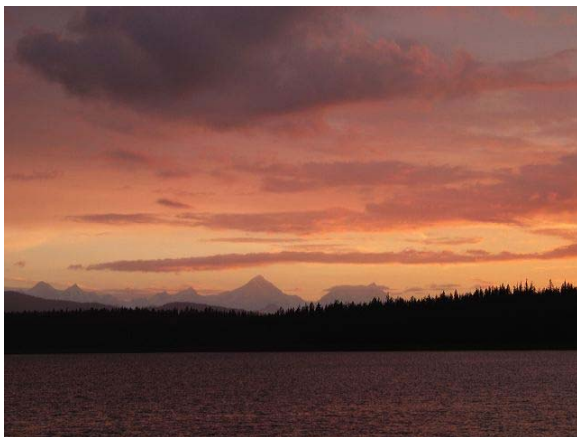
The main benefit of this arrangement is that it allows the engine and propeller shaft to be aligned more easily as it does away with the need to raise or lower the engine on its beds.

Steve and Dorothy Darden

It would be impossible to do justice to the visual impact and interesting content of Steve and Dorothy's presentation which covered some of their voyages in their 52' catamaran Adagio.

However they have two excellent websites that are well worth a visit - www.adagiomarine.com and dardens.smuqmug.com. The following words and pictures are taken from the former with their permission.

Glacier Bay National Park



On July 21, after viewing from the deck of the Glacier Bay Lodge dining room a spectacular display of a sunset coloring the snowy peaks red, we anchored in Bartlett Cove for the evening, with a full moon rising. The best time to transit Sitakaday Narrows between Ripple Cove and Beardslee Islands was slack tide, which fell conveniently at 9:00 AM the next morning. The tidal range was 20

feet between low tide and high tide, which meant that a great deal of water would flow swiftly through the narrows at maximum current.

We had entered a region of dramatic scenery of glacially scoured mountains, polished smooth, with trees slowly working their way up from the waters edge. Large pebbles on beaches with huge bounders of glacial erratics. We approached Marble Mountain on our port hand side. The top of this rounded peak looked like a bubbling caldron of rounded lumps of rock, scratched horizontally by rocks carried along by glaciers. Green patches of vegetation climbed two-thirds of the way up the mountain. Patches of snow hung in the cirques below the peaks. As we traveled north, we would watch the reverse sequence of forest succession after

glaciation. Over the course of thousands of years, lichens and mosses covered the clean rocks, then were followed by alder and willow trees, and finally replaced by spruce trees and hemlocks. The forest near the mouth of Glacier Bay was lush, tall with some old growth trees. Near the glaciers, only mosses and lichens clung to the polished rock surfaces.

We motored in flat calm conditions north to Johns Hopkins Inlet in the west arm of Glacier Bay. At first the icebergs looked like small boats, but coming closer we recognized their strange shapes. Johns Hopkins Glacier is long and wide, appearing old and gray. Nearby the narrow and beautiful Lamplugh Glacier sparkled in the sun, welcoming photographs. We met some fellow cruisers, Brian and Dot aboard *s/v Rainshadow II*, who took Dorothy out in their dinghy so she could photograph *Adagio* in front of the Glacier. The waters were filled with bergy bits, but not too many for getting around them.

We anchored for the night at nearby Reid Inlet, about 1-1/3 nautical miles from the face of Reid Glacier. Oyster catchers called as they flew around us and over the beach. Pigeon guillemots fed in the water. Chattering, cascading waterfalls sang from both shores. Bright sun sparkled on the mountains across the waters outside the inlet after the sun had gone behind the ridge, putting us in shadow.



During the lingering and ever-more beautiful sunset, a few pinches to our skin reassured us that we were really there, between a tidewater glacier and a flaming red sky.

At 4:30 in the morning of July 23, the nearly full moon set behind the western ridge. There must have been a rookery on the point of land near where we were anchored because the kittiwakes and oyster catchers were noisy all night and morning. Small bits of ice were in the water nearby. We ran the diesel heater all night to warm us from the temperatures of 47 F outdoors and 61 F indoors.

Heading north again, we travelled north in Tarr Inlet to the Grand Pacific Glacier and lovely Margerie Glacier. From ten miles away, we could see the Grand Pacific Glacier winding its way from the mountains towards the sea, low and broad. Icebergs seemed to be coming out of Margerie Glacier. We went to within 400 meters of the face of Margerie Glacier, set our camera on a tripod on the foredeck and took photos of ourselves in front of Margerie Glacier. The Grand Pacific Glacier is black at the face, but Margerie is bright white and blue. A waterfall of silty water was coming out of a cave in the center of the glacier. Other caves were slick and

sparkling. The crevasses formed tall pointed pillars of white ice all along the face. Calving was preceded by thundering, very loud cracking sounds and what sounded like gunshots. Occasionally there would be loud thunder as the glacier calved internally, with no visible sign of it on the face of the glacier. Every ten minutes or so a 100 foot tall pillar of ice would become dislodged from the face of the glacier and fall into the bay. We watched as this calving of the glacier sent up tall sprays of ice and water, sending forth waves in widening crescents across the bay. When we turned to leave the inlet, small ice bergs had collected across our path, but Steve expertly and slowly found a path through them all. We finally followed in the wake of a cruise ship until the waters were ice free.

We once again were heading south. The views in Glacier Bay are of mountains -- close to shore, covered with scrub at the head of the bay, forested with spruce towards the mouth of the bay. Mountains festooned with steep waterfalls, hanging glaciers perched in high cirques, up in the sunshine and clouds, pointed peaks covered with snow. Tan and red soil was being washed towards the water. Lateral moraines were very eroded, flowing down the sides of the mountains recently freed of the glacial ice. Marble mountains formed of rocky pillows rocky bubbles, rising to great heights, bare as can be.

On the third night we anchored at the western entrance to the Beardslee Islands, just north of Bartlett Cove where the Park headquarters are located. At about 8:30 PM we watched a black bear take a long stroll through the grass above the beach, sniffing and digging from time to time, then disappear into the forest. Not long afterwards, we spotted what we assumed was a sea otter swimming across the cove, but it turned out to be a second black bear. It swam along the shore, climbed up onto the beach, walked up into the grass and entered the forest near where the first bear had disappeared, for the night.

New Members

Ian & Wendy Fletcher

Asterix

We have done a lot of cruising on and off over the years – places like the Bay of Islands (NZ), Sydney and Pittwater as well as the Channel area. Now we are returned we plan to do a lot more. After all, that is why we moved to Hobart sixteen years ago! And we did enjoy the CYCT folk we met on our recent trip to Recherche.

Ian Fletcher

New Members

Andrew & Joanne Lees, with children Jules & Lillie

Island Vertue

I have been sailing and had an interest in yachts all my life, first sailing with my parents and then in dinghies for most of my teen years. I represented Tasmania at a national level in Sabots, International Cadets, Cadet Dinghies and Sharpies. Joanne has been sailing for the last four years and enjoys getting away overnight on *Island Vertue*. Jules at three years old is at home sailing and enjoys being out on the water. Lillie at a few weeks old is yet to voice an opinion.

I have owned *Island Vertue* for the last four years. The Vertue class is one of the most enduring of Jack Laurent Giles' designs. They have a reputation as a tough sea boat. Designed in 1935 the class has many notable voyages to its credit. *Island Vertue* carries sail number V218, but I believe a few others have been launched since 2000 when *Island Vertue* was launched, so there are in excess of 220 sailing around the world. *Island Vertue* is built of stripped planked Western Red Cedar with a laid Beech deck. I would be happy to sail her in any conditions.

"A sign on the Durban seafront forbids any yacht to put to sea in winds over Force 7, unless she's a Vertue"

Andrew Lees



Quick Quiz

1. What is the maritime connection with the Broadway musical 'Gentlemen Prefer Blondes'?
2. What is a 'lead line'?
3. What shape is the bottom of the lead attached to a lead line, and why?
4. What would you do if offered some 'Nelson's Blood'?
5. What are 'quadrantal spheres'?
6. If you were told to 'dog' a hatch or porthole, what would you do?
7. Who invented the aqualung?
8. What is a VLCC?
9. What is an 'anadromous' fish?
10. What is a 'brass monkey'?

Answers on page 26

Berrimilla II – Hobart to Sydney via UK Falklands to Falmouth

Last month we printed extracts from Berrimilla's log covering the leg between Hobart and the Falklands. This month, we join Alex and Pete at Stanley in the Falklands.

As if sailing there from Hobart was not enough, Alex (who was already the 'wrong' side of 60) learned that the inaugural Falkland Islands marathon race was to be run while they were there, so he borrowed a pair of runners and completed the 42.2km course. They also made contact, via satphone through NASA, with the International Space Station (ISS). All in a day's work when you are circumnavigating.



These extracts from their log are reproduced with the kind permission of Alex Whitworth and Peter Crozier. You can read the whole amazing journey on www.berrimilla.com.

Sitrep: 1730hrs 18 Mar 2005 UTC 51'41"S 057'49"W - Stanley

Well, says he, overdoing the understatement, we have just spent half an hour talking to Dr Leroy Chiao, Commander of the International Space Station. A very low tech slow speed operation in the charge of a couple of grizzled and smelly veterans down here, linked by similarities on the human scale to some very special technology moving a bit faster, and to a couple of courageous people right at the forefront of their fields and of scientific research. Probably one or the most interesting few minutes of my life. And, it seems, we will be able to try an experiment from the South Atlantic using our gigazillion candela spotlight to find out whether Leroy and Salizhan can see us. Cool. We have exchanged some photos and there will be more. I owe Leroy some video of a big albatross in full endurance trim - hard to get but I'll do my best. Thanks, Leroy, for your time and your interest.

And it was all made possible because Malcolm Robinson¹ took the initiative and sent an email to NASA after my mid-Pacific musings about isolation and being closer to the ISS crew than any other humans. Thanks Mal and you'd better get your Inshore ticket after that one!. (*He did - Ed.*)

Sitrep: 0500hrs 28 Mar 2005 UTC Map Ref 130

There's a wonderful institution around the bottom of S. America known as the Patagonian Cruise Net. I think I mentioned it several times in PH (pre Horn) updates when we were trying to establish contact with The Other Side. It operates on 8164 khz at 1200UTC every day and it is run by - it seems - any one of several boats that may be more or less central and can talk to others way down south in Antarctica, out in the Pacific and the South Atlantic and in the Chilean Channels. Very friendly and helpful, very talkative, with lots of trivia so one needs a bit of patience, essentially a daily link between all the boats within range and there are lots of them, of many nationalities.

Sitrep: 0228hrs 30 Mar 2005 UTC Map Ref 134

I've been in some pretty bad storms but I think that was the worst bashing so far and quite clench inducing. Went down to about 990hp, so well out from the centre, up to 50kts very early - we took all sail off sometime yesterday afternoon - then up to steady 65 - 70 and I saw lots of 80 with one at 86. Waves moderate to start with, earlier this morning they were as big as off Cape Horn, covered in flying foam and spray moving at the speed of the wind. When we went outside in the middle of the night to try to retrieve liferaft, no way we could look to windward. Really dangerous in the cockpit and clearly stupid to try to retrieve raft in those conditions so decided to leaved attached to winch for as long as it lasted. Not long - I think it may have been cause of next knockdown but lost fairly quickly - v heavy, full of water, big

¹ Joint webmaster of the 'Berrimilla' site

stabiliser waterbags under, so forlorn hope really. Loose painter got tangled with turbine towline, so have that inside to be untangled. Engine started first go - little darling - so battery now charging.

Sitrep: 2000hrs 31 Mar 2005 UTC Map Ref 140

Contrast - howling crashing storm to balmy warm sunny day, gentle 20 knot breeze, poled out headsail. Huge cleanup day - everything that moves out on deck, all the hatches open, drying and mending sails and clothes, finding summer clothes in the bearpit that is our stowage, massive protest movement from boot-ferals, now in considerable strength but out in the sunlight. Also spent some time removing damaged stanchion - we kept a few of the old ones, so when we next get that far down under the bunks, we can pull one out and replace it. We also lost a spinnaker turning block but that seems to be the sum total of the damage. Pretty lucky really. The liferaft pelican clip was open but with the locking slide in the closed position. A real mystery - I'd been checking it regularly and I'm certain it was properly closed. Lashing for the next one, although I hope it doesn't ever get to see the froth and bubble that destroyed the last one.

Sitrep: 1500hrs 12 Apr 2005 UTC Map Ref 163

A little diatribe. Ever since I've been sailing, I've been aware of the dangers of working on deck with bare feet and I've seen some nasty injuries. It was forbidden in the boats I grew up in, before and at Dartmouth. There are two reasons - wet waterlogged feet lose their grip before good deck shoes (perhaps those with prehensile toes will shout at me, but it's generally true) and wet soft skin and unprotected toes are especially vulnerable to cuts, splits and breaks. So what does Muggins do this morning - yup, a sail change with soft bare feet. Nice warm water, no probs.

Boat gyrating a bit, lost grip coming back into the cockpit and sliced open the side of my foot near the big toe on heaven knows what. Stupid stupid stupid. I think I was lucky - clean cut, flap still intact, lots of salt water to keep it clean, just this side of needing stitches. Steri strips won't stick and we have a surgical staple gun in the kit but no thanks! So to the next problem - what to do with it. Skin soft and waterlogged, no dressing will stick, bandages absorb water. Decided on a compromise - band aid along the length of the cut, big Primapore dressing over the top and the whole lot compressed by a couple of turns of duct tape all around the ball of the foot. Seems to be working and can put deck shoe over the top. Fingers crossed. Duct tape doesn't let air in, but the ends are open and will have to change daily.

Sitrep: 2245hrs 26 Apr 2005 UTC Map Ref 185

Everything that can ever be said about the night sky has been said somewhere. I have just spent a mesmerising hour on deck, about two hours after sunset, no moon to start with, but the whole of the Great Bear - all 7 stars - low on the northern

horizon, upside down of course and with the Southern Cross at about 30 degrees in the south. We were bisecting the line between them going east. Magic all on its own. Then the moon rose - huge, golden red, its deep burnish on the water on our starboard bow as if we are sailing along its edge into the light. Phosphorescence all around the boat. Bear and Cross fading as the moon rises but still visible. One of life's great rewards. WOOOHOOO! Worth a Consultation² even though we're absteeming.

Sitrep: 1600hrs 14 May 2005 UTC Map Ref 218

Would you believe that two experienced old farts can't tell the difference between The Glenfiddich and Lambs Navy Rum?? We have two brown plastic bottles with decanted libations of each but the labels have disintegrated.

Sitrep: 1445hrs 25 May 2005 UTC Map Ref 248

It's still foul and drizzly and dismal and claggy and we're not going very fast. Seems achievement is always to be leavened with adversity - have just tried to revert to main + poled out 4 + found big tear in poor old main - Pete now heroically out in the rain trying to sew it up - it's his watch - and I've just sent him a cup of tea with a bit of attitude to cheer him up. We have the race main if needed. The old one has been amazing - bought in 1993, it's done 8 x S2H³, 5 x LHI⁴ races and half way round the world - almost without hassle and it will get us home too



Sitrep: 1730hrs 02 Jun 2005 UTC Map Ref 277

This is England - balmy sunny evening after the front this afternoon. We're about to pass the Lizard into a 1+ knot tide so eta Falmouth entrance 2015. Then about 15 - 20 minutes to get in.

Copyright© – A Whitworth and P Crozier

² *Deep and meaningful thinking aided by the presence of well known brand of Irish stout*

³ *Sydney to Hobart*

⁴ *Lord Howe Island*

Going About

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

Arch Rock - D'Entrecasteaux Channel

The following is the Notice to Mariners that refers to the Arch Rock light, recently installed by MAST and funded from the Recreational Boating Fund. The idea was suggested by Keith Wells and submitted to MAST by the Club.

Notice No.:	M33-07
Valid From:	03/02/2007
Valid Until:	Perpetual
Notice:	Mariners are advised that the isolated danger daymark on Arch Rock has been removed indefinitely and a light has been installed.
Position:	43° 17.2566' S. 147° 10.8227' E. (WGS 84) Light Character: Fl 3 every 10 sec. White.

Call for data projector

The club no longer has access to the data projector it had been using for General Meetings. If you are able to make one available, please contact the Rear Commodore, Milton Cunningham

HMAS *Geranium* graffiti

Not all rock markings in the South West are Aboriginal - so the Aboriginal Heritage Office found during a recent survey for rock marks in Bathurst Harbour.

Their guide for the survey, Ranger Albert Thompson, showed them some interesting graffiti he'd found earlier, chiseled into hard sedimentary rock at the head of a remote bay.

It was a large arrow surmounted by a horizontal line, itself surmounted by letters and numbers reading "HMAS G 1922". "This rang a bell with Albert, who had seen something similar on charts he uses for navigating around the area," archaeologist Don Ranson said.



"Sure enough, in the acknowledgements on Albert's charts was the phrase: 'Surveyed by Lieutenant-Commander Kenneth Mackenzie, RN, HMAS Geranium, 1922'," Don continued.

Intrigued, Don contacted the archivist at the Australian Hydrographic Office (part of the Department of Defence), based in Wollongong, and received over the internet copies of the hand-drawn charts made during HMAS Geranium's survey. There on the chart, in the corner of the bay, in the officer's neat inked

handwriting were the words "Bench Mark" and in the corner of the chart a table of tides that were linked to that mark.

"This bench mark was fundamental to the accurate construction of the chart," Don noted. "It had been used to measure the movement of the tides during the survey party's stay in the Harbour. Over 300 transects of the Harbour were made by the Geraniums in their small boats, taking over 7000 soundings with line and lead weight. Each of the soundings had to be corrected to the state of the tide."

Also found during the Aboriginal heritage survey was a stone cairn. Aborigines make stone arrangements, and the team was intrigued by this one, but also suspicious as it was right on the end of the nautically named 'Noon Point'. There on the chart was the note that, in fact, it was built in 1922 to mark a survey station.



“It was one of over two dozen freestone and cement cairns set up by the seamen of the Geranium on the shores of Bathurst Harbour. Each formed a base for supporting a staff on which flew a flag. The surveyors took bearings from this chain of flags for each of their 7000 soundings in order to place those soundings accurately on the chart,” Don said.

“It was a massive job by those seamen, and one that goes unrecognised by many visitors to the Harbour.”

HMAS Geranium formed the nucleus of the RAN's newly created Hydrographic Branch in the 1920s, and was charged with clearing up inaccuracies in old explorers' charts and recording the rise and fall of Australia's tides in key locations. Long days in remote areas must have taken their toll on the crew. At one stage there was a mutiny as well as accusations of witchcraft being practised on board. The old mine sweeping sloop was scuttled off Sydney Harbour Heads in 1935 when it became obsolete.

*From the Department of Arts Tourism and Environment Newsletter
Photo: courtesy Chris Creese Sketch: Keith Wells*

Marine Electrician in Kettering

We have a new advertiser – always appreciated as it helps keep the subs down (as well as leaving the editor with less space to fill!). D'Entrecasteaux Marine Electrics are based at Kettering and the proprietor, Campbell Gregory, is an experienced twelve volt electrician. He recently rewired *Margaret Ellen*, so if you would like to see an example of his work before deciding to use him, contact Chris Palmer (0402 118 548 or editor@cyct.org.au)

Next General Meeting

All you ever wanted to know about liferafts - PLUS! the chance to use one.

As the Rear Commodore has mentioned in his report, the next General Meeting will be at Collegiate Pool and will cover many aspects of the purchase, maintenance and use of liferafts. This activity is being run by Barry Jones, who has sent the following information about the subjects he plans to cover on the night.

Please note the change in start time – 6.30pm.



1. WHY HAVE A LIFE RAFT?

2. WHICH LIFE RAFT?

Type?

Size? / Number of people it is required for.

Is it easy to stow and access on my craft?

What type of container is it in?

3. PURCHASING A LIFE RAFT

New?

Second-hand – pitfalls?

How much to pay?

Make / brand – are repairs and servicing easy?

4. HOW OFTEN FOR SERVICE?

Care and maintenance on the boat.

Container storage?

Costs involved?

5. WHAT SHOULD WE EXPECT TO FIND IN A LIFE RAFT?

First aid, medicines and drugs

6. WHEN DO I INSTRUCT CREW AND GUESTS IN ITS USE?

Suitably dressed volunteers (bathers to full wet weather gear) required for in and on the water activities

Easter Cruise – Maria Island

For CYCT members who are hoping to go on the Easter cruise and who do not have access to the internet, we reproduce below information taken from the MAST website concerning Denison Canal and Marion Narrows. The original is at

<http://www.mast.tas.gov.au/domino/mast/newweb.nsf/v-html/fsPublications>

GENERAL INFORMATION FOR TRANSITTING MARION NARROWS AND DENISON CANAL.

22 February 2007

CHARTLET OF MARION NARROWS

The attached chartlet of Marion Narrows provides depth information laid over Chart AUS169.

The chartlet is NOT FOR NAVIGATION PURPOSES and has been provided for guidance purposes only. Mariners are strongly recommended to use AUS169 when navigating this area. The depths on the chartlet are those measured on the date shown on the chartlet. Depths are in metres, referenced to Chart Datum using the Hobart Tide Tables. Conditions continually change at the Narrows and depths experienced may differ from the Chartlet.

CAUTION

Mariners are advised not to attempt to enter Blackman Bay through the Narrows in heavy north-easterly conditions. Only vessels with a shallow draft who have sought local knowledge should transit the Narrows. Navigate only at high tide and in daylight hours.

TIDAL STREAMS

The main stream of the flood tide runs into Blackman Bay - ie, in a north-easterly direction at the Denison Canal and a south-westerly direction at the Marion Bay Narrows. The reverse applies for an ebb tide.

Tide times can be calculated with reference to tide tables with the following adjustments:

Flood Stream commences 2 hours 27 minutes after low water at Hobart

Ebb Stream commences 2 hours 16 minutes after high water at Hobart

Remember to adjust for daylight saving time.

Mariners should remember that tide conditions may differ depending on factors such as barometric pressure, prevailing winds etc.

DENISON CANAL TRANSIT

It is recommended that contact is made with the Canal Superintendent one day prior to canal transit. The Superintendent can be contacted on:

Telephone: (03) 6253 5113

VHF Ch16 Call Sign "Denison Canal"

27MHz Radio: 27.880Mhz

RADIO LISTENING WATCH

Coast Radio Hobart maintains a listening watch in Southern Tasmania including Marion Narrows/Denison Canal from 0730 - 1930 daily on VHF Ch16 and HF 4125, 6215 and 8291 kHz. Weather sked times are 0745, 1345 and 1903. Weather is pre-announced on VHF Ch 16, 2182 kHz, 4125kHz, 6215kHz and is provided on VHF Ch 67, 68 and 2524kHz, 4146kHz and 6227kHz.

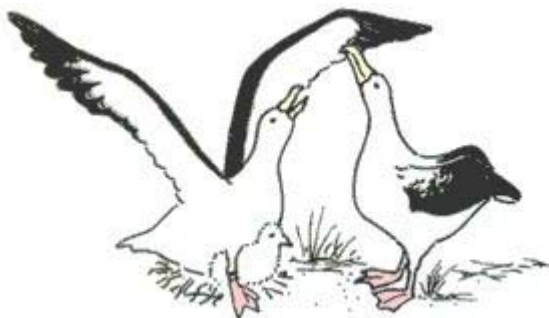
Note that Coast Radio Hobart does not provide Marion Narrows and Denison Canal transit advice.

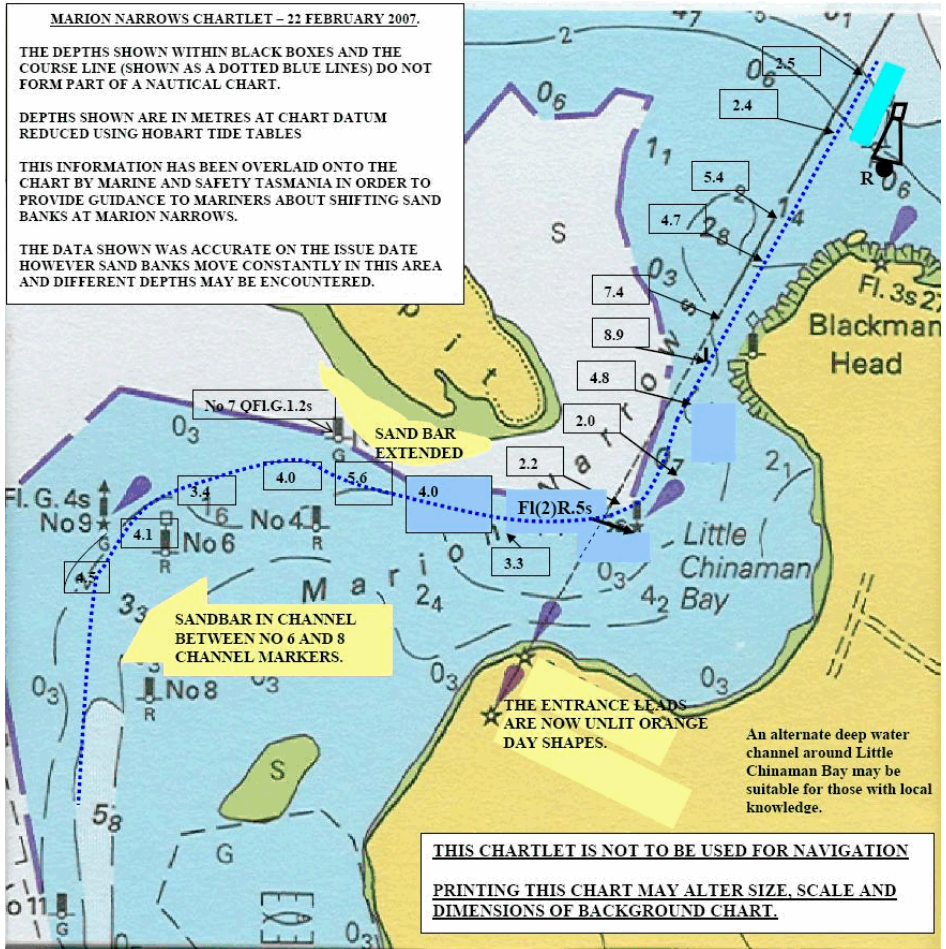
DENISON CANAL APPROACH CHANNELS.

The minimum depth at the Dunalley Bay approach channel to the canal was 1.5 metres measured relative to chart datum on 22 February 2007. The minimum depth at the Blackman Bay approach channel to the canal was 1.5 metre relative to chart datum on 22 February 2007. These measurements are based on Hobart tide tables and appropriate time adjustments.

DISCLAIMER

Notwithstanding any of the information displayed herein, which has been supplied in good faith, Marine *and* Safety Tasmania cannot be held responsible for errors or omissions this document may have inadvertently portrayed. Mariners should also check for Notices to Mariners.





Donald Sutherland Memorial Navigation Cruise

Saturday 12th May

This cruise is an important annual event for the club – and if you have not competed before you have missed out on a lot of fun. Leo Foley is organizing this

year's cruise - his 'reward' for winning last year's. He emailed the following information to the 'Albatross' after spending some time on the Channel preparing for the event.

'What a lovely day on the water today, preparing for the Navigation Cruise.

Sometimes I wish I had a more diabolical mind, but I just want to be 'mister nice guy' and set a course that gives all entrants a bit of fun on the water, and perhaps dust off just the top layer of their brain cells. In other words, join in!! Anyone can do it. And the more entrants, the better. Have a go.

For newer members, who mightn't be sure what is entailed, ask me! Give me a ring on 6228 6486.

I promise you a good day. So, keep Saturday, 12th May free, and I'll see you on the water.

And put your name down for the dinner in the evening, too. There may be a surprise or two! '

Your editor can vouch for the fact that spending large parts of the day not really knowing what he was doing did not get in the way of having a good time last year.

A cruise to Bull Bay is planned for the Sunday.

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

Calendar

Sat 24th March

Club cruise to Snake Island

Tue 3rd 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.

Fri 6th – Mon 9th April

Club Easter Cruise to Maria Island

Tue 1st May

General Meeting – DSS 8.00pm

Sat 12th May

Donald Sutherland Memorial Navigation Cruise

Sun 13th May

Bull Bay

Sat 26th – Sun 27th May

Cruise to The Quarries

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

www.cyct.org.au



Photo – Di Catchpole

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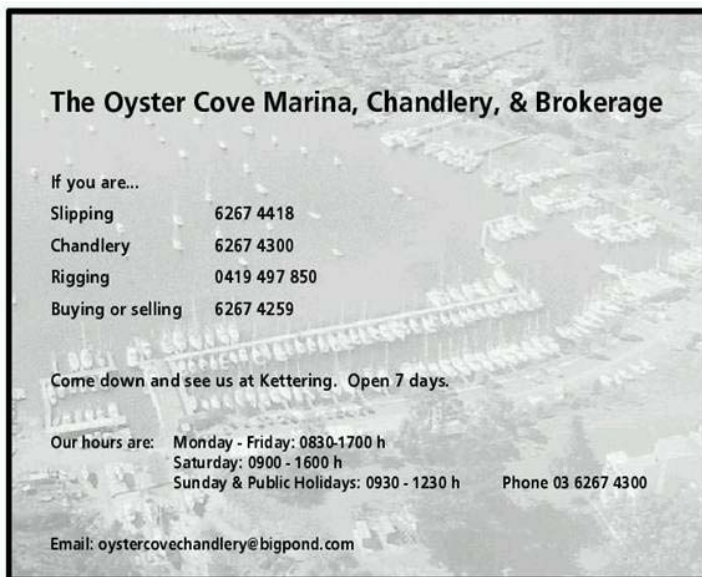
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Answers to Quick Quiz

1. It was set aboard an eastbound crossing of the liner *Ile de France*.
2. A piece of lead attached to a long line which is marked off in fathoms (or metres) and used to find the depth of water.
3. Hollow – so it could be filled with animal fat or wax which could pick up material from the sea bed, thus indicating the type of bottom.
4. Drink it. It is rum, and got that name from the belief that Nelson's body was preserved in a barrel of rum after the Battle of Trafalgar.
5. Round iron balls mounted on each side of a magnetic compass to correct the induced magnetism of a ship. Sometimes referred to as 'navigator's balls' (it says in the book here!)
6. Close it tightly.
7. Jacques-Yves Cousteau, in 1943, with Emile Gagnan.
8. Very large crude (oil) carrier.
9. One which reproduces in fresh water, but which journeys out to sea before returning to spawn. Salmon is an example.
10. 'A metal frame laid on the deck of a ship to help contain the bottom layer of a stack of cannon balls. In very cold weather it could shrink and the stack would collapse, leading to a well known phrase.

Minutes of General Meeting – 06-03-07

Minutes of the General Meeting of the Cruising Yacht Club of Tasmania held at the Derwent Sailing Squadron Tuesday 6 March 2007 at 8pm.

WELCOME

Commodore David Bryan welcomed members.

Moved Andrew Boon seconded Milton Cunningham that a minute's silence be held in memory of Derek Farrar.

A minute's silence was observed as a tribute to our past life-member Derek Farrar who died on 14 February 2007.

APOLOGIES:

Apologies were received from David Bevan, Pat and Roger Locke, Chris and Kevin Hussey, Joanne and Andrew Lees.

Members Ian and Judy Turnbull from Queensland who have been in Tasmania apologised for not being able to attend a meeting and passed on their regards to members.

GUESTS:

None

MINUTES:

Meeting of the Meeting held on 7th November 2006.

Amendments to the Minutes:

1. The headings for the Vice and Rear Commodores Reports be reversed.
2. Erica Johnson recorded as a Life Member.

It was moved by Leo Foley and seconded Milton Cunningham that the minutes of the 5th November General meeting are a correct record. **CARRIED**

Minutes of the Meeting held on the 5th December 2006.

Moved Milton Cunningham seconded Cheryl Price that the minutes of the general meeting held on 5 December be accepted as a correct record. **CARRIED**

BUSINESS ARISING:

None

CORRESPONDENCE:

Inward:

1. Notice of the Cygnet Regatta

Outward:

1. Letter of condolence to Rhonnie Farrar
2. Condolence notice to the Mercury re death of life-member Derek Farrar
3. Welcome to membership of the Club to Joanne, Andrew, Jules and Lillie Lees
4. Letter to National Trust re- Mariner's Cottage sign.

COMMODORE'S REPORT:

Presentation of a Club burgee and calendar of events to Andrew and Joanne Lees accepted on their behalf by Dennis Lees.

Derek Farrar's large burgee was flown at the Christmas Party and the Wooden Boat Festival. It is to be framed, a plaque added and displayed in the Mariner's Cottage.

Long-weekend coming is a gathering at Cygnet.

VICE COMMODORE REPORT:

The trip to the Spit was affected by the weather. Several boats lunched at Maryanne Bay and finally the group gathered at Alexanders Bay and BBQ was enjoyed at Lodge Bay.

"Clean-up" on Saturday and Sunday 3 & 4 March had boats collecting bags of rubbish around Quarantine Bay area.

Long weekend 10 –12 March is a cruise to Cygnet Regatta. For those who wish to compete: Friday – race from Hobart to Kettering. Saturday – Kettering to Cygnet. No Sail past on Sunday. Spit roast on Saturday night.

March 24 - Snake Island.

Easter Maria Island cruise subject to right weather conditions. Transit the Denison Canal from midday onwards – variation of high and low tides is small on Friday and Monday.

REAR COMMODORE:

April 3 is the next General Meeting at Collegiate School Pool for demonstration of and participation in life raft procedure. Note the early start at 6.30 pm.

GENERAL BUSINESS:**1. "ALBATROSS" PRINTING:**

First printing with the new printer went smoothly. Because of Uni priority it was 4 to 5 days before it was printed.

E-mailing of the magazine is available and would be cheaper saving copies and postage. This will be optional and members will need to state a preference.

Congratulations to Chris Palmer on his first edition.

2. "WATERWAYS"

The revised edition is at the printers.

GUEST SPEAKERS:

Milton Cunningham introduced Hans van Tuil who spoke on his lengthy connection with boats and his interesting experiences in repairing and fitting out a variety of craft. (Details elsewhere in the magazine.)

Steve and Dorothy Darden were introduced and entertained the members with highlights of their trip from Tasmania to Alaska. They are looking forward to returning their catamaran back to Tasmania where it belongs!

The meeting closed at 10 pm.

Margaret Jones - Secretary

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