



Albatross

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Late Autumn Afternoon at The Quarries

***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

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 (dec) Erika Johnson

Ken Newham Doris Newham

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

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Editorial



Winter. Not usually the best time for getting out on the water, but once in a while a sunny day comes along and the urge to cast off becomes irresistible. Today is not one of those days. Sitting in my office (christened 'The Procrastinatorium' by those who know me well) overlooking Oyster Cove, Bruny Island regularly disappears behind squalls of rain and low cloud. There certainly won't be much activity on *Margaret Ellen* for a while unless we get a heater installed. Those of you considering a solid fuel heater in your boat should read Andrew Boon's article on his experiences with a carbon

monoxide monitor and a solid fuel stove on page 18.

In this issue of 'Albatross' we have the second part of Erika Johnson's most interesting article on the Tasman Island light. And from an old (but still vital) form of navigation assistance we go to a modern one, with an article on GPS systems. Many of us have these on our boats, and we have a rough idea how they work, but this article explains some of the aspects that perhaps we did not fully appreciate.

We also have the first of a two-part article kindly submitted by Phil Hebblethwaite and Helen Stewart covering their trip north from Brisbane. Members will recall that we read about their trip from Hobart to Sydney and Brisbane in earlier editions of this newsletter.

For those Members who were not able to attend the June General Meeting we have included part of the presentation from Huon Aquaculture concerning their planned changes to lease locations and sizes in the lower Channel. We hope to be able to make the whole presentation available on the Club website shortly. And for those Members who took part in the Navigation Cruise and were frustrated by some of the questions, Leo Foley has provided both questions and answers – see page 31. For those who could not make the Cruise, see how well you would have done!

Lastly, my continuing plea for material. Many Members have told me that the articles they enjoy most are those written by other Members, so please, think about putting pen to paper or firing up the word processor and cranking out a page or so on your exploits. Don't forget – it could win you the Editor's Prize of a bottle of port!

Chris Palmer
editor@cyct.org.au

Commodore's Report



As I sit down to write this report we have been having some extremely cold weather - snow falling and settling today and freezing over and some extreme frosty mornings such as that icing over the bus windows as I tried to drive the school bus down the road yesterday. Days hardly getting above 6 degrees Centigrade. What a contrast to the fabulous weather we experienced in Queensland when visiting our son and family a couple of weeks ago. Warm toasty fires blazing has been the answer and plenty of wood in the barrow.

The long weekend cruise was well attended considering the cold weather and the change of cruise destination from Norfolk Bay to Rabbit Island, Dover. It was a good time to try out our new heater which did not stop until we were well on the

way home on the Monday morning. We had a few teething problems with the heater but I am sure these can be overcome quickly. A good time was had by all in a relaxed atmosphere around the BBQ on Sunday for lunch.

A mutual decision was made to make our way back up the Channel. We went to Aitkins Point arriving just as the front went through. It had largely cleared as we dropped anchor. Other boats decided to make for the Quarries.

The presentation by Huon Aquaculture on their proposed lease expansion south of the Zuidpool Light would see a doubling of this lease in size. This will have an impact especially on a sailing boat having to tack up or down the Channel. Will this be the end of their expansion or the thin end of the wedge?? I wonder if the other salmon companies with leases in this area are also planning to extend. Can we trust the DPIW to have a good balance between development for commercial businesses and that for the recreational benefit for all who use this beautiful waterway, locally and internationally. I am interested to hear your views on this.

I'd like to thank Eddie Wilson for his excellent presentation on the maintenance of diesel systems on boats. We each have varying levels of experience and each have our own questions to ask - perhaps we could ask him to come again another evening just to answer these questions.

We do need a member of the CYCT to take on the role of Treasurer as soon as possible. If you think you can help out, please contact a committee member.

Our annual dinner is fast approaching - Milton is organising this. Please keep August the 11th free and support this function. We always have a great night and this is plenty of advance notice.

The Committee is organising the new members' night and this will be on July 13 at the Mariner's Cottage. We look forward to welcoming the new members as a group to our club.

Thank you to Helen and Phil and John and Sue Cerutty and others for keeping us all informed of your travels - it has made for interesting reading on these cold winter nights. These stories really add something special to reading our magazine.

Yours in safe boating,

David Bryan AFSM

Vice Commodore's Report



Now that the cooler weather has taken over from our extended summer, thoughts turn to topics such as pilot houses, cabin heaters and Queensland. But we continue to get out on the water and enjoy the fellowship of cruising in company.

The Quarries (May 26/27)

I was not able to go to The Quarries so I convinced the Editor on *Margaret Ellen* to stand in. Unfortunately, no one else had the trip in their diary and *Margaret Ellen* was on her own. The Quarries are worth exploring, especially if you haven't seen them before. I'll put this location on the Cruising Program again.

June long weekend (9th – 11th June)

This trip was originally scheduled for Norfolk Bay but the consensus on Saturday morning was that, if the forecast conditions for Monday eventuated, we would have an uncomfortable trip back into a brisk, cold southerly. *Reflections* has an open cockpit and I think I'm beyond the masochistic phase, so I was happy with the majority verdict. We initially headed for Simpsons Point then re-directed to Rabbit Island, near Dover. *Reflections* and *Talisman II* rafted up for a bit of diesel engine maintenance just south of Arch Rock, so we were a bit late getting there. *Future Days*, *Freelance*, *Irish Mist*, *Kocomo*, *Reflections*, *Talisman II* and *Windrush* spent a very calm night at anchor, interrupted only by the sound of carbon monoxide alarms sounding on board *Reflections* and *Windrush* (more about that elsewhere). Sunday lunch was an enjoyable BBQ on Rabbit Island, after which the fleet headed for The Quarries.

During the trip from Dover to The Quarries there is a slight diversion needed to avoid the southern corner of the Huon Aquaculture fish farm. This diversion will be greater if the expansion plans proceed, although the total increase in distance traveled on this particular route will not be great (provided you alter course well before reaching the fish farm, of course). On this day, it started raining about 20 minutes before anchoring, reminding me once again that one should put one's wet weather trousers on early: there's no time to do it once the squall is upon you. We didn't go ashore at The Quarries. Monday for us was a trip straight through to Hobart.

Andromeda missed the radio calls on Saturday morning and was at the Iron Pot before being made aware of the change of plans. She and *Asterix* were planning to meet up and spend Saturday night in Missionary Bay. On Monday, some of the fleet had lunch at Little Peppermint Bay on what turned out to be quite a mild day. I heard *Andromeda*, *Decisions*, *Irish Mist*, *Kocomo* and *Windrush* heading there.

All in all, a most enjoyable weekend.

Apollo Bay, Sat 23rd June

This is a day trip, to charge the batteries.

Anniversary Dinner, August 11th

It has been our custom for many years to bring Club boats into Constitution Dock for the night of the Anniversary Dinner and attend a dinner venue within walking distance of the Dock. In past years, the Marine Board / Hobart Ports Corporation / TasPorts have sponsored us by waiving the berthing fees for the night. I approached TasPorts regarding this year's Dinner and they declined to support us, as they have also declined similar requests from other organizations. As a result, it has been decided to hold the Dinner at the DSS. Andrew Davison (DSS GM) will arrange with the bosun to keep a couple of berths free on the jetty so that CYCT boats can tie up alongside for members who want to arrive in style.

July and August

There are no cruises planned for July or August.

September

September 9 is a day trip to the Duck Pond and Rabbit Island is the destination for the weekend of 22/23 September – although I may change this to try for The Quarries again.

Andrew Boon

Rear Commodore's Report

**5 June 2007 – Junior Members Meeting**

Five junior members attended a training session held in the training room of the DSS at 6 pm. A number of activities were undertaken with those members participating to their respective levels of understanding. I was very impressed with their level of knowledge relating to seamanship and I hope that the club will continue to assist in the development of junior members.

5 June 2007 – General Meeting

At the general meeting held at the DSS, members attending were provided with an overview of Huon Aquaculture's proposed development program and the likely impact of that business's operations in the southern channel area. It was good to

have this group come and explain to club members what they are proposing by way of changes to - and increases in – the size of marine farm leases. They also invited club members to an open day that was held on the following weekend.

The guest speaker for the evening was Eddy Wilson who gave an insight into diesel maintenance and provided members with a very useful handout. He had quite a number of different diesel fuel system components on hand to enable people to see first hand the issues that he was explaining. I personally found the talk enlightening and now understand that some of the problems that I have experienced are most likely due to the changeover from diesel fuel to distillate. Thanks Eddy for a well presented and informative session.

3 July 2007 – General Meeting

Peter Hopkins from MAST is our guest speaker for the July general meeting to be held at the DSS at 8 pm. Peter will speak to the club members about the MAST mooring policy, the recreational boating fund and other MAST activities that are of interest to members.

11 August 2007 - Annual Dinner

The CYCT Annual Dinner is to be held at the DSS. Please include it in your calendar of events. The Vice Commodore will provide details relating to the cruising side of the activity, and cost and other practical details will be announced at the July General Meeting and published in the next issue of 'Albatross'.

Milton Cunningham



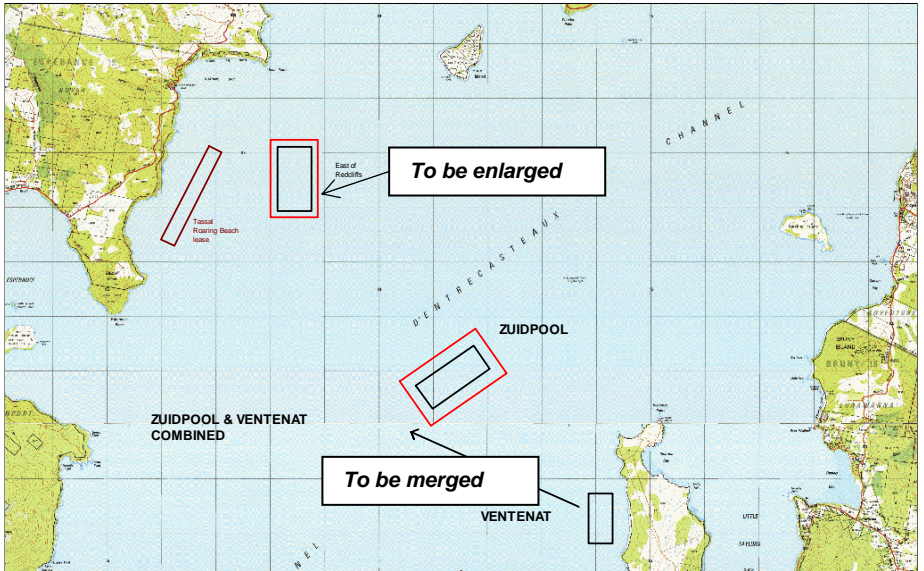
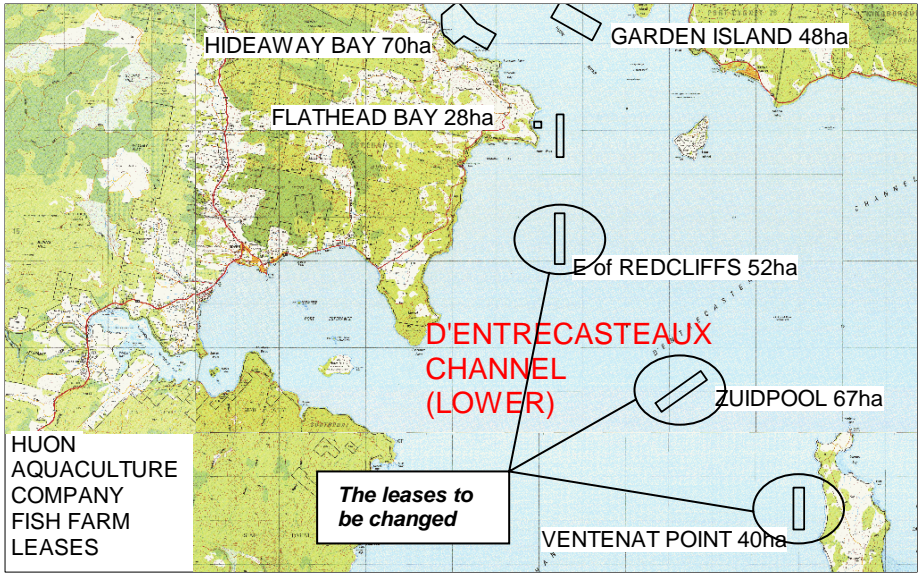
Huon Aquaculture Presentation

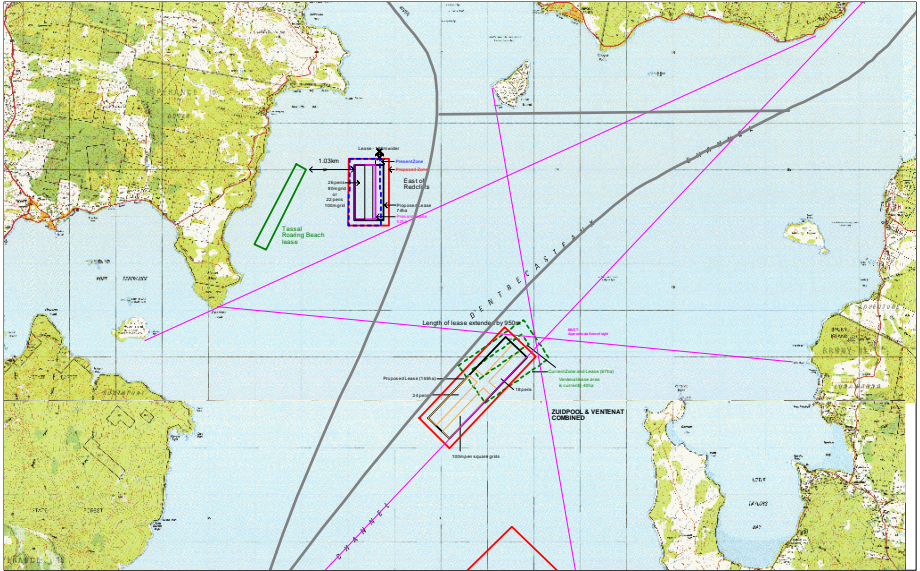


On Tuesday 5th June Huon Aquaculture made a presentation to CYCT members concerning a proposed amalgamation and enlarging of leases held by the company in the lower Channel area. The following slides formed part of their presentation and show the location of current and proposed leases. A slide showing the physical arrangement of the pens is also included. We hope to be able to make the whole slide show available on the Club website in the near future.

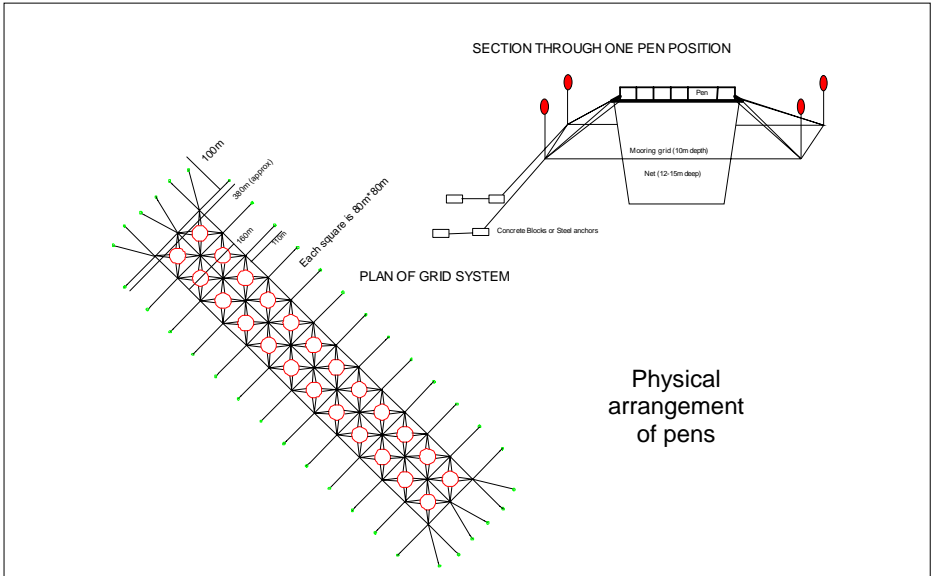
	Lease		
	Ventenat	Zuidpool	Redcliffs (Roaring)
Current size (ha)	25 (40)	67	56
Area available for stocking (ha)	25	33.5	28
Huon Aquaculture proposed variation to stocking area (ha)	50	67	56
Actual Lease Area including following (ha)	155		74

Proposed changes to areas of leases





Result of proposed changes



Reviving Tasman Island

Erika Johnson

Part 2 - A Friends of Tasman Island (FoTI) Initiative

The lighthouse still stands tall and proud, above sheer dolerite cliffs, sending out its signature flash every 7.5 seconds. However, the other light station buildings have taken on an abandoned air, with time and the elements taking their toll.



The oil store is sorely in need of repairs

That was until the advent of The Friends of Tasman Island (FoTI)

In 2002 a group of locals, together with Parks and Wildlife officers, spent 10 days doing remedial work on the island. Then, after a visit to the island sponsored by Rotary in 2005, a group of like-minded people formed a cohesive group with the aim of bringing Tasman Island and its light station back to life.¹

The first FoTI working bee was held to coincide with the centenary of the lighthouse in April 2006. During a week on the island a start was made on the ongoing process of restoring the island and its heritage buildings to their former glory.

During the following twelve months there was a flurry of fundraising with the main money-spinner being the Tasman Island Calendar featuring photographs by both professional and FoTI photographers. Thanks to major sponsors Cascade Brewery and Federal Hotels this proved so successful that the group soon had funds in hand to enable them to plan several more working bees. The first of these was arranged to culminate with a Rotary Open Day on Saturday March 24th 2007.

A week before the Open Day, CYCT members Erika Johnson, Alan Johnson & Chris Creese joined five other members of FoTI for a week on Tasman Island.

¹ Tasmania's own Alcatraz, *Erika Johnson, Albatross Vol 31 No. 8, September 2005*

With us was Parks officer Phil Wicks who was just as keen as we were to see the island restored to life.

Despite the Weather Bureau's strong wind warning, the pilot from Helicopter Resources flew the first of our group out to the island from Cambridge. The rest were picked up from Safety Cove, followed by a fish bag full of tools and materials slung beneath the helicopter.



Working on Quarters 3: FoTI members Shirley Baker, Phil Wicks, Alan Johnson & Mike Emery

Tasman Island's strong winds are well known but they were forgotten as we gazed at the spectacular views. Around us a stark, almost treeless, landscape with cliffs dropping abruptly down to the sea with the outline of Cape Pillar and The Blade away to the west and above all, the majestic white steel tower of the Tasman Island Light.

It was the sight of the crumbling ruins of the oil store and the dilapidated appearance of the three

houses which reminded us of why we were there.

Despite its weathered exterior, Quarters 3 was the most habitable of the three houses with a functioning kitchen, bathroom and toilet. Some of our group found comfortable bedrooms with views over the island. Carol Jackson and Dee Webb, known as the Lighthouse Kids, had fond memories of their childhood on the island and elected to stay in their old home at Quarters 1.

None of us would go hungry, it seemed, after box after box of food disappeared into the pantry and before long we were all hard at work. However, before any outside work could start, many fragments of asbestos



Boys will be boys! Chris Creese tries to start the ancient tractor!

sheeting, blown hither and thither by the wind, had to be removed from the long grass. Two members of the group, looking rather like space men in their white protective suits, stowed the asbestos securely in plastic bags to be stored prior to removal from the island. Then, the job of cutting the long grass could begin.

Clearing the matted grass from around each building and creating tracks between the buildings and haulage was a daunting task and the droning of brushcutters filled the air. Huge piles of grass were raked up and removed and overhanging bushes pruned back. A long-lost set of steps built by light keeper John Cook about 40 years ago were uncovered below Quarters 2.

The old oil store, adjacent to the lighthouse, was still in use as a store shed. However, it was no longer weatherproof and pieces of rusting corrugated iron could be seen flapping in the breeze. The walls, too, were showing signs of movement and restoration work was urgently needed. In preparation for re-roofing at the next working bee the building was stabilised by inserting tie-down rods from the rafters to the foundations.

There seemed to be people everywhere. With one job done, it was on to the next. Down at Quarters 1 Phil and Chris, encumbered by anti-asbestos safety gear and shackled to a strong-point, spent a morning fixing some roof leaks. Carol and Dee were hard at work washing years of grime from walls and stripping fragments of



Hello! - Alan tries the phone down on the haulage platform

ancient lino to reveal the superb laid wooden floor underneath. Clearing the garden was another huge task with an ancient Hebe invading the front verandah. Finally, their mother's red flowering fuchsia had pride of place and the front path was given a coat of its original lighthouse-red paint.

Many of the team were hard at work in and around Quarters 3. Alan had the job of salvaging small panes of glass to replace those missing in the front verandah. Each pane was a different size, typical of older buildings, but after some persistence the job was completed. He then went on to strengthen the wall against any further damage from Tasman Island's strong winds. Scraping and painting continued for some days but by the end of the week the outside woodwork looked smart in several coats of white paint. There was plenty to do inside too, walls were washed, floors cleaned, plumbing fixed – the list could go on and on ...

We were lucky that the weather was mostly fine and hot – ideal for getting work done. However, it was not all work and no play. Together with 'locals' Carol and Dee, we were keen to see more of Tasman Island. However, it was not easy to walk through 30 years of regrowth! Where there were once open grassy slopes there are now thickets of correa, native hop bush, mountain pepperberry, tea tree and prickly wattle and dense groves of casuarinas and banksias. One afternoon we made our way towards The Monkeys. Here a labyrinth of cliffs, grassy ledges and huge tumbled rocks drop straight down to the sea near Snobbys Rock. On the western side of the island we explored the island's original access known as the

ZigZag track. We felt sorry for the poor horse which had had to haul supplies up the steep, almost precipitous, slopes of poa grass. The track had all but disappeared but close to the water's edge the seals and penguins obviously still make good use of it.

Part of the island is pock-marked with "sink holes". We walked cautiously. Some were small enough to be concealed in the tall grass but others were huge chasms, extending for several hundred metres. Peering down into their depths reminded us of Conan Doyle's 'lost world' and one could be forgiven for thinking that it was a scene from Jurassic Park. One has even been utilised as the island tip!



Erika treads carefully on top of the cliffs overlooking The Monkeys

Cirrus was appearing over to the west – our spell of fine weather was on the wane. However, Thursday was forecast to be hot northerlies so we got an early start to visit The Haulage. The shadows were still long as we walked along the main track to where the engine shed now lay, collapsed in a heap. Heading down the track we followed the trail of rails and cable rollers through the thick scrub. Sometimes we found a handrail still standing and we were able to scramble hand over hand down the steep track. Breaking out into the open we could see, far below, the haulage platform and Anchor Rock. Tetragonia creeper lay thick on the ground making a foothold easier, or alternatively, a good base for slithering down on our bottoms! Near the platform the track became elevated and we had to use all four limbs to clamber from sleeper to sleeper before we at last stood on the deck. The remains of the original steam crane which collapsed in 1927, killing one man and injuring another, lay on rocks beside the deck and the wire from the flying fox still spanned the gap between the platform and Anchor Rock. How much longer, we wondered? Climbing back up the track seemed much easier. At the top we still had enough energy to clear years of growth from the rails and extricate one of the trolleys from where it had lain in the bush.

It was already Friday 23rd. – our 2nd last day. A thick layer of cloud covered the sky as a team from the Australian Maritime Safety Authority arrived to check the lighthouse prior to the next day's Rotary Open Day. We were invited to have a quick look inside the tower. Quick was the operative word – we only had 20 minutes before they were due to leave. Our voices echoed as we exclaimed at the huge chamber at the base of the tower, almost empty except for a battery bank over at one side. Our feet clanked on the steel steps as we climbed upwards, pausing for a few moments to rest at each level before finally reaching the top just below the tiny lantern room, the original of which is now displayed in the Sydney Maritime Museum. Out on the balcony the wind seemed to have doubled in

strength, our hair flying as our voices were whipped away. Just time for a few photos before the lighthouse door clanged shut till tomorrow.



The Tasman Island Light station, perched above steep cliffs

Saturday 24th – Rotary’s Open Day – dawned cold, wet and windy – Tasman Island’s weather was back to its usual form. Would they come we wondered? However, by 8.15am the first helicopter was hovering overhead, yawing from side to side in the updrafts as it descended. All too soon we

were bundled into our seats and were off, back to Safety Cove and reality.

FoTI, in conjunction with the Friends of Maatsuyker Island (FoMI) are currently working on another calendar – this time featuring Maatsuyker Island. This should be on sale later this year. Watch this space!

Meridian Leaves Brisbane

Phil Hebblethwaite & Helen Stewart

Part One

The last weeks of our time in Brisbane flew by as we finished up at our respective workplaces and said goodbye to friends and family. It was on the morning of Sunday 1 April that we left our B7 mooring in the Brisbane River, pulling our mooring lines aboard in a smoothly practiced manner and, on the slack tide, motored easily away from the fore-and-aft piles that have been our home for the past nine months. In fact, I think I was still coming back from the supermarket and Phil did the pulling and motoring as I pulled grocery bags out of the taxi and onto the dock, ready for loading aboard in a smoothly practiced manner. So with food, water, fuel and the odd bottle of wine all stowed neatly, we resumed our journey north to sail the seven seas.

The 20—25kn SE winds forecast for Moreton Bay were said to be easing and we toyed briefly with the idea of continuing across Moreton Bay to Tangalooma on Moreton Island. However, the lure of a relaxing afternoon at anchor at Clara Rock proved too tempting and we anchored in the river, just before the bay and comfortably out of the shipping channel. There is a fair bit of shipping activity at Brisbane's Fisherman Islands wharves, they are one of the busiest in Australia and



it's common to have huge container ships steaming past. A ship was being loaded by the fertiliser factory a couple of hundred metres upwind from us. Fortunately the job was finished sometime in the night and the ship departed before we were completely overwhelmed by the pungency of their cargo.

Monday morning saw the SE winds at 15—20kn and the seas at 0.7m, which would make for a comfortable crossing of shallow Moreton Bay. As we lingered over a second

cup of tea and finished reading the weekend's papers, we had the local ABC radio station playing in the background. Along with the day's regular news we heard, to our concern, a tsunami alert for the East Coast of Australia from Cooktown to Spring Bay in Tasmania. An earthquake in the Solomon Islands had generated the tsunami and it was expected to be heading our way. So much for the reassurances I'd given colleagues at work the previous Friday when they asked about tsunamis and pirates as I was packing up ready to leave. We hadn't even had a chance to get to sea and the earthquake gods were reaching out to find us. The warning came at approximately 0830 and included advice that if the tsunami reached Australia, Cooktown would be affected at 0900, Cairns at 0930 and Brisbane by 1000. We listened to the local VMRs and the Port Authority on the VHF to learn more but there wasn't much radio traffic on the subject apart from the two prawn fishermen who shared their colourful opinions (all on VHF16) of the best pub to spend the tsunami in.

We resolved that if Cooktown were not affected we'd head into Moreton Bay but if it were we would proceed back up the Brisbane River quickly. This may sound counter-productive but Moreton Bay is very shallow in parts and the shipping lanes narrow and we thought that five or six miles between us and the coast would be

preferable to being caught in an emptying Moreton Bay with numerous other vessels of all sizes. I later heard that the wonderful people with whom I had worked at Department of Child Safety (and reassured that we'd be at sea if tsunamis struck) fully expected to see 'Meridian' come surfing back up the river on the crest of a wave high enough to merge with the traffic lanes of the Story Bridge. Glad they were wrong!



Cooktown's deadline came and went and we heard that there had been serious damage caused to communities in the Solomons but the East Coast of Australia had not been affected. So we weighed anchor and left the river bound for Moreton Island. The south-easterly weather had cooled the water and we weren't tempted to go for a swim at Tangalooma that afternoon. Tuesday morning saw us leave early and enjoy the northern part of Moreton Bay as we'd only seen this part of the coast

in the dark before.

We had a pleasant motor-sail in the gentle breeze and the self-steering (aka 'Nelson') worked quite well considering its bent rudder shaft. The shaft is on the list of jobs to be done in Mooloolaba.

We got to Mooloolaba mid-afternoon and happily put the pick down in the river. We didn't have to move until early Thursday morning and the next few tides looked like we would stay just off the bottom even in this shallow spot. We took the dinghy up to Lawrie's boat yard to check out the approaches for Thursday's trip and had a tour around the anchorage as well. On Wednesday my middle son Mark came to dinner and we caught up with his news.

Bright and early on Thursday we headed up the canal and got into position for the travelift to take us up onto dry land. It was 25 months since *Meridian's* bottom had last seen the light of day and naturally we were curious about what dwelt below the waterline. The truth was soon revealed – we had a serious case of barnacles – and it was no wonder we were sluggish. Phil started with the high-pressure water spray and the travelift operator reappeared with a garden spade. Abandoning the paint scraper I got to work with the spade and 30 filthy minutes later the freeloaders were neatly dispensed with. We were located in a screened pen in a cradle with ladder and props and this was our home for the next week.

Mark had kindly lent us a vehicle – a bright yellow HQ ute. When I was picking it he said he wasn't sure whether I'd be able to drive it because it had a three-speed column shift. Oh, the youth of today – I told him that I'd learnt to drive in an FB ute, and that had a three-speed column shift, with no synchro in first what's more. So off I set in the yellow peril to shop for the growing list of things we needed while Phil ground, sanded and painted. I gradually made friends with the ute and we replaced tired and rusty anchor chain with a longer length of shiny new chain, repaired the self-steering, maintained the rudder shaft seal, had a new solar panel structure built and fitted it and installed a new



mainsheet winch (one of the three sheet winches we are replacing) among other things. A week later we came off the travelift and slid out into the channel feeling the slipperiness of our clean, debarnacled hull.

Our remaining three weeks in Mooloolaba passed quickly. Our anchorage in the Mooloolah River was just a short distance from The Wharf and the restaurant strip – certainly a good place to be. Mark and I both had our birthdays while we were there and it was wonderful to have all my children about – Ian even came down from Airlie one weekend. We finished our long list of jobs, caught up with cruising friends also on the move and said goodbye to family – Phil's brother David and sister-in-law Peggy are building a gorgeous house at Maleny. I flew down to Launceston to see Mum.

Finally we stowed two supermarket trolleys of groceries and pulled the dinghy on board. We left the river just after dark, heading north for the notorious Wide Bay Bar – gateway to the Great Sandy Strait. Our trip north was slow with a sloppy 1.5 metre sea but there was a bright moon later in the evening, which always adds cheer to a night passage. This part of the coast is dotted with town lights till you pass Noosa so you can mark your progress by the land. We timed our arrival at the beginning of the bar crossing with a slack tide and clear weather with the 10 knot north-easterly breeze. The leads lined up and we covered the course uneventfully, just the way it should be.

Three hours later we were at anchor at Fig Tree Creek, just south of Garrys Anchorage enjoying a peaceful afternoon and evening!

Carbon Monoxide Wake-Up Call

Andrew Boon

Keith Wells recently researched the availability of carbon monoxide (CO) alarm units suitable for installation on *Windrush*. He selected the SF350EN, a battery-powered unit supplied by British company SF Detection and designed for installation in domestic environments. Keith ordered one and was sent two, by mistake, so I now have the second unit installed on *Reflections*.

Keith and I both have a solid fuel stove (like a mini 'Weber') which we have used as a cabin heater. To quote from the user manual: *"It can be used to heat small spaces such as a tent, caravan or motor home. It is essential to have a window or vent open to ensure a healthy supply of fresh air when heating."*

Prior to the long weekend cruise, I had assumed that the normal cabin ventilation on *Reflections* would be adequate for using the heater in the cabin. In cold weather mode, ie with both washboards in place, we have two 60 mm vents with forward-facing cowls over doraide boxes, a 100 mm mushroom vent over the galley and two 100 mm ports aft. There is also a vent in the heads and a small one in the upper washboard. I've never had a moisture problem below decks.

I installed the CO alarm on one of the ceiling beams in the saloon, in accordance with the manufacturer's instructions. About 25 minutes after lighting the heater, the alarm went off. It's very loud in the confines of the cabin! By pressing the 'test' button, you can silence the audible alarm for 5 minutes. If after 5 minutes, the CO level is still above the detection threshold, you can't silence it again. If the initial CO level is above a higher threshold, you can't silence it even once.

The first time it happened, I took out the upper washboard and opened the forward hatch (about 10 mm gap). The alarm sounded again in 5 minutes; moving the heater into the cockpit didn't clear the alarm so after a few minutes I put the alarm on the foredeck (which is when everyone else in the anchorage heard it). It stopped after a minute or so.

With the forward hatch open (150 mm or so at the front) and both washboards out (on this quiet night), the heater was replaced in the saloon. The alarm took about 5 minutes to go off again. I moved the alarm unit from the ceiling to the table top in case the warm CO was 'pooling' under the ceiling – little difference. Even with the alarm unit in the V-berth and the heater in the saloon (hatch and washboards still open), the alarm went off.

All of which is a little concerning to me. Looking at the specifications of the CO detector, I estimate that we had greater than 100 parts per million (ppm) in the cabin, but less than 350 ppm (at which level you can't silence the audible alarm for 5 minutes). The quoted effects of CO at 200 ppm are "slight headaches, tiredness,

dizziness, nausea after 2-3 hours". At higher CO levels, the effects get progressively worse, culminating in "death within 10-15 minutes" at 6400 ppm.

A 'healthy supply of fresh air' involves more than just open vents on a quiet night at anchor.

The CO alarm did not go off with the cabin in cold-weather mode with a methylated spirits heater burning for over 2 hours. Nor has it ever gone off with our kerosene stove operating. If anyone is interested in trialling the CO detector, please contact me to arrange a loan. For more information about CO and the alarm unit, see www.sfdetection.com and look under Products / CO Alarms, also Marine Safety / Carbon Monoxide.

<p>For Sale: Solid fuel oven / BBQ suitable for baking, smoking and barbequing out of doors. Includes barbeque plate (optional extra) and half a bag of Heat Beads. Very good order, has had little use. Half price at \$100. Contact Andrew Boon (6228 5807 or 0400 651 532).</p>

The Global Positioning System (GPS)

This article is reproduced (with permission) from the Canadian Coast Guard website. The original can be found at www.ccg-gcc.gc.ca/atn-ahn/pubs/primer/main_e.htm

The Global Positioning System, or GPS, is a space-based radionavigation system which permits users with suitable receivers, on land, sea or in the air, to establish their position, speed and time at any time of the day or night, in any weather conditions. The system provides a level of accuracy equal to or better than any other radionavigation system available today.

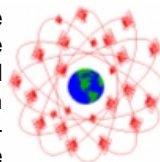
GPS was developed, and is operated and maintained, by the United States Department of Defense. Although originally intended for use by the US military, a Presidential Decision Directive of March 28, 1996, concluded with the following statement:

"We will continue to provide the GPS Standard Positioning Service for peaceful civil, commercial and scientific use on a continuous, worldwide basis, free of direct user fees."

The Global Positioning System can be described in terms of its three elements: the space segment, the control segment and the user segment.

Space Segment

This consists of 24 operational satellites in six circular orbits, 10,900 nautical miles above the earth. Of the 24 satellites, 21 are navigational Space Vehicles (SVs) and 3 are active spares. The orbits are inclined at 55° to the plane of the equator and the orbital period is approximately 12 hours. This pattern allows a receiver on or above the earth to receive signals from five to eight SVs, 24 hours a day. The satellites continuously transmit position and time data which is received and processed by GPS receivers to determine the user's three-dimensional position (latitude, longitude, altitude), velocity and time.



The Control Segment

This consists of a master control station in Colorado Springs, with five monitor stations and three ground antennas located around the world. The monitor stations track all GPS satellites in view and collect information from the satellite broadcasts. These remote stations are capable of tracking and monitoring the position of each GPS satellite.

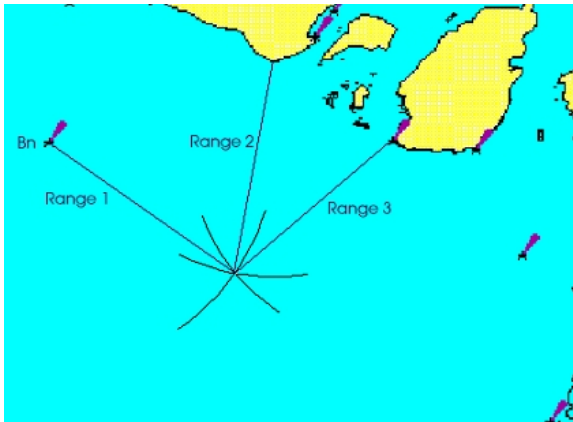
The monitor stations transmit the information collected from the satellites to the master control station, which then computes very precise satellite orbits. This information is then formatted into updated navigation messages for each satellite. The updated information is then uplinked to each satellite via the ground antennas. The ground antennas are also used to transmit and receive satellite control and monitoring signals.

The User Segment

This consists of the receivers, processors and antennas that allow operators at sea, on land and in the air, to receive the transmissions from the GPS satellites and compute their precise position, altitude, velocity and time.

How it Works

On a vessel fitted with radar, the navigator can obtain an accurate position by measuring the distance to three prominent charted objects. If three circles are then drawn on the chart, each having a radius equal to the measured distance off the object, the position of the vessel is at the intersection of the three circles.

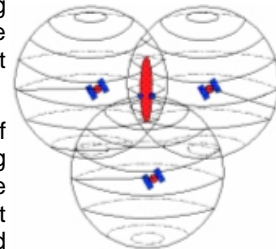


The distance to the three objects is found by measuring the time taken for a radar pulse to travel from the vessel to the object and back again to the vessel. If the speed of transmission of the radar pulse is known, this time can be converted to distance, and the distance to the radar target is half the distance traveled by the radar pulse.

The GPS system enables the navigator to fix his/her position in a manner that has similarities to that described for radar. In the GPS system the transmissions originate at the satellite, and contain information that enables the receiver to compute its distance from the satellite. This distance then places the receiver on the surface of a sphere centered on the satellite, with a radius equal to the range of the satellite. If the transmissions from several satellites are received and processed, then the receiver can be placed at the intersection of three spheres, giving a three-dimensional fix in latitude, longitude and elevation.

There are other significant differences between fixing a position by radar and by the GPS system, but these differences only serve to illustrate the inherent simplicity of the GPS system.

Like radar, the interval between the transmission of the outgoing pulse and the reception of the incoming pulse is measured at the receiver to determine distance. The absolute time of transmission is not required, only the interval between the transmitted and received pulses. In the GPS system the transmission originates at the satellite and the receiver receives that transmission some time afterwards, the time interval being dependent on the distance of the receiver from the satellite. Unlike three prominent charted objects, satellites are moving targets. For the receiver to determine its position with accuracy, the exact time of transmission of the signal and the position of the satellite in its orbit at that time must be known.



What Time Is It?

The satellite transmits information describing its position in orbit at a precise time. The receiver detects this transmission and compares the time of arrival, as shown by a clock in the receiver, with the time of transmission as determined by a clock in

the satellite. If the clock in the receiver was perfectly synchronized with the clock in the satellite, and thus the delay between transmission and reception accurately measured, then three such measurements, from three different satellites, would yield accurate latitude, longitude and elevation. To achieve this level of synchronization between receiver clock and satellite clock would require much more than the relatively inexpensive quartz crystal oscillators found in GPS receivers.

GPS satellites carry four extremely accurate clocks: two cesium atomic clocks and two rubidium atomic clocks. The design specifications for these clocks required an accuracy of one second in 30,000 years, but this has been substantially exceeded and the accuracy is closer to one second in 150,000 years. To ensure their continuing accuracy, clock correction factors are transmitted to the satellites on a daily basis.

Due to the lack of synchronization between the highly accurate and stable satellite clocks and the receiver clock, the time interval as measured by the receiver will be in error. This will result in an error in the measured ranges and the final latitude, longitude and elevation will be in error. The incorrect range as measured by the receiver is known as the pseudo range. All of the pseudo ranges measured by the receiver are in error by the same amount, being due to the same clock bias error. Fortunately this clock bias error can be easily determined by measuring the pseudo ranges to four satellites, instead of three. With the clock bias error known and allowed for, the latitude, longitude and elevation can be determined to a higher order of accuracy, and the GPS receiver clock becomes a much more reliable timekeeping device.

Who Are You?

All GPS satellites transmit on the same frequency. There are, in fact, two frequencies, but only one is utilized in receivers normally found in small vessels. This is known as the L1 frequency (1575.42 MHz). This frequency carries the navigation message and the Standard Positioning System (SPS) code signals. With all satellites transmitting on the same frequency, and the receiver having five or more satellites above the horizon, there must be some manner in which the receiver can identify the unique source of each signal that is being received. The transmissions from each satellite are, in fact, differentiated from one another by means of a Pseudo Random Noise (PRN) code. Each satellite has a different PRN and the GPS satellites are often identified by their PRN number.



Each Navstar satellite transmits two pulse trains, copies of which are created in real time by the receiver. An automatic feedback control loop in the receiver skews its pulse train to bring it into correspondence with the identical pulse train being

broadcast by the satellite. When correspondence is achieved, the receiver can establish the signal travel time plus or minus the clock error. This procedure is repeated for at least three other satellites, to obtain the timing measurements necessary to determine the users' three position coordinates.

How Accurate Did You Say?

The GPS system provides two levels of service; a Standard Positioning Service (SPS) for general public use, and a Precise Positioning Service (PPS) primarily intended for the use of the military. The SPS provides accuracy's within 20 metres in the horizontal plane, 95 percent of the time.

The Perfect Aid to Navigation?

Well, nearly but not quite. The accuracy of the system using the L1 signal approaches 20 metres. There are other sources of error which can introduce inaccuracies into the final position ranging from 1 metre to hundreds of metres. These error sources are:

- uncorrected satellite clock errors
- orbital parameter data errors
- ionospheric and tropospheric delays
- multi-path errors
- geometric errors
- datum selection errors.

Errors Originating at the Satellite



Although the clocks on the SVs are extremely accurate and stable, and despite their accuracy being checked on a regular basis, very small errors in timing are still possible. These timing errors, coupled with small errors in the broadcast position of the SVs, can result in ranging errors of approximately 3 metres.

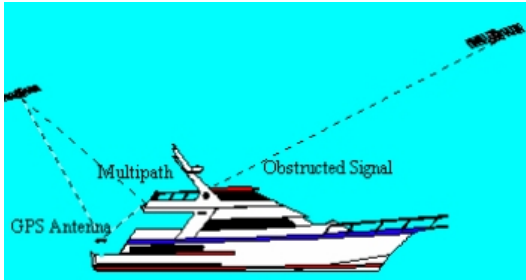


Errors due to the Signal Path

The fundamental assumption when measuring the range of an SV is that the speed of transmission of the signal is constant. This is only true in free space and, as the signal travels through the electrically charged particles of the earth's ionosphere, and then through the water vapour of the earth's troposphere, the speed of transmission changes. This may result in errors in the

measured range to the SV of 10 to 12 metres.

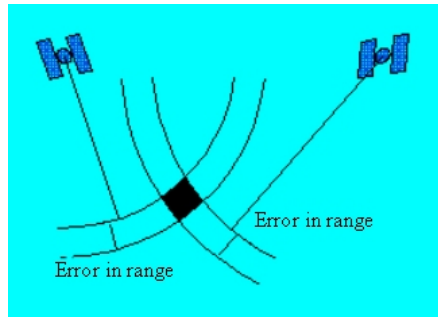
Multi-Path Error



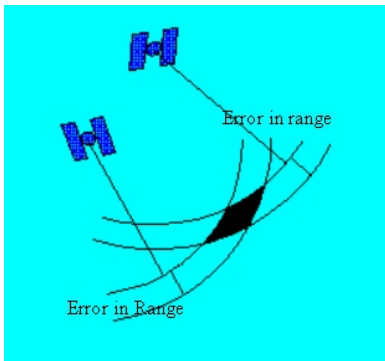
The true range of the SV is the slant range, i.e., the range in a direct line. If there are nearby obstructions to the signal, either within the vessel or externally, the signal may reach the antenna after one or more reflections.

Geometric Errors

These are errors which occur in GPS, and other position fixing systems, when the angle of cut between the position lines is very small. A small error in the measured information can produce a significant area of uncertainty when the angle of cut is small. Conversely, the same error in position lines intersecting at 90o produces a small area of uncertainty. In GPS, SVs on nearly the same bearing will place the receiver on



Satellites widely separated. Good angle of cut



Satellites nearly in line. Poor angle of cut

the surfaces of spheres which intersect at small angles. Any accumulated ranging error will lead to a large displacement of the fix.

A factor known as the Geometric Dilution of Precision (GDOP) can be calculated, depending on the geometry of the SVs. The mariner is principally interested in latitude and longitude, elevation not generally being an issue, and the Horizontal Dilution of Precision (HDOP) is of more relevance. (Generally, an HDOP reading on the receiver of less than 2.0 is considered a good fix.)

Datum Selection Errors

If the datum used by the GPS receiver in calculating latitude and longitude is different from the datum of the chart in use, errors will occur when GPS derived positions are plotted on the chart. GPS receivers can be programmed to output latitude and longitude based on a number of datums. Since 1986 the Canadian Hydrographic Service has converted some CHS charts to NAD 83. Information on the chart will describe the horizontal datum used for that chart and for those not referenced to NAD 83, corrections will be given to convert NAD 83 positions to the datum of the chart. The title block of the chart will describe the horizontal datums used for the chart and will give the corrections to convert from the datum of the chart to NAD 83 and vice versa.

Emergency Sheet for New Crew

(The following article struck me as making a lot of sense, particularly if you have, or are likely to have, new crew on your boat who may have little or no boating experience. I plan to get a sheet printed and laminated and make sure that any crew on Margaret Elle are aware of its content and location. Ed)

The conscientious skipper of a Triton owes himself the security and any new crew the courtesy of a well conceived emergency sheet for use without the assistance of the skipper. The emergency sheet suggested here might be handed to any new crew members soon after they come aboard. It would provide some valuable information if something unfortunate did happen, and it would suggest an attitude toward sailing that underlies the practice of all good seamen but which is often casually disguised for the neophyte.

If this sheet does not fit your boat or situation, you could rewrite it to suit. If you adopt this one, you ought to fill in the radio information, if appropriate. Questions generated by your new crew after examining this sheet while getting under way ought to lead to some valuable discussion.

If you find yourself in charge of this boat in an emergency:

1. Take care of the boat.
2. Take care of me
3. Call for help.

To get the boat under control:

1. Let go the sheets and turn into the wind.
2. Get the sails down.
3. Start the engine.
4. Proceed in a safe direction or turn to pick me up.

If I have fallen off my boat you should:

1. Throw something toward me immediately - something visible that floats.
2. When you have the boat under power, turn back toward the objects in the water and search for me.
3. Periodically shut the engine off and listen for me.
4. If you can't find me, radio for help and stay close to the last place you saw me while you continue to search. Don't give up.
5. When you find me, approach slowly and get a line to me.

If I am aboard but can't help myself:

1. Give me the following medication: _____
2. Get me into a bunk and keep me warm.
3. Follow first aid procedures with which you are familiar using the first aid kit found _____
4. Radio for help and proceed under power toward harbor.
5. Check on my condition continuously.

When you have the boat under control and have done what you can for me, call for help:

1. Turn the radio power switch on and turn the volume up.
 2. Turn the frequency/channel selector to _____
 3. Hold the microphone close to your mouth, press the mike button, and say: EMERGENCY - EMERGENCY - EMERGENCY. this is the yacht _____. I have an emergency, over. Release the mike button and listen.
-

4. Repeat procedure #3 three times or until a station answers. If no answer, attend to other duties while listening and repeat the call periodically.
5. When a station answers, press the mike button, explain your problem, and ask for assistance. Release the mike button and listen for further information.

Going About

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

Treasurer Wanted!

The Club Treasurer has advised the Committee that he will not be standing for this position at the AGM, and indeed has commitments that make it impossible for him to continue in this role from this point. Consequently, the Club urgently needs someone to volunteer to take over the position of Treasurer as soon as possible.

The work is not onerous – a few hours a month and attendance at the monthly Committee meetings. Access to a basic cash-book style accounting package such as Quicken would make the job even easier. If you can help, please contact any Committee member (contact details on the inside cover of this newsletter).

Club Photo Albums

A message from the Warden – Keith Wells

'There are seven Club Photo Albums covering (some of) the Club's visual history from the beginning in 1975 through to 2004. These albums will now be kept in the Club's library cupboard at The DSS. Many of the photos are without captions! Please look through them and leave me a note to go with the photo if you can identify names, places, events and dates.

Do you have photos from 2004 onwards? If so, please let me have them so that we can get up-to-date.

Hard copies *only* please with names, dates, events and places marked.'

A Plug for Our Sponsors from the Vice Commodore

'If you have used Wattyl Paints in the past (as I have), you may have been disappointed to learn (as I was) that the popular two-pack Epinamel High-Build Primer Undercoat and Poly-U-400 are no longer available in the 1 litre (+ 200 ml) sizes. The minimum quantity is now 5 litres, which is a lot of paint if you are only touching up.

The good news is that one of our other Navigation Cruise sponsors, The Fibreglass Shop, will decant both of these paint products into 1 litre (+ 200 ml of the activator).'

Don't forget that the Oyster Cove Chandlery will give Club members a 10% discount on most chandlery purchases.

WATTYL
The Fibreglass Shop



Coast Radio Hobart – New Members' Evening

The next Coast Radio Hobart new members' evening is on Thursday 19th July, starting at 7.30pm. The venue is the Coast Radio Hobart / Wireless Institute of Australia building on the Queens Domain. Go uphill at the Crossroads.

CYCT members who are not members (ie who don't have an "RG" number) are strongly encouraged to support this voluntary safety network by joining up.

There is a \$10 joining fee and \$30 annual subscription. You will receive your RG number on the night, as well as find out about what CRH offers recreational boaters.

Enquiries to Andrew Boon, 6228 5807.

Cruise of the Year and Cruising Plaques

A reminder that there is still time to get nominations for yourself or on behalf of another Member for either of these two awards into the Committee. Full details of the conditions can be found in the June 'Albatross'.

Fish Farm Marker Lights

Andrew Boon writes:

'During the presentation by Huon Aquaculture at the June general meeting it was mentioned that the lights marking the boundaries of fish farms would flash in a unique sequence for each farm. There was also discussion about increasing the range of the lights (from 1 M to 3 M).

At the Huon Aquaculture Open Day on Sunday 17th June, I had a talk with a representative from Plastic Fabrications, who makes the navigation marks which HA plans to use and learned the following (which is my understanding, so may be subject to correction).

The lights are manufactured by Canadian company Carmanah (see <http://www.solarmarinelights.com/>) and the sample they had on display looked like a model 701-5. This uses an array of LEDs behind a Fresnel lens and has a 3 M range. The lights can be set to any one of 200 flashing codes.

Carmanah also manufactures the Model 702-GPS which incorporates a GPS receiver. This provides a very accurate clock signal and enables a group of lights (eg those surrounding one fish farm) to flash in synchronism. Thus not only would one fish farm use a unique flashing sequence (code) but the lights would all flash together. This should make identification of an individual farm much easier where there are several in one area.

There was also talk of including a mobile phone in the light assembly, so that if the mark broke free from its mooring, it could ring up and tell the fish farm operator where it had ended up.

The marks do not have a classical octahedral radar reflector but they do have aluminium angles included in the moulding, to provide some enhancement of the radar reflection.'

New Members

Like any club, the CYCT depends on a constant flow of new Members for its health. Not only are new Members necessary to take the place of those who leave for whatever reason, but also to bring new thoughts and ideas to the Club. Considering the number of cruising type vessels moored in and around Hobart and the Channel, we can probably only lay claim to a relatively small percentage of their owners as Members.

It is planned to leave a few copies of 'Albatross' at brokers offices and chandlers in Hobart and Kettering, together with application forms, in the hope of enticing new Members.

You can play your part by telling boating friends about CYCT and the benefits that membership brings. Application forms can be downloaded easily from the Club website.

Marine Radio Operators Certificate

Barry McCann of Coast Radio Hobart is running an MROCP course for new volunteer CRH operators next week. He has invited any CYCT members who wish to obtain their marine radio certificate to attend the course. The cost of the course will be comparable with other providers.

A recreational vessel which uses VHF or HF radio must have a qualified operator on board. This course includes an examination for the MROCP, which qualifies you to use a VHF/HF marine radio. You also need an ROCP to apply for an MMSI for DSC use.

The course will be run on Mon 2nd July, Tue 3rd July and Thur 5th July, with an examination on the following weekend. Times for the course are to be finalised, probably 9 am - 12 noon. The venue is the CRH / Wireless Institute building, Queens Domain, Hobart.

If you are interested in doing the course and obtaining your MROCP, please contact Barry McCann as soon as possible, by email mccanns@inet.net.au or phone 0417 581 789.

From Albert Ross

Albert Ross observed a sailboat drifting on a calm winter's day recently.

The auxiliary means of propulsion had overheated and no spare impeller was to be had for the water pump. He understands two impellers have now been purchased - one to replace the impeller provided by a well-stocked passer-by and the second to be available to return the favour.



Navigation Cruise Questions

Navigation questions

1. The basic number of colours which constitute the whole IALA buoyage system is?
2; 4; 5
 2. At night, you see a vessel displaying and all round red light over and all round green light above the normal red and green sidelights, so it is a?
a vessel engaged in fishing;
a vessel engaged in trolling
a sailing vessel
 3. On a chart "Isohalsine" lines joining points of equal?
depth;
temperature;
salinity;
 4. From Hobart looking North, the north magnetic pole is at 100 degrees West longitude approximately and is to the East of the geographic north pole, but looking South the south magnetic pole relative to the south geographic pole is?
to the east;
to the West;
is in transit;
 5. An Occulting navigation light?
rotates;
is on longer than it is off;
is off longer than it is on;
 6. "St Elmo's Fire" is?
Ignition of naphtha
Phosphorescence
Electrical discharge
 7. An "egeria" was?
a bottom current flowing contra to the surface current;
a period of current non flow;
-

- a hydrographic floating beacon;
8. To carry a whistle for a sound signal under the Collision Regulations for a vessel under 12 m in length, is?
- mandatory;
- not mandatory, it does not have to make any sound signal;
- not mandatory, but it does have to make some other sound signal;
9. Where square represents a square flag and circle a ball shape, an international signal for distress is?
- Square flag, followed by Ball
- Ball shape, followed by square flag
- Square flag above ball
10. A bend or hitch is "seized" when?
- the strain has made it impossible to undo;
- the tail end is secured by doubling back into the bend or hitch;
- the tail end is secured to the standing part of the rope by small twine;
11. A "patrimonial sea" is?
- issues in a divorce where boating assets are involved;
- waters over which a country claims jurisdiction;
- one driven by a north wind;
12. The wind speed in a "moderate breeze" is likely to be around?
- 6 to 11 km/h;
- 50 to 61 km/h;
- 20 to 28 km/h;
13. The signal flag with a "police type" chequerboard pattern is?
- A; J; N;
14. The spoken word 'securite' is used in the following situation ?
- Safety
- Distress
- Urgency
15. What signal is conveyed by 4 numeral pendants preceded by the letter G, eg G 3025

Crew Questions

1. A "Nimbus" cloud holds?
Hail; rain; snow;
 2. A "cocked hat" is?
a head dress of rank;
a navigation term;
a tricorne hat with a feather added;
 3. The Australian Subtropical Ridge, being the average path of high pressure cells across the continent, moves?
North in summer;
South in summer;
is stationary;
 4. Unscramble the following words to form a word connected in its meaning:
BEST IN PRAYER
 5. "I must go down to the sea again, to the lonely sea and sky.
And all I ask is a tall ship and a to steer her by."
The missing word is:
compass;
star;
dream;
 6. When a sailor talks about a "Gobbie", he is referring to?
the phlegm in his throat;
the coastguard;
a garrulous mate;
 7. If a ship's liquor victuals have been "ullaged" they have?
leaked;
been loaded;
been consumed;
 8. Who is St Elmo?
 9. On a related theme to Q4, rearrange these letters to find the related word
EVILS AGENT
 10. The length of the Panama Canal is?
-

42.5 kilometres

68 kilometres;

86 kilometres;

11. The rig of the vessel on the Mary Reiby \$20 note is?
a brig;
a brigantine;
a hermaphrodite brig;
12. More unscrambling of these words, but a nautical theme this time:
HERE COME DOTS
13. The distinctive feature of the clipper ships was that?
they were fast and had a sharp-raked stem;
they carried mainly wool and animal hides;
they could sail close to (clip) the coast;
14. On board a "cheese" is a?
a method of flaking a halyard tail;
a chest for cleaning materials;
a round scrubbing stone for the deck;
15. Rearrange these words to identify an equal total number:
TWELVE PLUS ONE
16. A "wind-rose" was?
the sailor's name for a head (toilet) vent above deck;
an open bridge on an early iron warship;
the compass of very early mariners prior to the magnetic needle;
17. What was carried on the Ida Bay railway?
Mudstone
Limestone
Sandstone
18. What was Louis Ventenat's role on the ship "Recherche"?
Chaplain
Naturalist
Navigator
-

19. Which early explorer used Barnes Bay as a base?

Nicholas Baudin

Bruni D'Entrecasteaux

Lt John Bowen

Answers – page 37

Welcome to New Members

Simon Aitken and Annie Curtis with
children Natalie and Walter

Avalon of Tasmania

D'Entrecasteaux Marine Electrics

Kettering

The electrical systems on your boat are a vital part of your safety equipment. Can you afford to have them operating at anything less than 100%?

TROUBLE-SHOOTING

REPAIRS

REWIRING

Campbell Gregory

Ph: 03 6267 4980

Mobile: 0400 871 332

CYCT Calendar

Sat 23rd June

Day cruise - Apollo Bay

Tue 3rd July

General Meeting – DSS 8.00pm

Tue 7th August

General Meeting – DSS 8.00pm

Sat 11th August

Anniversary Dinner – details to be announced

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

www.cyct.org.au

Navigation answers

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. 5; red, green, yellow, black, white 2. A sailing vessel 3. Salinity; 4. To the West; Hobart is at 147 degrees East longitude and the south magnetic pole is at 140 degrees East longitude, so it is to the west of us 5. It is on longer than it is off. ie the period of light is longer than dark 6. Electrical discharge 7. A hydrographic floating beacon; | <ol style="list-style-type: none"> 8. Not mandatory, but it does have to make some other sound signal; 9. Square flag above ball 10. The tail end is secured to the standing part of the rope by small twine; 11. Waters over which a country claims jurisdiction; 12. 20 to 28 km/h; 13. N 14. Safety 15. It indicates 30 degrees 25 minutes, Longitude |
|---|--|

Crew question answers

- | | |
|--|---|
| <ol style="list-style-type: none"> 1. Rain; 2. A navigation term; 3. North in summer; 4. PRESBYTERIAN 5. Star; 6. The coastguard; 7. Be buggered me 'earties - the rum's leaked! 8. Patron saint of sailors. 9. EVANGELIST 10. 68 kilometres; 11. A hermaphrodite brig; 12. THE MORSE CODE | <ol style="list-style-type: none"> 13. They were fast and had a sharp-raked stem; 14. A method of flaking a halyard tail; 15. ELEVEN PLUS TWO 16. The compass of very early mariners prior to the magnetic needle; 17. Limestone 18. Chaplain and Naturalist 19. Nicholas Baudin |
|--|---|

(All queries, disagreements or complaints should be directed to Leo Foley – not the Editor!)

Members' Advertisements

For sale - *THOWRA*

27-foot canoe-stern motor-sailer, built 2000

Hull: dynel-sheathed celery-top pine

Decks: celery-top pine laid over ply

Engine: 25 HP Kubota – 130 hours

Equipment: sails, head, stove, radios, lazy-jacks, sail cover, anchors, etc.

Accommodation: 2 main berths, V-berth and room for a quarter-berth

Ring Neil on 0417 572 473

FOR SALE

Mainsail \$500

Luff 14.6m (48'), foot 4.9m (16') Cruising laminate. Five full length battens 2 reefs. Cunningham. Slides along luff

Mainsail Cover \$100

To fit the above. Blue. Needs some restitching

No 3 Headsail \$100

Luff 12.5m (41'), leech 11.3m (37'), foot 4.3m (14') Hanks. Dacron

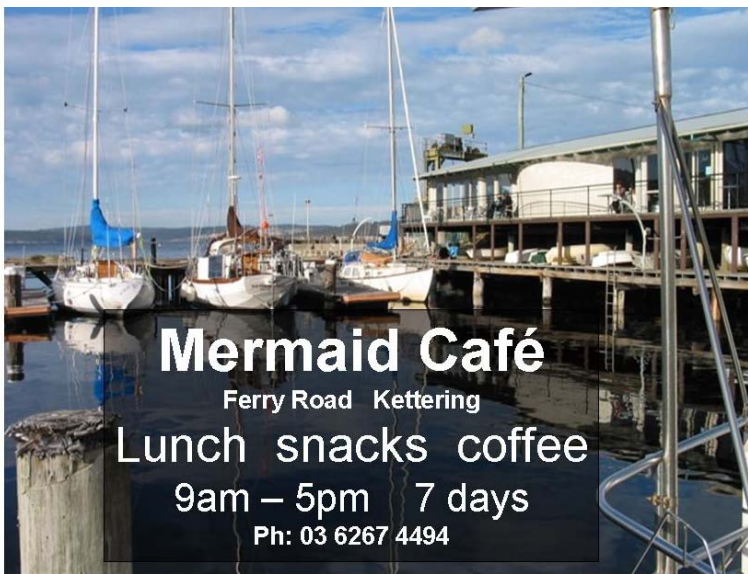
Spinnaker sock \$75

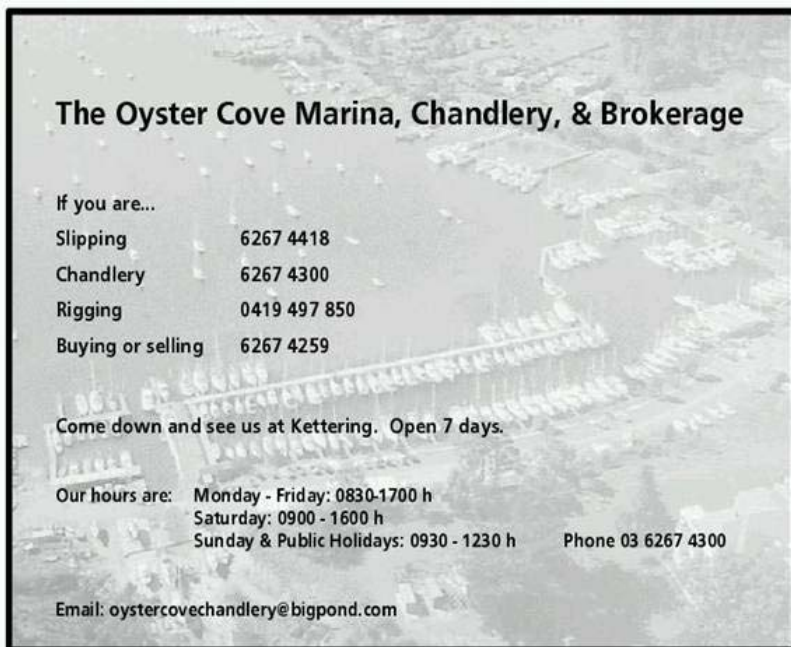
To suit 12m (40') hoist

Ex *Nyanda* - Adams 11.9m

Stephen Newham

6233 5338 (Work) 6267 4879 (Home)





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Minutes of General Meeting – 05–06–07

Minutes of the General Meeting of the Cruising Yacht Club of Tasmania held at Derwent Sailing Squadron, 5th June 2007 at 8.00pm.

WELCOME:

In the absence of Commodore David Bryan, Vice-Commodore Andrew Boon opened the meeting welcoming members and guests.

APOLOGIES:

Joy Bryan, Dennis & Wendy Lees, Wendy & Malcolm McDougall, John & Pam Skromanis, Annick Annselin & Dave Davey, Chris & Kevin Hussey, Judy Boon.

GUESTS:

Phil Mason, Richard Moyer, Brendon Boon, Eddie Wilson, Jane Mason

MEMBERS PRESENT

22

MINUTES OF THE PREVIOUS GENERAL MEETING

Moved Paul Kerrison seconded Chris Palmer that the minutes of the General Meeting 1 May as printed in the June Albatross is a true record. **CARRIED**

BUSINESS ARISING

Nil

COMMODORE'S REPORT

No report.

VICE-COMMODORE'S REPORT

The long weekend cruise will be to Norfolk Bay. Sunday will be a BBQ at Eaglehawk Bay. Saturday may be a trip to Tarana.

TasPorts has been approached to allow up to 10 boats into Constitution Dock overnight for the Anniversary Dinner on 11 August.

REAR COMMODORE'S REPORT

Milton Cunningham reported that the first junior Members night has been busy and appears to be a success. Another Junior Members night will be held in the September Holidays.

Guest speaker for the general Meeting 3 July will be Peter Hopkins from Mast.

GENERAL BUSINESS

Navigation Cruise Prize awarded to John Brodribb for second in the Navigation section.

Leo Foley thanked Andrew Boon and Brian Links for their assistance on the day of the trail.

GUEST SPEAKERS**HUON AQUACULTURE**

Peter Bender and Dominic O'Brien

MARINE DIESEL ENGINES

Eddie Wilson

NEXT MEETING

Next General Meeting will be held on 3 July at the 8 pm. at Derwent Sailing Squadron, Marieville Esplanade, Sandy Bay.

Margaret Jones - Secretary

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