



Albatross

Volume 33

No 10

November 2007



CYCT lunch at Snake Island, September 23rd 2007 (plus interloper). Photo: Andrew Boon

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



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Contents

Editorial	2
Commodore's Report	3
Vice Commodore's Report	3
Rear Commodore's Report	5
New Members.....	6
The Night Myers Burned Down.....	7
A Weekend in Time.....	9
AIS – Automatic Identification System	11
Application for membership	13
CYCT CLUB CHRISTMAS FUNCTION	14
The late W C (Bill) Hodgson.....	15
Going About.....	16
Seasickness	21
Steps to Smooth Anchoring	22
CYCT Calendar.....	25
Minutes of General Meeting – 02 October 2007	26

Members – Please Note

An updated membership list will be published in the December 'Albatross'.

If any of your details have changed – address, phone number, email address, boat name etc – please either inform the Membership Officer, Annick Ansselin (6267 4852 or annick@windclimber.id.au) or make the changes yourself via the Club website.

Editorial



It is possible that by the time this issue of 'Albatross' reaches your mail box we will be enjoying some pleasantly warm, late spring weather. But at the time of putting this edition together, low temperatures, rain and gale force winds are the order of the day.

For those of us trying to get our boats into shape for a new season of cruising, it's all very frustrating. There seems to be a strange sort of meteorological link between opening a tin of paint and the appearance of rain. But, as with cruising, we are at the mercy of the weather gods, even when we are on the slip. It can't last for ever, and

Margaret Ellen will be back in the water some time soon. And who are we to complain of rain, given the situation in most other parts of Australia.

This edition of 'Albatross' has a variety of articles submitted by Club members. The weekend cruise to the Quarries last month had more than its fair share of excitement for one vessel. Read Ian Fletcher's article 'The Night Myers Burnt Down' to find out why. This article also raises an important question regarding radio protocol in emergency situations. I suspect that not all Club members will agree with Ian's views on the subject.

The passing of one of the Club's inaugural members, Bill Hodgson, prompted Julia and John Greenhill to pen a moving tribute to someone who had led a remarkable life. It makes me wonder just how many other members we have with wonderful stories to tell and a fund of experience to draw on. As a Club, we must find ways of ensuring that this vast store of knowledge is passed on to younger, less experienced members.

Vice Commodore Andrew Boon (where would 'Albatross' be without his contributions) has provided a useful and interesting article on vessel Automatic Identification Systems (AIS) and an 'anonymous' member has contributed an account of a cruise that demonstrates that not all boating hazards are to be found on or under the water.

Lastly, I have included articles from websites regarding seasickness and anchoring. With a new cruising season under way the first may be useful for those about to embark on voyages outside the (relatively) sheltered waters of the Channel.

Next 'Albatross' will be the last for the year. Please help make it a 'Bumper Issue' by submitting something – anything – about cruising, maintenance, boat handling, cooking at sea, fishing, in fact anything related to our wonderful boating way of life.

Chris Palmer
editor@cyct.org.au

Commodore's Report



Members living in Hobart will understand that my mind is not fully on boating this month. But Council elections are nearly over, and I'm looking forward to the Norfolk Bay cruise over the Show Day weekend. It's been a hectic few weeks, and I'll be glad to relax.

I look forward to seeing others out then, too. The sandstone shoreline and shallow water contrasts with the darker Channel, and there is usually a good feed of flathead to be had – even for a 'just drop a line in, and see what

happens' type fisherman like me. Five minutes without a bite is plenty, I reckon.

At the last meeting, I said I would discuss several issues with MAST. I've made contact, but not much more yet. I hope to report on those things in November, but again, HCC elections have taken priority. Things will settle soon.

Opening Day was a great success, with hardly a hint of the chaos of some other years. Boats flying the Albatross gathered together early, and proceeded in most orderly fashion. I do apologise to any skipper who wondered about the large circle circumscribed just prior to the starting line. We were five minutes early, and things were going so well, I thought a little confusion was warranted. Remarkably, everyone held station and I'm sure even the Governor was impressed. Of course, there is one in every Club, and I will have stern words with the 'blue boat' that I noticed well ahead of the cruising fleet. Perhaps I should name him. I'll see what bribe is offered first.

See you in Storm Bay

Leo Foley

Vice Commodore's Report



The Quarries (Sat 22/Sun 23 Sep)

The weather forecast was variable to say the least, but five boats (*Ailsa*, *Asterix*, *Pandora*, *Stryder* and *Windrush*) enjoyed a pleasant trip to The Quarries, with some sailing until the wind dropped out. I was crewing for Keith on *Windrush*, which worked out well for both of us (I hope Keith agrees!). We had a look around the old quarry workings which had been cleared of much of the scrub that I remembered from a previous trip. During our BBQ tea ashore a momentous event occurred: for only the second

time in history, Keith's bowl of chocolates was emptied! All crews were back aboard their boats by about 2130, ready to do a late night move when the NE change came in. *Windrush* was the last to move; we ended up at Snake Island at about 0300 while the others sheltered near Satellite Island. *Asterix* had an interesting encounter with rocks, tide, waves and a borrowed radio but Ian and Wendy can fill you in on the details! (See Ian's account on page 7. Ed.)

Sunday morning dawned fine and sunny and we managed to convince the fleet that Snake Island was a good place for lunch. *Ailsa*, *Asterix*, *Bird of Dawning*, *Irish Mist*, *Kokomo*, *Pandora*, *Stryder*, *Talisman II* and *Windrush* were in attendance and many of us did a walk around the island and a bit of weeding. Lunch was followed by another momentous event: for only the third time ever, Keith's bowl of chocolates was emptied. The crews of *Ailsa* and *Stryder* were not solely responsible, but they did lead the charge!

Combined Clubs Opening Day, Sat Oct 6th

The weather was cool but the winds were light and the sail-past took place in a fairly orderly fashion. I had the pleasure of the company of Commodore Leo and Cheryl on board *Reflections*, and noticed the following Club boats on the water: *Banks Strait*, *Bahloo*, *Future Days*, *Foxy Lady*, *Irish Mist*, *Keepsake*, *Ocean Child*, *Odyssey III*, *Quiet Achiever*, *Sagres*, *Stryder*, *Two-B*, *Windrush* and *Windsong* (apologies to anyone who I have missed). After the sail-past we headed to Nutgrove Beach for afternoon tea.

Mid-Week Cruises out of Kettering

The next one is on Wed Nov 7th (not 8th, as in the printed calendar) then on Nov 21st. Meet outside the Oyster Cove Chandlery at 1000. Details are finalised on the day: destination, whose boat and duration. If more people turn up than can comfortably fit on one boat, we'll take two. Bring lunch and a drink (as well as warm clothing, wet weather gear, etc). If your boat is moored/berthed at Kettering, be prepared to be the host for the day. Any queries, ring me (0400 651 532) or call *Reflections* on VHF 16 (I'll have a handheld only, so don't try calling from outside Little Oyster Cove).

November Cruises

There is a day trip to Killora Bay on Sunday 11th and a trip up the Derwent River as far as the Bridgewater Bridge on the weekend of 24/25th. We plan to overnight somewhere near Cadburys. This is shown in the Calendar as 'Austins Ferry', which is in the general area. Bring your 'Cruising Southern Tasmania' and check out the route to the Bridgewater Bridge, ready for its re-opening (!!).

Cruising Plans

The Club does not generally organise longer cruises (distance or time), such as Port Davey or Bass Strait, however I would like to resurrect a practice which I believe has been used in the past. That is to list cruises which individual members

are planning so that other members who are interested in visiting the same areas can make contact and possibly sail in company (or as additional crew).

To kick it off, here are some 2008 planned cruises that I am aware of:

Port Davey, target departure late Jan/early Feb, *Pandora* (also planning to cruise lower East Coast in mid-December 07).

Port Davey, target departure Mar 8 (long weekend), *Reflections* and *Two-B*, 4 weeks. *Reflections* is looking for an additional crew member. Other boats from CYCT and GBBC are expected to be making this trip during March.

Flinders Island (incl Deal Is), target departure date is some time in Jan, organised by RYCT. Look under 'Cruising' on <http://www.ryct.org.au/> for more details.

If anyone is planning a cruise, please keep me up to date with your plans and I'll list them. The usual caveats apply, ie listing a proposed cruise is not an offer to take any responsibility for others tagging along, but the usual flow of information between members may help you make your own decisions. I am personally interested in hearing from anyone who is thinking of sailing to Qld in the winter of 2008 or 2009.

Andrew Boon

Rear Commodore's Report



The guest speakers at the October general meeting were Penny Lade and Pat Price who spoke to Club members about their cruises in the South Pacific.

It was clear from the range of photos that were shown on the night that their cruising experiences have been very extensive through the South Pacific islands and has been an exciting adventure.

Their yacht is named Pendulum and is a long trunked cabin version of a Swanson 36.

6 November 2007

The November general meeting will be held at 8.00pm at DSS. Commodore Leo Foley is the guest speaker for the meeting and will give a presentation about cruising Vanuatu.

4 December 2007

There will not be a specific guest speaker at the December meeting however our guest speakers over the past year will be invited back to join us on this night. It is

The Night Myers Burned Down

Ian & Wendy Fletcher

For us, the weekend cruise to the Quarries was a little more exciting than just Myers burning down on Saturday night.

We were driven out of the Quarries before everyone else by the rising northeasterly, so we headed across to Point Winifred and lay behind there until 2:30 am. By then the wind had backed sufficiently to cause our little aluminium boat to roll uncomfortably. The next hope was Satellite Island, and the eastern end seemed to offer freedom from waves beam on to the wind, which is the worst for us. Motoring in at less than a knot from the east, we started to drop the anchor in about 6m of water and disengaged the propeller. I expected to stop, then reverse back to lie to the northerly wind.

But we didn't stop. The ground speed didn't fall below a knot and the anchor didn't bite before we slid gently onto a rock and balanced there. Full reverse might have got us off but I was loath to try because of the risk of losing propellers and engines.



Eastern end of Satellite Island. © GoogleEarth

I hoped the gentle waves coming towards the bow would push us back off, but the first one to lift us moved us further on. Then I realized we had a strong current driving us westward. The waves came in groups several times a minute and the effect of each group was to move us towards shore. One big group of waves had us banging from beam to beam and throwing us from side to side in the cabin and I feared we would be rolled. By the time help arrived we were afloat in a crevice

between rocks, a little protected from the waves. The GPS indicated we had moved about 40 m from the original contact.

A Mayday call raised John Bridgland on *Pandora*, and from then on things started looking better. John and Helen got Harold Bain up too and they arrived less than 10 minutes later. I had got in my dinghy and taken my 30m line out. John brought four more lengths, which we joined, giving us over 100 m, which was good, given that the current wanted to push Pandora aground too. They managed to position her directly off *Asterix*, which, with the curve in the line caused by the current, meant that the pull was close to the line of the crevice in the rocks and *Asterix* started to move out. For about a metre that was, then we hit another rock on the

stern quarter. By this stage I was walking confidently on the rocks themselves, for they are flat and covered in thick weed. I was easily able to lift *Asterix's* quarter over onto the rock and she slid ignominiously backwards towards the sea. We only contacted one other rock on the way but bounced off that. The current must have been sick of the game and helped us out.

We all motored back into the bay, but *Asterix* was taking on water. The pump was coping but we decided to move to the Alonnah jetty, where we could beach easily and safely if needed. That wasn't needed and daylight found us searching for the problem. Wendy saw it first, daylight through the cockpit scupper, which is below the waterline at rest. We had a cut about 40 mm long in the rubber drain valve, probably on the rock on the way out. So, some electrical tape slowed the leak to a trickle. The only other evident damage was a few dents on the port beam, evidence of the side to side thumping we got. Of course, as I went around in the dinghy looking for damage I managed to be directly in front of the bilge pump when it let fly! We still didn't know if the main hull flotation tank was breached, so our trip home was subdued at first.

If you want to run aground, that must be a good spot, because apart from being uncharted the rocks are soft sandstone, flat on top and covered with thick shag pile weed. We had no damage other than the dents and some scratches apparently caused by running over our anchor chain. I fixed the scupper valve with a vulcaniser tube repair patch from the junk box (I wonder if you can still buy them?).

Lessons to be learnt? The best navigation aids don't necessarily mean you won't run aground. We had radar and GPS and started to anchor in a safe place well offshore. We knew of the uncharted reef but thought we were well clear. I'll never underestimate the effects of current again. I had got into the bad habit of ignoring current because it is rarely over a knot here. One mistake can lead to big consequences.

I'll point out here also why I used a 'Mayday' call rather than 'Pan Pan'. In my earlier life as a radio inspector, at a meeting of boaties I was asked the question of which one to use, but I never expected to need the advice. In practice, if you need help urgently, Mayday is the call, simply because a significant number of potential helpers don't even know what 'PanPan' means. And it is likely to be confused with boat names. So, unless you know a coast station is listening, and you are sure no-one is going to be hurt, nor a vessel endangered, Mayday is the call to make. The only problem is that it obliges skippers of vessels hearing the call to render assistance, but they need not put themselves or their vessels in any danger at all. In our case Pandora could have simply relayed our message to Hobart Port and let the experts do the heroics.

Lastly, thanks to John, Helen and Harold. They did an excellent job. Thanks also to Andrew Boon, who lent us a VHF handheld earlier that day because our VHF was inoperative. I fixed it about five hours too late. Mobile phones would not have been anywhere near as useful.

A Weekend in Time

From 'Anonymous'

(This article was submitted by a member who wishes to remain anonymous - sort of. Methinks he may have been up rather late watching an Alfred Hitchcock classic. Ed.)

Thursday 23rd August 2007.

Hurrah! The Admiral has gone to WA to decorate some cakes! What to do, I thought?

A quick phone call or two soon found a crew that were available tomorrow, Friday.

Friday 24th August 2007.

1410hrs saw ***** M*st alongside the jetty at Kettering to take on water and two crew. 1435 we were away with a perfect forecast to help us head in a southerly direction.

The breeze in the channel was 8-10kts from the NW and as the headsail was still in its bag having just been picked up after having the sacrificial cloth restitched, we set the mainsail and pointed the bow towards Partridge Island.

With a little bit of help from the Iron Topsail ***** M*st dropped anchor at Partridge 1755hrs. An absolutely glorious evening - the wind has abated and the water is like a mirror. Listened in on the Tas Coast Sked on 4483meg and eventually made contact with John and Sue Cerruty as they were leaving Vanuatu. Both send their regards to all. They are now on their way to New Zealand and hope to be back in Hobart for Christmas with or without boat.

Saturday 25th August 2007.

0605hrs. A spectacular sunrise and with last night's forecast in the back of our minds, the decision to head further South was made.

0715hrs No wind or swell. We are pointed towards Southport, with Mildred (pilot) looking after the course. Breakfast was served in the cockpit - very pleasant, short sleeves and shorts.

0800hrs abeam Southport. Decision made to continue on to Recherche as the crew had not been there before. Encountered very heavy kelp beds along the way especially just north of the entrance to Recherche. There are quite a number of fishing boats working their cray pots around Blind Reef and the Actaeons also along the shore around the Images. Runabouts and open tinnies abound on the flat water. It is supposed to be winter!

Before anchoring in the Coalbins at approx 1010hrs, we paid a visit to the Pigsties (plenty of kelp across the entrance and very healthy).

Taking advantage of the lack of wind and the abundance of sunshine we first of all re-hoisted the headsail etc. before two of the crew donned wetsuits and went for a dive in the crystal clear waters, with the third acting as dinghy boy.

Returning to ***** *M*st* about an hour later with grins on our faces and a full catch bag, our smiles soon disappeared as, to our utter dismay, it soon became apparent that ***** *M*st* had in fact been boarded in our absence. Climbing over the stern, one of the crew was met with the sight of at least seven currajongs (Black Ravens) inside the cabin, feasting on fresh fruit and open spices etc.

Not knowing how many there were, or where in the boat they were, nor how to get them out, put us in an awkward situation. The ravens seem not too concerned as yet - they have the food and they are happy. Now, have you ever tried entering your yacht through a narrow companion way, causing the currajongs on the inside to take flight and head for the same entrance from the other direction? Very interesting!

After regaining the main cabin and saloon, and about to reflect on the situation, a noise came from the forward cabin indicating life up there as well. So what to do? Do you retreat to the cockpit and hope that the bird/birds exit the cabin back into the saloon or do you try and gain access to the forward cabin in order to open the forward hatch?

Whilst pondering this, we were again attacked from the cockpit by two birds sitting on the cockpit floor wanting to get back inside. One of the crew got rid of them, only to report that there were three or four more sitting on the spreaders and on the boom. They certainly had no intention of backing off easily.

So back to the matter of the life in the forward cabin It was decided that attack was the best method, so with plenty of protection in the way of thick towels I managed to get the hatch open and two birds took to the sky.

Now according to Hoyle "if you don't eat you don't crap". Well, these birds had eaten well and, yes, you guessed right. It was everywhere, and at this point they were still depositing on the deck from the rigging. Not being able to get rid of them for more than four or five minutes at a time started to wear thin, so it was up anchor and move to the southern shore of Rocky Bay before we could have some peace and even think about having something to eat ourselves.

Each time we thought that we had cleaned "it" all up, more came to light. I had only returned the cushions to the boat after steam cleaning about four weeks previously, so they needed to be done again.

Approx 1500hrs. A late sea breeze made it into Recherche so we decided that having had such an adventurous day, we would set sail back towards Partridge Island. Enjoying a fifteen knot breeze and moving at a steady six knots, we eventually dropped anchor in the Quarries at about 1815hrs on another perfect evening.

Sunday 26th August 2007.

0930hrs Wind now from the west at approx 10kts. Set headsail and with the iron topsail we made for Snake island. An un-eventful trip saw us drop anchor at Snake Island at approximately 1255hrs and go ashore for a BBQ of fresh abalone and marinated pork spare ribs – and **no birds!**

1630hrs ***** *M*st* was back on her mooring in Kettering and another entry was made into the logbook - "watch out for ravens before leaving deserted boat". Apart from that it was a great weekend.

Now to take the cushions home again to re-clean, then pack my bags to go and join the Admiral in Perth WA for 10days.

Anonymous.

PS. Cushions have been re-cleaned by professionals (me) but alas they still show faint signs of attack by the **birds**.

AIS – Automatic Identification System

Andrew Boon

The Shipborne Automatic Identification System (AIS) is an internationally standardised system which requires ships to transmit beacon signals with information about the ship's identity, course, speed, destination and other interesting items. All ships of over 300 gross tonnes must carry an AIS transmitter-receiver. Each ship transmits its information at intervals varying from 2 seconds when travelling at over 23 knots (or over 14 knots and changing course) to 3 minutes for a ship at anchor or moored.

AMSA has published an AIS Fact Sheet which provides much detail about the information which is transmitted by AIS units. You can find the fact sheet at www.amsa.gov.au/Publications/Shipping/AIS_fact.pdf

AIS is of value to cruising yachts as it enables us to 'see' where the big ships are, where they are heading and how fast they are moving. It also identifies the ship and gives you its MMSI (so that you can use DSC to call them on VHF). AIS uses the same VHF band as our VHF marine radios, therefore has similar range limitations, but with an antenna a couple of metres above sea level, ranges of 10nm and more should be achievable (especially as the big ship will have an antenna much higher than yours).

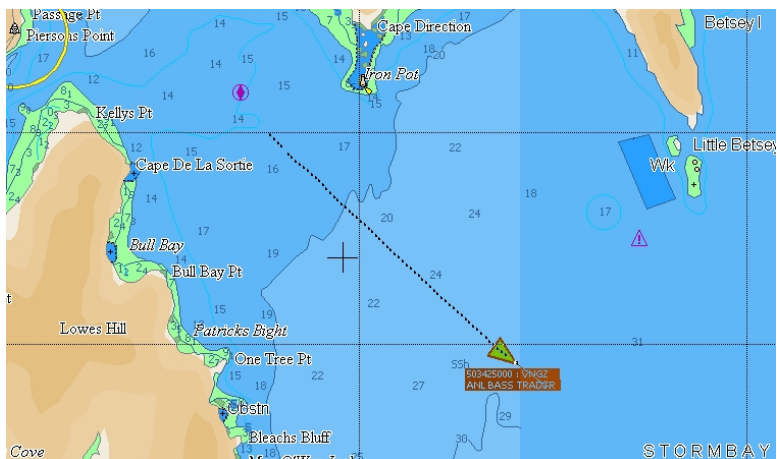
I have been experimenting with an AIS receiver (not a transmitter-receiver which the big ships carry) which receives AIS data from the VHF channels and sends it to a chart plotting system to be displayed on the chart display. I have interfaced it to two applications: Ozi-Explorer and SoB (Software-on-Board). Both of these displays the current information and shows the tracks of the ships.

The AIS receiver I am using is a Milltech SR161 (see www.store.milltechmarine.com/smrasraisre.html) which is slightly larger than a cigarette packet. It has the facility to combine NMEA data from a GPS receiver with its own data and present the laptop or chart plotter with a single NMEA stream. I have tracked vessels out into Storm Bay from my home in New Town. I also took it along to the last general meeting but, as luck would have it, there were no commercial ships in the port that night so I couldn't demonstrate it!

Having an AIS receiver and displaying the data is, of course, no substitute for keeping a proper lookout. I have been told that it is possible to 'spoof' the AIS transmitter so that it displays a location some distance behind the ship's actual position along the route. This may be useful in circumstances where pirates are encountered or expected.

As well as beacons on board ships, it is also possible for navigation aids to use AIS and transmit their location and identity every 3 minutes. Not generally useful (if your charts are up to date), but for temporary marks it could be a valuable service.

The first picture shows some of the track of the Bass Trader heading across Storm Bay. The second picture shows the composite information assembled by the SoB application for each ship which is in range. As you might note, SoB will calculate the time and distance of the closest point of approach, TCPA and DCPA, although in this example I was sitting at my desk at home and did not have a GPS connected, so SoB did not know where my 'vessel' was.



Acquired Targets (AIS/ARPA/RADAR)

Clear All Targets Delete Target Hide Target Pan to Target Pan to CPA Show Tracked Target Vectors Close

Log AIS Data "AIS_DATA.txt" Friends... Add to Friends Alarms Refresh More >>

Total = 1

MMSI	Name	Range	Brg	Show	Age	Alive	Cra...	TCPA	DCPA
503425000	ANL BASS TRADER	27Nm	146°T	Y	0.2	N	-	-103.1	7.64

Not in Friend's list

Ship name: ANL BASS TRADER
 Status: Motoring
 Callsign: VNGZ
 MMSI: 503425000
 IMO: 9132399
 LAT: 43°14'05"S LNG: 147°39'43"E
 129°T @ 15.2 knots
 HDG: 130°T ROT: Straight

Collision Potential: ZERO
 CPA: Paths have crossed
 TCPA: N/A
 DCPA: N/A
 Distance to CPA: N/A

Type: Cargo Ship
 Destination: BELLBAY
 ETA: 15-10, 06:00

Length =127.0 mtrs
 Beam =20.0 mtrs
 Draught = 6.1 mtrs

Source: [Class A] AIS
 Accuracy: low (>10m)
 Fix from: GPS
 First (UTC): 140oct07 1132
 Last (UTC): 140oct07 1141
 Age: 0 min 11 sec
 [32 acquisitions]

Application for membership

Kim & Faye Shimmin
Tynwald

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

CYCT CLUB CHRISTMAS FUNCTION

Saturday 15 December 2007 from 11.00am

Location: Recreational Reserve
Dru Point, Margate

What to bring: BYO food and refreshments
(a range ice creams and drinks can be purchased at the kiosk).



HOW TO GET THERE:

By Road – In the town of Margate turn east into Beach Road and then left (north) into Esplanade Point Road. Near the end of Esplanade Point Road turn into the reserve and follow the gravel road past the kiosk and toilets, playground and barbecue sites to the end of the road. There is a vehicle parking area at the end. It is only a short walk back to the barbecue site. You may of course choose to unload your passengers' food and refreshment on the way in (a club burgee will be used to identify the site.).

By Boat - There is insufficient depth to anchor near the barbecue site. The distance from the jetty to the barbecue is about 500m. If any member is interested in travelling to the venue by boat please let me know in advance (prior to Friday 14 December) via email milton.cunningham@bigblue.net.au or mobile 0428166250 and I will arrange to monitor vhf channel 67, and then pickup from the jetty can be arranged.



The late W C (Bill) Hodgson

From Julia and John Greenhill.

Bill Hodgson, who passed away recently, was a good friend to many members of the Cruising Yacht Club of Tasmania, and an inaugural member of the club. In 1956 Bill left England in the *Nona*, a gaff cutter built in 1900, with three others in the crew. They arrived in New Zealand in 1958, after a remarkable voyage which Bill recently documented, a copy of which will be placed in the club library. Their journey included the Galapagos Islands, which particularly fascinated Bill. At Post Office Bay, on the island of Floreana (Santa Maria), *Nona's* crew were the first people to sign a Visitors Book left at the spot where traditionally mail had been left by passing sailors over the years. Club members might be interested to hear that in 1971 John and Julia Greenhill in *Moonbird* visited Floreana and when the wonderful Mrs Wittmur gave us the visitors book to sign we were fascinated to find the first entry was from our good friend Bill Hodgson and the *Nona* crew in 1959, while we were the last entry! Mrs Wittmur, who lived at Black Beach Bay on the island, said she remembered the crew of the *Nona* well even after so many years, and commented that "they were still friends", which in her view made *Nona's* crew rather exceptional!

After coming to Tasmania, Bill was employed in the Mines Department as a mine safety inspector because of his engineering background. In the 1960's he built *Melody*, a Dogger class yacht, in an old stables near Austins Ferry, and about this time married Ann. Their first long cruise was around Bruny Island, in company with the Greenhills in *Moonbeam*. Bill also enjoyed racing *Melody* on the Derwent, with the help of the late Mark Creese, father of Chris and Nick.

As Bill and Ann's family grew with the arrival of their children Janet and Andrew, Bill gained his second *Melody*, a steel yacht built on the West Coast and trucked to Hobart for finishing. This was the start of many years of family cruising around Tasmania, at a time when many club members had young families. Company on cruises was appreciated by both parents and children, and *Neptune*, *Melody* and *Moonbird* enjoyed many happy times, often with other club families, including the Mays, Newhams and in the early days, Don Sutherland, founder of the club, and his wife Ann. In 1979 there were eleven club boats at Mickey's for the March long weekend. Bill and his family regularly sailed to Port Davey with the Creese family, and with his engineering knowledge and Mark's building skills they became good friends of the late Denny King and the Willsons at Melaleuca.

Melody and *Moonbird* also had several trips up the East Coast, accompanied to Schouten Island by *Neptune* on one occasion, and the children had great times together. One memorable summer sail was to the Furneaux Group. These trips were not always without incident - on one occasion a dragging anchor with *Melody*

heading for the rocks in Wineglass Bay was observed by Bill and Ann from the Hazards saddle - luckily a Triabunna fishing boat, the *Ivan Cotton*, was on hand to save the day. Later we were able to reciprocate the favour by clearing a rope from around *Ivan Cotton*'s propeller!

On another noteworthy occasion in 1990, *Melody* had just crossed the bar at Marion Bay, returning from Maria Island, when looking back Bill and Ann were horrified to see *Neptune* capsized on the bar by a big swell, with Mark Creese alone on board. Bill returned across the bar, losing a dinghy in the process, and was relieved to see that Mark had managed to get back on board. They stayed with *Neptune*, trying to get a rope to her, until John Brettingham-Moore arrived to tow *Neptune* back to Maria Island.

After Ann became ill, Bill kept sailing *Melody* until failing health made this difficult. We were pleased he could come to a recent Club Christmas Dinner at the DSS where he enjoyed catching up with old friends. For many years Bill and Ann with other club members based at Kettering had enjoyed regular dinner get-togethers at the DSS and later "Shippies", attended also by the Willsons from Melaleuca when they were in Hobart. Talk of sailing exploits, dramas and technical problems, kept these gatherings very lively.

Bill was an accomplished photographer, and loved classical music and bushwalking, including climbing Federation Peak, and the family had many skiing holidays at Ben Lomond. They also had a memorable trip overland by campervan from London across Asia on the way back to Australia and went trekking in Nepal. In his retirement he used his engineering skills to help with the newly formed group making special aids for the severely disabled.

Bill was a private person, modest about his many achievements and adventurous life, who always had a helping hand for other yachties. He and Ann are sadly missed by their friends in the cruising community.

Going About

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

News from members John Quinn and Hilary Johnston

"We must apologise for our lack of participation in CYCT activities over the past nine months. In January John and some mates spent a month floating around the West Coast, the Tasman Peninsula, Norfolk Bay and the Channel. Soon as he was back we moved into our new house at Coningham. Then in March John and a couple of mates sailed *Bounty Child* to Sydney while Hilary organized the house

renovations. The two of us were flat out organizing the house and boat until Hilary left work in July.

On the 14th July we arrived in Sydney and started our cruise north. We are writing from the Hinchinbrook Channel and plan to be in Cairns in a couple of weeks, Where we will leave *Bounty Child* for the summer at Yorkys Knob.

Over Christmas we will decide whether we will return home with Australia on the left or right.

The cruise so far has been tremendous. Friends have told us the best is north of the Whitsunday's and this is proving correct.

It's getting hot up here and our house renovations are almost complete so we are looking forward to getting home.

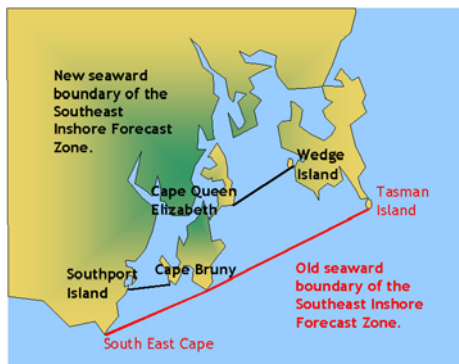
Regards

John and Hilary"

(John has promised to send a more detailed description of their cruise for publication in a future edition of 'Albatross' when he returns to Tasmania. Ed.)

From 'Tasmanian Marine Weather Services newsletter - October 2007'

South East Inshore Forecast Area Changes



The seaward extent of the southeast inshore forecast will be brought northwards from the 22nd of October. The old area was waters north of a line South East Cape to Tasman Island. The new area is north of the lines Southport Island to Cape Bruny and Cape Queen Elizabeth to Wedge Island.

Basically the area between the red and black lines will no longer be covered by the South East Inshore forecast.

The main reason for this change is that weather conditions area (between the red and black lines) are similar to the Southeast Coastal Zone Forecast, which are generally rougher. The removal of this area will allow the forecaster writing the forecast to concentrate on the more sheltered waters where the majority of recreational mariners operate.

The Bureau of Meteorology issues three forecast products that are of use to the mariner in the south east.



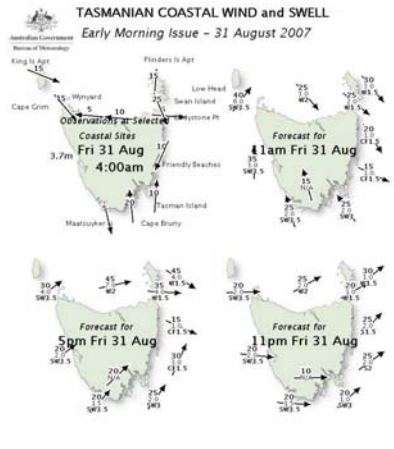
The Coastal Waters Forecast is divided up into areas.

The South East Coast, Tasman Island to South East Cape is the area adjacent to the Port of Hobart. The forecast area extends sixty nautical miles out to sea and is routinely issued twice a day at 5AM and 5PM. The forecast contains the forecast conditions for up to 4 days in advance and contains wind, sea and swell information.

The South East Boating Weather Forecast is issued for the sheltered waters adjacent to the Port of Hobart. The southern borders of this forecast are Southport Island to Cape Bruny and Cape Queen Elizabeth to Wedge Island. This forecast is issued four times per day (0500, 1000, 1600, 2200). The 0500 issue of the forecast is valid until midnight on the day of issue, all the other issue are valid until midnight the following day.

The forecast contains wind information only.

There are no references to the sea height (waves generated by wind blowing at the time) as the fetch varies considerably. This change in fetch can cause wave



WIND WARNINGS CURRENT

Issued at 4:30pm Fri 31 Aug 2007

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Page 1 of 2

25 represents 25 kt SW winds, with 1.5m wind waves, and a 3 metre southeasterly swell.

VRMS means variable winds at 5 knots. Confused swell is indicated by 'CF'.

Updated 12 hourly. All wind speeds are 10 minute averages. Gusts may be 40% stronger.

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heights that can change markedly over a short distance.

There is no reference to swell in the forecast as most of the area is protected from direct ocean swells.

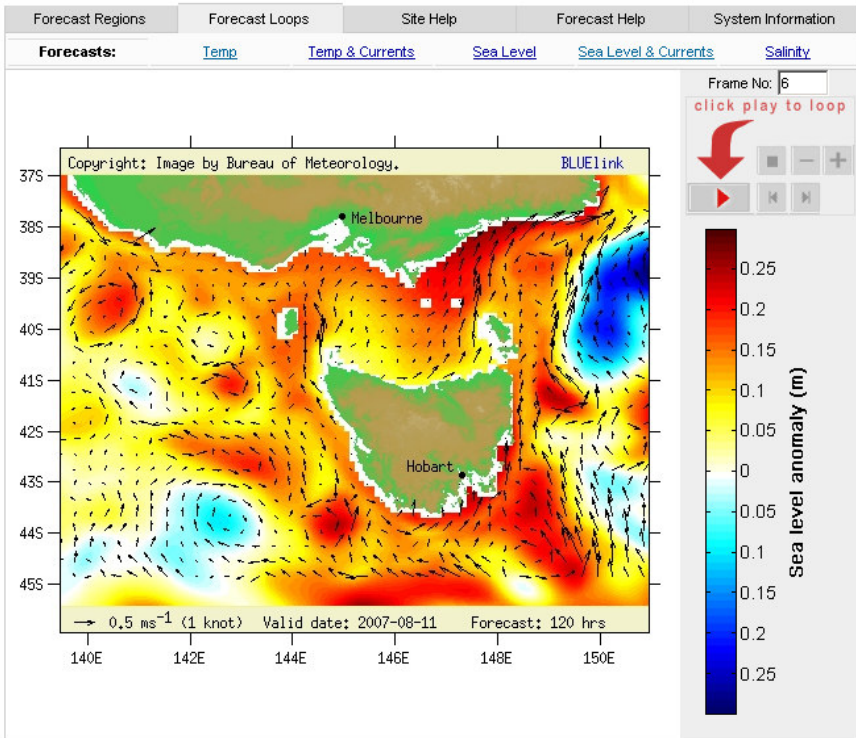
To “get an idea” of weather conditions that will effect for the Southeast Boating area that extends past two days ahead refer to the Southeast Coast forecast.

The Graphical Forecast is popular with recreational mariners.

The written forecast should always be used in conjunction with this product. The graphical forecast condenses the written forecast into three “spot” forecasts. There may be vital information that is contained in the written forecast that does not appear on the graphical product.

New Charts on Sea Heights and Currents

Sea level anomaly and currents, Victoria and Tasmania



There can be occasions when the actual tides recorded may be consistently lower or higher than the tides that are predicted in the Bureau's tide forecasts.

The Bureau's tide forecasts are predicting the astronomical tide. This is the effect caused by the gravitational "pull" of the moon and the sun. Other factors such as atmospheric pressure, wind direction and ocean currents can also affect the tide height.

The Bluelink project is a joint research venture between the Bureau of Meteorology, CSIRO and the Royal Australian Navy. On the Bureau's web site are forecast charts developed by Bluelink.

One group of charts can help to determine the actual sea level that may be expected.

These charts show the forecast sea level anomalies (changes in sea height) that are not caused by tides. Ocean currents can affect the sea level. Where eddies of ocean current are anticlockwise the sea levels are generally higher and when they are clockwise they are generally lower. Adding or subtracting the anomalies on the chart from the predicted astronomical tide can derive more accurate actual sea level height.

For instance the tide times and heights for the Hobart region for the day of the chart (11th August ,2007).

L 0119 0.28 metres

H 0754 1.00 metres

L 1107 0.90 metres

H 1823 1.54 metres

From the sea height prediction chart (below) it can be seen that the sea height anomaly is around 0.2 of a metre (20 centimetres). Apply this anomaly to the astronomical tides predictions.

Once the anomaly is applied the expected sea level heights for Hobart are

L 0119 0.48 metres

H 0754 1.20 metres

L 1107 1.10 metres

H 1823 1.74 metres

This "extra" information can help mariners for shallow water clearances, river bar crossings and boat ramp usage.

However, this is still not the whole sea height story. These forecasts and tide predictions do not contain the effect of atmospheric pressure. At Tasmania's

latitudes a one hectopascal change in pressure will add or subtract one centimetre of sea level.

There are other local anomalies that may not be picked up by these forecasts. One of these are strong westerly winds in the south of the State that can “cut off” parts of the Hobart cruising area from normal tidal activity.

WEBSITE

www.bom.gov.au/oceanography/forecasts/idyoc15.shtml?region=15&forecast=4####

Also at this website are forecasts charts of sea temperature and salinity that may be of interest to the mariner.

Seasickness

From www.sailingissues.com/yachting-guide/seasickness.html

Virtually anyone can be subject to sea sickness or motion sickness. In fact, 90% of the people have experienced motion sickness at one point in their lives and only veteran ocean sailors seem rather impervious to it.

Cause of seasickness

Motion sickness relates to our **sense of spatial orientation**, which tells the brain where the body is “in space”: what direction it is moving, what direction it is pointing, and if it is turning or standing still.

This sense of spatial orientation is regulated by complex interaction of the 4 following mechanisms:

Both **inner ears** monitor the directions of motion in three dimensions.

Our **eyes** observe where our body is in relation to its surroundings as well as the direction of motion.

Skin pressure receptors such as those located in the feet and seat sense in what direction the gravitational pull affects our body, in other words: what side is up?

Muscle and joint sensory neural receptors report which parts of the body are in motion and in which relative direction. All these sensory data will subsequently be processed in the central nervous system, which enables us to balance, move and position ourselves properly in our three dimensional surroundings.

The symptoms of motion sickness appear when the brain receives conflicting messages from the 4 systems. And a conflict on board can easily occur: when reading a book on deck your eyes observe no motion, yet your inner ears feel the motion of the yacht due to the waves.

Symptoms of seasickness

The first telltales of such a conflict are often lethargy and a slight drowsiness . But for the victims it will usually start with a nauseous feeling and/or a slight cold sweat. Then these symptoms increase, and the face becomes paler, perhaps even greenish. Any attempt to concentrate on a task will worsen this predicament. The nauseous feeling eventually becomes incontrollable, and leads to - sometimes violent - vomiting.

Prevention of seasickness

Hours before casting off you could well use an over-the-counter antihistamine such as meclizine or dimenhydrinate and you should - before and during the voyage - avoid spicy or rich foods, alcohol and apples. For longer trips, a prescription medication called Transderm-Scopolamine patch can be worn behind the ear for up to three days at a time. Side-effects of these medications usually consist of sedation and dry mouth. Interestingly enough, recent studies have shown that ginger root may be as effective as the other drug treatments but is associated with fewer side effects.

If, despite all these precautions, you still notice the early symptoms with one of you crew, act immediately and

- get the victim out on deck but not in direct sunlight
- don't give the victim any task other than steering. Steering - as well as studying the horizon - works and will help to anticipate the boat's motion.
- else let the victim lay in the cockpit to leeward with closed eyes.
- steady the yacht, either by heaving to or letting the best helmsman drive the yacht.

Steps to Smooth Anchoring

(Taken with permission from the US website www.boatsafe.com. The address for this article is www.boatingbasiconline.com/course/boating/7_4.php. In addition to many informative articles and boating tips this website <http://boatsafe.com> contains a US Coast Guard recognised Boating Safety Course.)

Select an area that offers maximum shelter from wind, current, boat traffic etc.

Pick a spot with swinging room in all directions. Should the wind change, your boat will swing bow to the wind or current, whichever is stronger.

Determine depth and bottom conditions and calculate the amount of rode you will put out.

If other boats are anchored in the area you select, ask the boat adjacent to the spot you select what scope they have out so that you can anchor in such a manner that you will not bump into the neighboring vessel.

Anchor with the same method used by nearby boats. If they are anchored bow and stern, you should too. If they are anchored with a single anchor from the bow, do not anchor bow and stern. Never anchor from the stern alone, this could cause the boat to swamp or capsize.

Rig the anchor and rode. Check shackles to make sure they are secured with wire tied to prevent the screw shaft from opening.

Lay out the amount of rode you will need on deck in such a manner it will follow the anchor into the water smoothly without tangling.

Cleat off the anchor line at the point you want it to stop. (Don't forget or you'll be diving for your anchor.)

With the bow to the wind or current in the spot you have selected, stop the boat and slowly start to motor back. Lower the anchor until it lies on the bottom then slowly let out the rode as the boat drifts back. Backing down slowly will assure that the chain will not foul the anchor and prevent it from digging into the bottom.

When all the anchor line has been let out, back down on the anchor with engine in idle reverse to help set the anchor. (Be careful not to get the anchor line caught in your prop)

While reversing on a set anchor, keep a hand on the anchor line, a dragging anchor will telegraph itself as it bumps along the bottom. An anchor that is set will not shake the line.

When the anchor is firmly set look around for reference points in relation to the boat. You can sight over your compass to get the bearing of two different fixed points (house, rock, tower, etc.) Over the next hour or so, make sure those reference points are in the same place. If not you're probably dragging anchor.

Begin anchor watch. Everyone should check occasionally to make sure you're not drifting.

Retrieve the anchor by pulling or powering forward slowly until the anchor rode hangs vertically at the bow. Cleat the line as the boat moves slowly past the vertical. This will use the weight of the boat to free the anchor and protect you from being dragged over the bow. Once free, raise the anchor to the waterline. Clean if necessary and let the rode dry before stowing away.

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CYCT Calendar

Thu-Sun 25th-28th October

Hobart Show Long Weekend cruise – Norfolk Bay

Tue 6th November

General Meeting – DSS 8.00pm. Speaker – Leo Foley on 'Cruising Vanuatu'.

Wed 7th November

Mid-week cruise – Kettering 10.00am

Sun 11th November

Day sail – Killora Bay

Wed 14th November

Committee Meeting – 7.30pm

Wed 21st November

Mid-week cruise – Kettering 10.00am

Sat-Sun 24th-25th November

Weekend cruise to Bridgewater Bridge

Tue 4th December

General Meeting – DSS 8.00pm. 'Question and Answer' session with some of the speakers who presented during the year.

Wed 5th December

Mid-week cruise – Kettering 10.00am

Wed 12th December

Committee Meeting – 7.30pm

Sat 15th December

CYCT Christmas Function at Dru Point Reserve, Margate from 11.00am.

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

Minutes of General Meeting – 02 October 2007

Minutes of the General Meeting of the Cruising Yacht Club of Tasmania held at Derwent Sailing Squadron, 2nd October 2007 at 8.00pm

WELCOME:

Commodore Leo Foley opened the meeting and welcomed members and guests.

PRESENT:

35 members and 9 guests of members.

APOLOGIES:

Ian and Wendy Fletcher, Rosemary and Paul Kerrison and Phil and Jane Mason.

MINUTES OF THE PREVIOUS MEETING – 4th September, 2007.

Following no contrary voices from the members present, Commodore Leo Foley signed the minutes of the general meeting held on 4th September (as published in the September Edition of "Albatross"), as a true and correct record.

MINUTES OF THE 32nd ANNUAL GENERAL MEETING 4th September, 2007.

Moved Cheryl Price, seconded David Bryan that the minutes of 32nd Annual General Meeting held on 4 September, as published in the October Edition of the "Albatross", be ratified as a true and correct record. **Carried.**

BUSINESS ARISING:

Commodore Leo Foley advised members that since the AGM the committee had appointed Chris Creese as Warden and Ian Fletcher as Quartermaster, however the position of Secretary remains vacant.

CORRESPONDENCE:

Commodore Leo Foley advised members that it was Ken Newham's 90th birthday on the coming weekend and invited members to sign a birthday card which he circulated.

COMMODORE'S REPORT:

Commodore Leo Foley welcomed Pat Price and Penny Lade to the meeting, congratulated Pat on winning the Award: "CYCT Cruise of the Year" and presented him with a plaque and the trophy cup. He also introduced new members Brendon and Katrina Boon and will present them with a club burgee at the November meeting.

VICE COMMODORE'S REPORT:

Vice Commodore Andrew Boon reminded members of :

- The Combined Clubs Opening Day of the 2007-08 Yachting Season on Saturday October 6th and invited members to join in the sail past.
- The next Midweek sail on Wednesday 10 October - meet at the Oyster Bay chandlery at 10 am.
- The Hobart Show long weekend cruise (25th- 28th Oct) will be to Norfolk Bay.
- A day trip to Killorra Bay on 11th November.
- A sail to Bridgewater on 24th November and overnight either side of Cadburys Point.

REAR COMMODORE'S REPORT:

On behalf of Rear Commodore Milton Cunningham, who was absent, Vice Commodore Andrew Boon reported :

- The 6 November Guest Speaker will be Commodore Leo Foley - Cruising Vanuatu
- The Christmas function will be held at Dru Point on Saturday 15 December. Members can arrive by land or sea – those barriving in boats should radio Milton Cunningham on Channel 16 to arrange transport from the jetty to the park area.

GENERAL BUSINESS:

Commodore Leo Foley raised the issue of the proposed Bruny Region Marine Park and the concern raised in the Mercury newspaper that it may impact on boats seeking anchorage in Fortescue Bay. He advised he would contact MAST re possible impact and report back to the next meeting.

Keith Wells asked if any members had heard the recent Tsunami warning on Hobart AM radio and asked if so what action/response was taken. General discussion followed and the Commodore concluded by advising he would raise the issue with MAST.

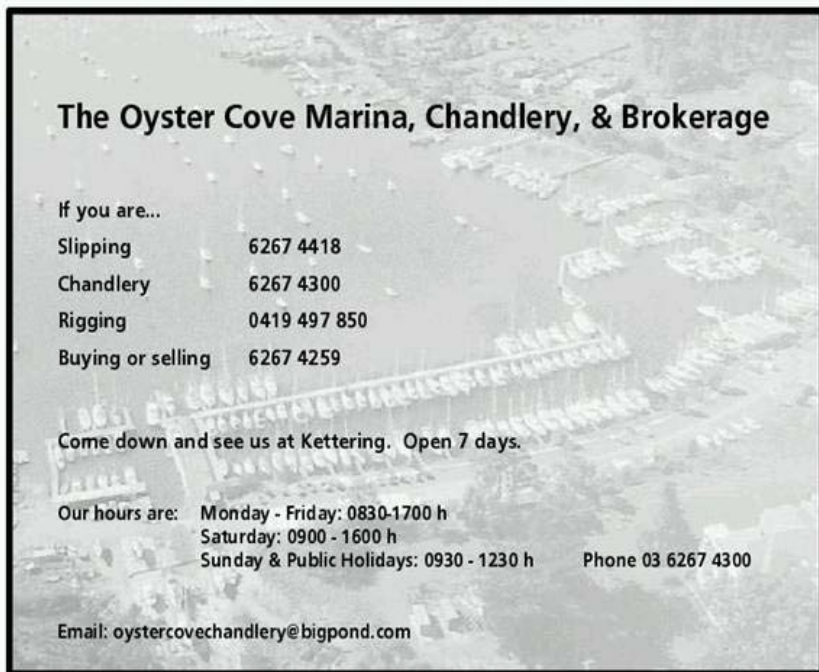
The opening of the Bridgewater Bridge to boats was raised and David Bryan reported that while the cables were to be replaced the expensive part was the upgrading of the cable wheels etc. Once again the Commodore advised he would raise the issue with MAST.

GUEST SPEAKER

The Commodore introduced Pat Price and Penny Lade who showed slides and spoke about the two cruises on "Pendulum" in the Pacific in 2005 and 2006. The first of about 10,000 nm went from Hobart to New Zealand, Minerva Reef, Tonga, Fiji, Western Samoa, Tonga, Tuvalu, New Caledonia, Brisbane and Hobart. The second voyage of about 7000nm went from Hobart to New Zealand, Fiji (4 months), Loyalty Islands, New Caledonia, Coffs Harbour and Hobart.

The meeting closed at 10.15 pm. Supper followed.

Mike Temple-Smith – Acting Secretary



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