



Albatross

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Cape Raoul through Alamak's windscreen – Article page 11

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



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Sunset at Trouser Point, Flinders Island – Photo Chris Palmer

Editorial



One of the perks of being the editor of 'Albatross' is that I get to see the newsletters of other clubs before they find their way into our library. For some reason, the editorial in the November 2007 Cruising Yacht Association of Victoria's Ebb Tidings struck a chord. (I said I got the newsletters first – not quickly!)

The President of CYAV had been explaining that, after many months of their boat being laid up with the usual mechanical trials and tribulations, they were taking it for its first outing. She continues:

As we hauled up the main and took off down the channel with our new chums on board, I thought with great relief that this is what life should be all about. This feeling of euphoria was heightened by the delight on the faces of our guests – first time sailors. They were enthralled by the sensation of gliding silently along on a sunny day with the water glistening and the boat cutting cleanly through the waves. Suddenly the cobwebs of winter and the nervousness of the past few hours left me and I realised the romance was still alive. It was just resting, waiting for the next adventure.

Instead of apologising for her lack of varnish, the need for a good polish and the fact that the deck needed a good scrub, I realised, no matter how bad it gets, this is the place to be.

It is so important, too, to share our sailing experiences. Sharing the romance of sailing helps to confirm how lucky we are to be able to take part in this wonderful activity and how much it has become a part of who we are.

This year, as the new season starts, why don't we make it our business to take out a couple of new chums? Selfishly, it will give you a big boost, but it may give a gift to someone who otherwise may never know the joy of sailing.

When did you last invite a non-sailor on to your boat for a day out?

I remember my first time on a 'big' boat, many, many years ago, as clearly as if it were yesterday. I especially remember the feeling of nervousness and elation as the mainsail filled and the boat picked up speed. I still get it to this day.

Let's spread this particular joy around a bit more.

Chris Palmer
editor@cyct.org.au

Commodore's Comments



No great policy issue jumps out at me this month, so I'll take the opportunity to encourage all members to attend our cruises.

The Australia Day weekend cruise to Port Arthur was held on a beautiful January weekend, with spectacular scenery and wildlife displays abundant. World cruisers could not have fared better than we enjoyed in our own 'backyard'.

Talisman II slipped quietly out of Kettering late on Friday morning, and enjoyed perfect sailing conditions in the upper Channel. The sea breeze sprang up as we neared Dennes Pt, and was quite strong as we worked towards the Iron Pot. As the sea was building, we decided to have lunch behind Betsy Is, and continue later. Rather than bash South into the strong breeze, we decided to head for Nubeena overnight, and continue to Port Arthur in the morning. A brisk sail followed, rewarded by a calm night in Parsons Bay.

Saturday dawned fine and clear. Busy preparations were underway for the Nubeena Regatta, an Australia Day tradition, and it was tempting to stay for the festivities, but we headed South mid-morning. The coast, as always, was inspiring, culminating at spectacular Cape Raoul, where we always round closer than is recommended because the seal colony inevitably puts on a delightful show and makes the discomfort from the backwash off the cliffs well worthwhile. The easterly wind was now on the nose, making sailing progress slow. But the large pod of dolphins keeping us company passed the time easily. They played, leapt and torpedoed underneath the boat for over half an hour, before moving away for a new audience. Later, I found that they greeted each of the CYCT boats as they crossed Maingon Bay.

Entering Port Arthur, the wind was on the beam and allowed perfect sailing conditions up the protected bay as we headed for Stewarts Bay. We charged along thinking that, just sometimes, we get the conditions we dream of. We joined *Irish Mist*, *Banks Strait* and *Kokomo*, who were rafted together in Ladies Bay. *Odyssey III* joined us later. Over the next days, convivial times were enjoyed aboard *Banks Strait* and ashore. On Sunday we walked around Stewarts Bay to Garden Point, and examined the refurbishment of the Stewarts Bay resort. A much-enlarged restaurant replaces the old "Kelleys" and fast boats now offer tourist cruises around Tasman Island and beyond. We could see the potential and wish the entrepreneurs well.

On Monday a strong SW change was forecast, so a dawn start saw a procession of boats motor-sailing to Cape Raoul. 'Albert' seemed at home amongst his graceful, swooping friends, who kept us company in that area. We headed NW towards the Channel and found that's where the wind was coming from - of course! But the early start had the advantage of us arriving at Barnes Bay about lunchtime, and, with *Neptune* joining us, an afternoon bbq followed.

Seeing five Albatross burgees flying at Port Arthur was great. But where were the others? We would love to see more boats along. It was a beautiful weekend, with top notch scenery and good company to boot. Whether an old or new member, we'd love to see you there next time and at our other cruises.

Leo Foley

Vice Commodore's Report



The trip from Brisbane to Hobart on the Italian-registered yacht *Alamak* which Chris Palmer and I undertook in January took nearly four weeks and was a fantastic experience. Fortunately *Alamak* is so much bigger than *Reflections* that there is no (immediate) temptation to upgrade to a bigger boat and I am happily back working on my own boat. I have taken a few lessons from the trip, though, including the fact that bigger boats have more systems to go wrong and go wrong they do, inevitably at the wrong time. Auto-pilots and chart plotters, even integrated systems from a single manufacturer, will fail and need to be watched continuously; and sometimes you do need to lift a finger to reef the sails – but no more than a finger!

In February I will be in New Zealand and in March I plan to be in Port Davey, so I will probably keep my record non-attendance at CYCT cruises intact for the year. Thanks to Commodore Leo for standing in as Vice Commodore in my absence.

Snake Island - Jan 13

Due to some ordinary weather, most ended up in Quarantine Bay for the night. New members Phil and Jane were there in *Athena*, but the weather didn't allow for the usual BBQ ashore. It must have been really bad to prevent a CYCT BBQ!

Port Arthur - Jan 26-28

Talisman II, *Irish Mist*, *Kokomo*, *Banks Strait*, and *Odyssey III* made the trip to Port Arthur for the Australia Day long weekend. Saturday and Sunday nights were spent in Ladies Bay, with a walk ashore substituted for the planned trip around Tasman Island due to poor conditions.

Mid-Week Cruises

I have taken mid-week cruises out of the calendar until May (mainly because I won't be here for most of them).

Clean Up Australia

The official Clean Up Australia Day is March 2nd, but this year the Club is supporting a clean-up in Great Taylor Bay organised by William Reynolds (*Rhumblin*) on Sunday March 9th. William has got support from some corporate sponsors including local fish farms. Members who would like to take part in the clean up should register at <http://events.cleanup.org.au/?DEntrecasteaux+Channel> (click on 'Volunteer' on the right side of the page and fill in your details. Listen for *Rhumblin* on VHF channel 16 at 0905 for details of which sites will be targeted and how to get your bags, gloves, etc.

March Long Weekend - 8-10 Mar

This is shown in the Calendar as 'Port Cygnet Regatta/Taste of Huon'. There is certainly plenty on, including a race from Hobart to Kettering on Friday evening and a race from Kettering to Cygnet on Saturday. Then the Clean Up Australia Day activity occurs on the Sunday. Taste of the Huon is at Ranelagh this year, which is a bit far to walk. I would suggest the following program: Enter the Kettering – Cygnet race (starts off Little Oyster Cove at 1200 on Saturday, entries to Phil Jeffs, PCSC, 6295 0486 by 1700 on Thursday March 6th), have dinner at the PCSC BBQ on Saturday night, move down to Great Taylor Bay and help with the Clean-Up day on Sunday, CYCT BBQ on Sunday night, then back home on Monday.

Easter – Recherche Bay – Mar 21-24

Easter is early this year and Recherche Bay is the destination. There is plenty of history to catch up on in this area as well as some navigational challenges. Switch off your GPS and use your chart/compass/sounder/eyes for a bit of variety. I hope David Jones will offer to lead a walk from Cackle Creek to South Cape Bay. Should be a piece of cake compared with last year's stroll up Mt Maria!

Donald Sutherland Memorial Navigation Cruise - May 10

Put this date in your diary – and look forward to the challenges which the Brothers Creese will set.

Members' Cruising Plans

These are 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).

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

Circumnavigation of Australia: *Odyssey III*, possible departure March 08, several years duration (I understand that this may have been deferred a year due to rapid family movements).

If you are 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.

Andrew Boon

Rear Commodore's Report



The February club barbeque was well attended despite the rather fickle weather. Around forty members and visitors sheltered behind the Mariners' Cottage enjoying their time together despite the weather. The barbeque was followed by an illustrated presentation from Commodore Leo Foley on the history of the CYCT clubhouse – Mariner's Cottage.

4 March 2008 – General Meeting

The March general meeting will be held at the DSS at 8.00pm. The guest speakers will be Jack Allen and Pat

and Dick Morris.

Prior to the meeting Jack Allen will demonstrate the stringing a fishing net. He will commence the project at about 7:30 p.m. and members will be able to watch him and ask him questions as the net making progresses. After the formal meeting Jack will give a talk on net making and be able to respond to any questions. I understand that the net that Jack commences on the evening will be available for sale. Anybody needing a net could place an order with Jack.

Pat and Dick Morris who are currently in Hobart will give a presentation on their cruise. They are currently cruising on their ketch, Irene, which is a 36 ton traditional design cruising vessel built by Dick.

1 April 2008 – General Meeting

It is proposed to conduct the April general meeting at the State Library of Tasmania and after a presentation move to the New Sydney Hotel.

Marian Jameson, a Senior Librarian and Historian will give a presentation on the history of the Royal Hobart Regatta at the State Library of Tasmania. Although details are not yet finalised it is expected that the presentation will commence at an

earlier start time - possibly 7:00 pm. After the presentation the formal meeting will be held at the New Sydney Hotel.

Milton Cunningham

Wreck of George III

Tragic Story Retold

This extract from The Mercury of 12th April 1928, forwarded by Erika Johnston, will be of interest to the many Club members who have made the trip to Recherche Bay. George III Rock is equidistant between Southport and Recherche, and this article is an account of the sinking of the vessel that gives the rock its name.

Tucked away in what remains of St David's Cemetery there is a stone tablet bearing the following *inscription*

*"Sacred to the Memory of Gregor McGregor,
Assistant Surgeon of the 50th, who died April
24th, 1835, aged 25 years".*

This tomb was erected by the Officers of the 50th Regiment to mark their deep regret at this event which from his amiable disposition possessed their esteem. He was wrecked just on the eve of completing his voyage from England to Van Diemens Land on the night of April 12th, 1835, in the Convict ship *George III* which was lost by striking upon a rock near Acteon Reef. After escaping the horrors of the wreck he unhappily wandered alone into the woods the following day, from the party with whom he was saved. When losing himself he was not discovered until in a state of extreme exhaustion from which he never recovered, but gradually declined and in a few days after, closed his valuable life. Thus is briefly told, one of the major tragedies of early Tasmanian history.

This tablet was discovered broken in half in St Davids Cemetery by Mr R.R. Rex who takes an intense interest in the earlier shipping history of Hobart. His records which are very complete contain the following interesting story of the wreck.

The rock on which the *George III* was wrecked was known to no one save a few coasting craftsmen and bay whalers, and it lies about 2 miles Southwest of Southport Island. It is submerged about 6 ft. and owing to its situation it is seldom that the sea breaks on it. In any case the rock had no place in the old Admiralty Charts which were in use at the time of the wreck of the *George III*. She was a 400 ton vessel and left Woolwich on December 14th, 1834 with 200 convicts, a military

guard of 29 rank and file, and 3 officers aboard. In all, the ship had aboard 310 souls, two children being born at sea.

The voyage of the *George III* was disastrous from the day she left port. In the tropics she caught fire owing to some carelessness in drawing of spirits and the fire spread so rapidly that her total loss was for a time looked upon as inevitable. After a strenuous and desperate fight, however, by both convicts and soldiers the fire was put out and the voyage once more resumed. Two of the convicts were particularly conspicuous for their presence of mind and bravery. The ship was carrying some military stores which included copper kegs of gun powder. The fire had reached the magazine when the two convicts crawled through suffocating smoke and intense heat to the powder store and removed the powder. The copper kegs were so hot that they burned the hands of the two convicts which shows how narrow was the margin by which the ship escaped being blown out of the sea.

She had hardly settled down to the monotonous routine of her voyage again when scurvy broke out among the convicts and before she sighted the barren looking West Coast of Tasmania 16 people - convicts and others - had died. The outbreak of scurvy was attributed to the bad rations with which the ship had been provisioned. When Tasmania was sighted 60 of the ship's complement were down with scurvy. Fifty of these were regarded as hopeless cases.

The cry of land galvanised what had become a ship of death. Even the convicts who were so ill with scurvy that they couldn't move brightened themselves considerably. The land sighted was the back of Port Davey and the ship made down the coast on the last few miles of her voyage. Every soul aboard was longing for the end.

The weather was rather unsettled and squally but it was nothing to worry about. After the ship passed the point known as Whales Head, about two miles below Recherche Bay, darkness fell. Charts in those days could not be entirely relied upon and the captain kept the leadsman sounding, holding on his course with the top sails double reefed; fore sail hauled up and main sail furled in readiness to anchor at any minute. The 3rd officer was on the fore yard keeping a sharp lookout for broken water and the ship's way was reduced to 1½ knots. The water shoaled gradually to 7½ fathoms, which depth carried them through all known reefs and clear, as they thought, of all danger. At this stage the moon came out brightly from behind a bank of clouds and with the idea of landing the sick as soon as possible the captain after consultation with his officers decided to stand on, up D'Entrecasteaux Channel. A little after 9 p.m. the water started to shoal suddenly, first to six then to 5 fathoms and the Captain got anxious.

"Heave quick" was the order to the leadsman, and directly afterwards *"a quarter less four"* was called in response.

"Hard a'port" was the next command, and like a quick echo the helmsman answered *"Hard a'port it is sir"*. The ship answered her helm directly and her head began to fall away. As it did so she struck gently at first then harder. The shock

was enough however, to put everyone on their feet who could stand up. The fourth mate was immediately ordered away with the jolly boat and made soundings all around the vessel with adverse reports of every sounding.

FATE STEPS IN

Perhaps it was the hand of fate or some evil destiny which had gripped the ship throughout her voyage which ruled that she was never to get off that rock. The sea, up till the time she struck had been calm, but now a heavy ground swell set in, lifting and dropping the ship's bows heavily on the reef. It took about five thumps to stove her in. She began to fill rapidly and as the sea got a grip of her she went swiftly to pieces. Bulwarks stove in and masts went over the side. The launch, the longboat, the bulwarks had to be cut away in consequence of the falling of the main mast. While the gig was being launched with several people in her, the man working the stern tackle slipped as the ship rolled and the gig went down stern foremost drowning several of the people in her.

The ship was crashing and groaning and the foremast which had been tottering for some minutes collapsed, covering the deck with ropes, blocks, and broken spars. The rudder broke away and tore up a large section of the poop deck as it was forced upwards.

It took 15 minutes after the ship struck for all these things to happen. The confusion was terrible on deck and a thousand times worse below. The ship was filling and the convicts were endeavouring to get on deck, some of them were too ill to move and the others trampled over them. As the ship struck it was not realised in what danger she lay and it was hoped to get her off at once.

To prevent the convicts getting on deck and rushing the boats before they were launched a strong guard was placed over the hatches with cutlasses and muskets. It took six minutes before the boats could be launched and during that time 97 convicts perished in the hold of the ship.

The fourth officer quitted the wreck and tried to get ashore but could not find a landing place. He then pulled the boat up the channel in the direction of Hobart. After some time the long boat was launched with the help of the convicts who remained alive, most of them having perished below, and she set out for the shore with 40 people aboard. When she had landed this party and returned to the wreck it was found that she had been badly broken and the convicts and other survivors were clinging to her as best they could, worn out with hunger and exposure. Thirty of them had already been washed from their hold. The longboat made a trip to the wreck but before she reached it a small schooner sailed along side and rescued the rest of the survivors.

Dr McGregor had strayed into the bush when landed and eight of the survivors went in search of him while the rest of them were taken to Hobart by the little schooner *Louisa* which had rescued the last of them from the wreck.

Brisbane to Hobart in Style

Chris Palmer



The last time I had a one way air ticket in my hand was in the UK in 1969. It was provided by the Australian government who were happy to let me check out their country while they did the same to me. We remain on good terms.

This time I was on my way to Brisbane in the company of Vice Commodore Andrew

Boon to be part of the crew sailing a 53' Hallberg-Rassy yacht to Hobart. How this came about is a long story – essentially a matter of 'friends of friends of friends of family'.

Sailing has been an important part of the lives of the Italian owners of this fine boat - Gianni and Giovanna Gallia - and they would, I suspect, be doing it full time if they did not have a hotel to run in Sardinia. They have owned *Alamak* for five-and-a-bit years, taking delivery of her new from the Hallberg-Rassy yard in Sweden in 2002. Since then, with the help of friends, they have been sailing her in stages around the world after cruising much of Europe and the Mediterranean. So, even though Andrew and I had not met the owners nor seen the boat, we took great comfort from their histories and achievements to this point.

We found *Alamak* in the Scarborough Marina 35km north of Brisbane with no difficulty, and after introductions to Gianni, Giovanna and their son Gigi, we stowed our gear in the forepeak and started to get to know the boat. We were told which was our bathroom (the term 'head' simply does not do justice to this facility) and where the washing machine was located. Then we got to know each other a bit better over a meal in the Moreton Bay Boat Club.

The next few days were spent getting the boat ready for the trip after its four months' sojourn in the marina. It was not long before Andrew had more than earned his passage by bringing a wireless broadband internet gizmo with him (see the 'Going About' section of this newsletter for details) and with repairs to a number of the electric and electronic items on the boat. HF radio, weather fax, AIS and

many other bits of gear succumbed to his magic touch either in Scarborough or on the voyage. The only thing that defeated him, oddly, was the CD/FM radio.

Five days after arriving at Scarborough, and in spite of a less than perfect forecast, we cast off for the journey south. Heading across Moreton Bay in a 12 to 15 knot southerly breeze, it became clear that this was no ordinary boat. Under main alone – unfurled from within the mast by pressing a button, of course - we were soon making seven plus knots as we attempted to reconcile the objects on the chart with the evidence of our eyes. Reaching Tangalooma, we headed north to Cape Moreton, where we decided to trust our eyes rather than the chart for the location of sandbanks. After a few anxious moments, we were in deep water and motor-sailing south into a steep chop, giving the decks a good wash. Lunch was consumed eagerly, and in my case, exhumed shortly thereafter. Thumbs down to ginger tablets. Giovanna donated one of her few remaining patches and life returned.

It was surprising how quickly things settled into a routine. As one who had not made a long passage before, I was a little apprehensive about the whole business, but it took little time to adjust. The original plan on this first day was to go to the

Gold Coast Seaway, anchor inside and take stock. But we were travelling well and decided to continue to Coffs Harbour. Watching the lights of the Gold Coast slide by as the sun set was memorable, as was the first night-watch. With only three people involved in sailing



(Giovanna was cook and coffee maker, and Gigi was recovering from a motorbike accident), night watches were a solo job. Thanks to the auto-pilot, the radar, the chart plotter and some steady weather, drama was non-existent.

Memories of Coffs Harbour consist of rain – we had 24 hours of it and never left the marina. We fuelled up, showered, and took off. Another overnight passage had us entering Port Stephens in sunshine, but the rain was not far behind. I jumped ship to see old friends who lived there while the others rented a car and did some sightseeing. On the last night there I volunteered to cook for the crew and made a risotto – realising too late that most of the people who were to eat it came from Milan, the home of risotto. They were very polite about it, though.

A day sail in weather that went from grey to very gloomy saw us arrive at Broken Bay with cloud down to the masthead and constant rain. We picked up a mooring in America's Bay and were pleasantly surprised to see sunshine the next morning, together with about sixty or seventy other boats. A popular spot – confirmed by the



presence of a permanently moored rubbish bin barge!

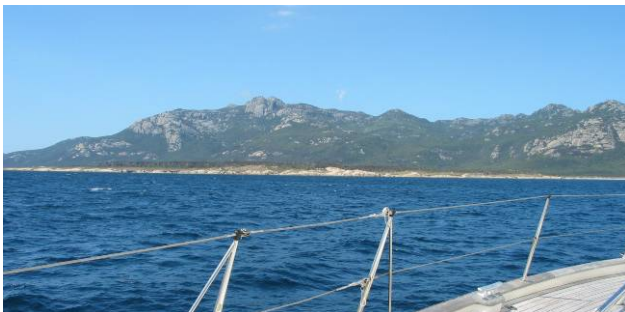
Then followed the best day's sailing to date – a thrash down the coast to Sydney

Harbour at 8.5+ knots all the way thanks to a nor'easter at long last. When you are rail down in a 53' boat, you really know you are sailing. We arrived early afternoon on a Sunday, and the harbour was its usual busy weekend self. We negotiated fleets of skiffs and other racers for a trip past the Opera House and under the Bridge before berthing at the Cruising Yacht Club. Sightseeing, walking and getting various electronic bits for a couple of Andrew's projects took up three days, then we

were off again with a forecast of mainly northerly winds for our trip down the southern NSW coast.



Two nights and three days later the weather had allowed us to cross Bass Strait without having to stop and wait at Eden, and we were sailing down the west coast of Flinders to our chosen anchorage at Trousers Point. (There must be a story in that name.) It had been a perfect sail for the last eight hours or so, and that



evening's G&T, dinner and red wine rounded off a fantastic few days. We were developing a real appreciation for Gianni's way of sailing and the hospitality that came with it. (It was a dry boat at sea, by the way!)

On to Lady Barron – somewhat easier said than achieved as the navigational demands in this part of the world are quite challenging. Though short, this is not a passage I would like to do in bad weather or poor visibility without a good chartplotter. Although the leads were in place as shown on the chart and Brettingham-Moore's "Cruising Tasmania", they were either small, badly faded, or



both. Either way, in most cases they were very hard to pick up, even with binoculars. The unfriendly construction of the wharf at Lady Barron saw us moor alongside a fishing boat, but when we discovered that it was due to leave at 4.30 the next

morning other arrangements were called for. After lunch at the pub (the wallaby is recommended) we moved the boat to a mooring and watched life at Lady Barron from the water. Not a lot happened.

According to Mr Brettingham-Moore, there is a route out of Lady Barron to the south-east, following the NE shoreline of Vansittart Island and Clark Island closely.

This was the way we decided to go, but we were to discover to Gianni's concern that both paper and e-charts were not accurate regarding depth. Two or three times the bottom shoaled up to about 2.5m where there should have been over 5m. *Alamak* draws 2.4m. We had to hand it to the owner. In the face of ever decreasing depth, he shrugged his shoulders, asked us to cross our fingers, and motored gently on. With quite a strong tide running against us we were able to keep our speed over the ground down to a couple of knots and still have good



With quite a strong tide running against us we were able to keep our speed over the ground down to a couple of knots and still have good

steerage, and after what seemed hours but was in fact only some thirty minutes the depth increased and we relaxed.

We crossed Banks Strait in daylight, passed Eddystone Point at dusk, and the noise of the anchor going down at Wineglass Bay woke me at about 0345 the next morning. A stiff breeze and problems with the outboard prevented us from going ashore in the rubber ducky and we departed this lovely spot later in the morning, having first waved greetings to a number of club boats taking part in the RYCT cruise to Flinders, *Endurance*, *Josida* and *Pendulum* among them. In declining wind and lowering cloud, we passed through Schouten Passage, experienced the olfactory overload of Ile des Phoques and anchored in Chinamans Bay at Maria Island.

Following a walk in the morning to show our Italian friends some indigenous wildlife, we continued south and made Port Arthur that evening. Taking the passage between Tasman Island and Cape Pillar had all the cameras on board working overtime.

Two nights at Port Arthur gave us the day needed for exploring that historic site, and then we were off across Storm Bay to Hobart, berthing at the RYCT that afternoon.

And suddenly the trip was over. After a glass or two of bubbles with wives and partners, we sadly took our leave. The following few days saw us back on board helping out with a few jobs prior to taking *Alamak* to Kettering, where she will remain until Gianni or a friend of his picks her up to sail her north to SE Asia and eventually, home to Sardinia.



Highlights and lowlights? Well, for me there were no lowlights, although constant total cloud cover for much of the voyage got a bit depressing after a while. Highlights were the couple of great sailing days from Broken Bay to Sydney and down the west coast of Flinders. Equally as good, though, was being on watch at 0200, charging along at 8.5 knots in the dark, peering over the spray hood and listening to Wagner or Pink Floyd on the MP3 player. It doesn't get much better than that.

What did I learn? Heaps. Respect for Gianni's skill and experience, the benefits of having radar on a boat, the importance of keeping a good lookout in spite of the

radar, the pleasure of a crew that got on well with each other, and the best way to cook pasta.

I also found out that the greater the complexity of the systems on a boat, the more there is to potentially go wrong. And that while all the electronics on a modern boat



The Vice Commodore working up a sweat grinding in the genoa.

contribute greatly to its safety at sea, they are not infallible. A couple of times the autopilot decided to put itself on standby with no warning or alarm. On the first occasion that led to an unexpected gybe in the middle of the night in about 20 knots of wind. Luckily, damage was minimised thanks to the rigging of a preventer some hours before. We also learnt that chart plotters are not immune to problems when ours showed us making our way across Nutgrove Beach and

into Lower Sandy Bay at one stage. (It had unilaterally decided to use the wrong datum.)

A comment on marinas. In most cases when we used them on a casual 'per night' basis the cost was in the order of \$70 per night (remember, *Alamak* is 53' in length). In Port Stephens it was close on double that. The marina there is run by D'Albora Marine, now owned ultimately by Macquarie Bank - but at least you get 'personal care facilities' instead of showers. Fuel at D'Albora marinas in Port Stephens and Sydney was \$1.99 a litre compared to around \$1.60 elsewhere. Let us



The Editor seeking inspiration for the next newsletter.

hope that this type of rampant commercialism doesn't make it past Bass Strait. It gives free enterprise a bad name.

By the standards of some of our members, this was a pretty tame trip. For me, and I think for Andrew, it was an unforgettable experience on many levels and I will be forever grateful for the opportunity to have done it.

The Case for a Permanently Installed Preventer

Edwin G. Fischer, MD

Dr Fischer is Fleet Surgeon for the Cruising Club of America

The previous article mentioned the concern caused by an unexpected gybe and the fact that its impact was limited because a preventer had been rigged. This recent article, from Sail-World.com, suggests a way that you can have a preventer permanently rigged on your boat. Definitely food for thought.



After an accidental jibe, by Francisco Ferri

The incidence of injury from accidental or premature jibes is unknown but the problem is not insignificant. I became aware of the immediacy and seriousness of such accidents during the 1989 Marion Bermuda Race when a pediatrician at the helm of a fellow neurosurgeon's boat had a fatal head injury during an accidental jibe at night. He was struck by the mainsheet as it whipped across the cockpit. The binnacle was also badly damaged by the mainsheet.

Subsequently I assembled an incomplete list of 18 fatal head and/or neck injuries that occurred on offshore yachts due to accidental jibes. A surprising number occurred in various racing events

Racing Events with Well Documented Fatal Jibe Head Injuries

- 1979 SORC boom injury
- 1981 Practice - USCG Academy Sailing Team boom injury
- 1989 Marion Bermuda Race mainsheet injury
- 1992 Cowe's Week mainsheet injury
- 1996 Antigua Race Week mainsheet injury
- 1998 Ft. Lauderdale-Key West Race boom injury
- 2007 Atlantic Rally for Cruisers (ARC) boom or mainsheet injury

In addition, in 1990 a midshipman at the US Naval Academy was in coma after a head injury during an accidental jibe and his recovery was not good enough to return to school.

Accidental jibes can be avoided only if a preventer is always in place. Phil Garland, of Hall Rigging, designed a permanently installed preventer that we have used with ease on our Morris 46 in four Newport Bermuda Races and two roundtrip transatlantic passages.

Permanently-Installed Preventer

Equipment

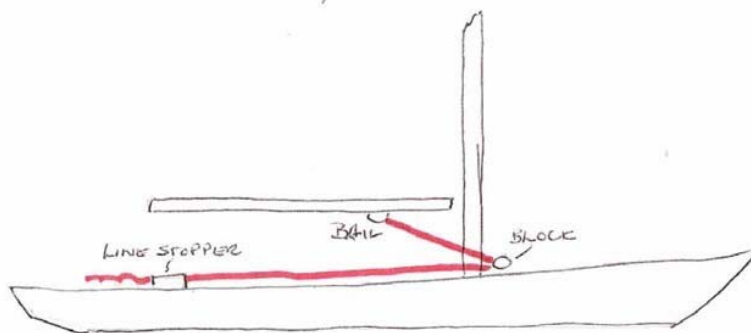
- A pad-eye or bail on the undersurface of the boom, aft of the vang (about 1/3rd the distance from the gooseneck to the boom end, but the exact location is not critical) *(Some may dispute this last statement. If the preventer is attached too close to the gooseneck, a serious gybe could result in damage/bending to the boom at the attachment point. Ed.)*
- Two blocks on the deck, one on each side, located in the vicinity of the shrouds (will vary with the boat)
- Two line stoppers, one each side, located by the cockpit in easy reach of the helmsman
- Two lines long enough (about half the length of the boom plus the distance from the deck block to the line stopper, plus several extra feet)

Set-Up

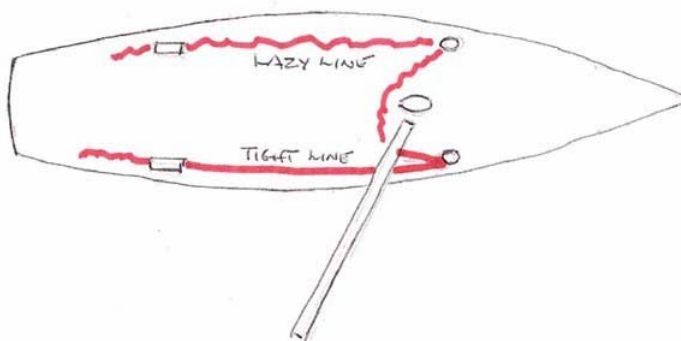
- Both preventer lines start at the pad eye or bail on the boom, one running forward to the block and then aft to the line stopper on the starboard side, the other running similarly on the port side.
- On our Morris 46, a piece of PVC tubing on the aft lower shroud prevents line chafe.

Operation

- The entire system can be run by the helmsman: releasing the old leeward line from the stopper before or during the jibe and tightening the line in the stopper on the other side after the jibe.
- The helmsman can also trim the line as the mainsheet is let out or taken in.
- Occasionally, one of the lines hangs up on a Dorade.
- Upwind both lines are slack and do not need attention.
- The initial force of the jibe is minor compared to the full force of the jibe after the accelerating boom has crossed the centerline.



Permanent preventer diagram - side view



Permanent preventer diagram - from above

Application for membership

Peter Makepeace

Peacemaker

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 and MAST – Correspondence Regarding the Allocation of Funds

The Committee of CYCT has been concerned for a while that by far the majority of funds allocated to the support of recreational boating activities in Tasmania has been directed at projects primarily designed to assist small boats, such as the upgrading of launching ramps and associated facilities.

The Committee has written to MAST expressing this concern, and a reply has been received. Both pieces of correspondence are reproduced below.

The Committee encourages Members to submit individual applications for funding in support of any CYCT applications when documentation from MAST is received. The more applications received by MAST for a specific project, the better its chance of success.

Mr Colin Finch
Marine and Safety Tasmania
GPO Box 607
Hobart
Tasmania 7001

Dear Colin:

The CYCT Committee has asked me to write to you on its behalf concerning the allocations under the Recreational Boating Fund 2007/2008.

Naturally we are disappointed that not one of our proposals:

- navigation aid on Quarantine Point
- mooring piles at Huonville
- navigational aid on Curlew Island
- repairs to Partridge Island jetty

achieved funding.

But we are particularly disappointed because perusal of the list of successful projects suggests that all the funded projects relate to launching ramps and related facilities. With the possible exception of the Huonville piles, our proposed projects would have benefits for all boat users, whether their vessels are permanently moored or make use of ramps. Unfortunately from the perspective of cruising yachts, expenditures on ramps do not enhance boating safety or pleasure.

While we accept that the revenue raised from registrations and mooring fees related to cruising yachts is a small fraction of the total, it is not zero.

The Committee also wishes to again raise the issue of access to the public jetty in Little Oyster Cove (Kettering). This jetty continues to be used by semi-permanently berthed vessels, some of them large, located at each end of the jetty. It is frequently the case that these vessels extend well beyond the face of the jetty, with mooring lines that are fixed to the face. With strong winds use of the jetty to collect or drop off crew is too often impossible. We have been told that there is some tradition that commercial vessels can use the public jetty at no charge, and apparently with no restrictions on the extent to which they can interfere with other boaters. But that tradition goes back to a time when cruising yachts did not have to pay registration fees. It does seem to us that part of the boating

community has been brought into a regulated user-pays mode, while part remains relatively privileged.

We would welcome your views on what seems to be some imbalances in MAST's responses to cruising yachtspeople.

Dave Davey
For Cruising Yacht Club of Tasmania

Mr Dave Davey
Cruising Yacht Club Tasmania

4 February 2008

Dear Dave,

I refer to your letter dated 21 January in respect to the request from the CYCT committee to write to MAST expressing its concern on the allocation of funds from the Recreational Boating Fund for 2007/2008.

You have mentioned in your letter that all the projects relate to launching ramps and related facilities, this is not strictly correct with an amount been provided to fund fendering to the jetty in Barnes Bay that is used by many cruising boats that moor and anchor in the area.

I am sure you will appreciate that not all applications can be successful and we urge the club to make further applications in the next round which will be opening soon.

You may be aware that in 2007 I spoke at two of your club meetings at the DSS. I recall in the first meeting explaining the funding processes and where the money is spent and allocated.

In case you were not present at the meeting it was explained that approximately 92% of all vessels registered are less than 7.5 meters. At the meeting it was reported that 4.9 million dollars had been spent on improvements to facilities since MAST started in 1998, of this \$621,839 has been spent on facilities and services for vessels over 7.5 meters.

This sum represents 12.5% of the funding whilst only 8% of the Tasmanian fleet is over 7.5 meters.

It was also explained at the meeting that over the last three years only 4% of the applications received relate to projects that larger boats would use.

In addition to the funding from the Recreational Boating Fund MAST has also funded \$202,000 for dredging at the Dunally Canal, \$88,394 for Anchorage Guides, \$158,335 for maintenance to the VHF repeater system, \$189,000 worth of capital expenditure towards the VHF network and in excess of \$1,250,00 has been spent maintaining and upgrading navigational aides around the state.

I am sure you would agree all the above contribute to the enjoyment and safety of all boaters but probably the cruising fraternity benefit more than the average boatie who owns a tinny.

Your comments in relation to the public jetty at Kettering have been passed on to the Manager of MAST assets. MAST has for some time been concerned with the number of permanent berths being taken up at a number of public jetties and as a result have introduced new jetty by laws.

Whilst the Manager is currently on annual leave I will discuss the matter with him on his return.

If you have any further queries please contact me.

Yours sincerely

Peter Hopkins
Manager Recreational Boating

Marine and Safety Tasmania

Going About

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

Port Cygnet Sailing Club Regatta

The Vice Commodore has already drawn attention to the Cygnet Regatta on the long weekend of 7th to 9th March. This regatta has quickly earned a reputation as being an extremely friendly, convivial event. Whether or not you are planning to race, getting to Cygnet at some time during the weekend (by land, if that is your only option) is highly recommended. Feeder races have been organised from Hobart to Kettering on Friday March 7th and from Kettering to Cygnet on Saturday 8th.

The CYCT cruise that weekend has been designed to accommodate both the regatta and the Clean Up Australia activities planned for the Channel area (see following article).

For more information about the regatta, to enter any of the races, or to book your spot at one of the catered meals (dinner Saturday and Sunday, lunch Sunday and breakfast Sunday and Monday) contact Phil Jeffs on 6295 0486 or secretary@cygnetsailing.org.au.

Clean Up Australia Day

The official Clean Up Australia Day is on Sunday 2nd March. However, a major effort is planned for the Channel area on the following Sunday. This is being coordinated by William Reynolds, and details can be found on the website <http://events.cleanup.org.au/?DEntrecasteaux+Channel>. You can register your participation at this site.

The Vice Commodore has suggested a program that would allow CYCT members to both enjoy the Cygnet Regatta and contribute to the Clean Up. Given that the Channel is our 'playground', a good turnout of Club boats among the Clean Up participants would show that we are happy to give a bit back to the area we enjoy so much. The following information has been taken from the website mentioned above:

Meeting Point: Weather dependant. Announced on VHF Radio at 0905 hrs. Hoping to be in Great Taylors Bay (either Mickeys Bay, Taylors Reef, Butlers Beach or Partridge Island).

Start time: 1000 hrs

End time: 1400 hrs

Site Coordinator Details

William Reynolds

mob: 0408400678

email: wreynolds@independentvaluers.com.au

Music at the Derwent Sailing Squadron

All CYCT members will be very welcome at the DSS on Sunday 2nd March, when 'The Cravats' will be playing on the lawn from 2.30pm onwards. Entry is free (although donations would be welcome), and a barbecue will be on the go during the afternoon.

We have a very good relationship with the DSS, not least because of their generosity in letting us use their clubrooms for our monthly meetings at no cost.

Supporting this event would be a good way of showing that we appreciate this gesture.

Rumour has it that 'The Cravats' kept a large bunch of thirsty sailors happily entertained during the 'Quiet Little Drink' after last years S2H. That's a pretty good recommendation, so it should be a good afternoon on 2nd March.

Club Items Available from the Quartermaster

A reminder to all CYCT members that the Quartermaster has a range of items for sale at very reasonable prices at each General Meeting. Current stock includes:

Cloth badges	\$10
Lapel badges	\$4.50
Beanies, caps, hats with CYCT badge	\$10
Burgees	\$20
Cruising Southern Tasmanian Waters	\$20

Cruising the Australian coast with Broadband Internet

In the article on our trip from Brisbane to Hobart on *Alamak*, I mentioned a 'gizmo' that Andrew Boon brought along that allowed us to access the internet at broadband speeds as well as make and receive phone calls.

The unit is an Ericsson W25 Fixed Wireless Terminal. Essentially it is a mobile phone on steroids. It runs under 3G (or in the case of Telstra, Next G) mobile networks and contains, like any normal mobile phone, a SIM card. The difference between it and a normal phone is it has ports that allow it to be connected to a normal telephone handset and/or a computer and/or a fax machine – all at the same time.



We found that download speeds were equivalent to land based broadband speeds (Andrew can give you the numbers if you are interested) and other than dropping out a couple of times, it proved to be very reliable.

For crossing Bass Strait, we rigged the external aerial, otherwise we got by on the stub aerial connected to the unit. We had good coverage the whole trip with the exception of a short break in Bass Strait.

The W25 is not a cheap piece of gear – the retail price is around \$800 including GST, and of course you have to purchase a plan of some sort from your mobile network supplier. I understand that Telstra offers 'data packs' on a month by month basis and that you can purchase as much or as little as you think you will need that month.

Given that broadband internet on a boat will allow you access to the Bureau's forecasts in both text and graphic format, as well as email and other marine and news websites, this could be what many sailors planning a trip up (or down) the coast have been looking for.

I am sure that Andrew would be happy to answer any questions you may have on this unit, and could probably be persuaded to give a presentation/demonstration with it at a monthly meeting in the near future. He has also suggested that if enough people are interested in purchasing a unit it may be possible to negotiate a discount with the supplier.

For technical details of the Ericsson W25, go to www.ericssonw25.com or contact Andrew.

Thanks from Coast Radio Hobart

As members will be aware, a donation of \$1,000 was recently made to TSMRG Pty Ltd, the company that operates Coast radio Hobart. This donation was made to assist Coast Radio Hobart maintain and improve the valuable service they provide to all sailors around Southern Tasmania. We have received a letter of thanks from Barry McCann, Chairman of TSMRG, which is reproduced below.

On behalf of members of Coast Radio Hobart I would like to thank the Committee and Members of CYCT for the donation of \$1,000. The money will assist with the development and installation of a manual / automatic position reporting system using Digital Selective Calling VHF radios. The system will also interface with the Automatic Identification System (AIS), a system, currently used on vessels over 300 tonnes, that is expected to be common on larger pleasure boats in the next five years or so as the cost of transponders decreases.

We are currently working with Densham and Associates and Software on Board to design a system that will fill our specific requirements.

In association with MAST we also plan dramatic improvements to our VHF service in Southern Tasmania.

More on the above in coming months.

We look forward to continued close association with the CYCT.

Book Review

VOYAGES IN A CARAVAN

The illustrated logs of Frank Styant Browne

Published by Launceston Library & Brobok with the support of Friends of the Library, Launceston, 2002

This delightful book follows two “voyages” of Launceston chemist & photographer, Frank Styant Browne & his friend, artist Joshua Higgs Junior in 1896 and 1899.

Both are written in a humorous vein, the first, in 1896, being described as the “*Log of a Voyage in a Caravan*” written by the *Captain & Cook* (Joshua Higgs Junior) with the *Chief Mate & Doctor* being F. Styant Browne.

Illustrated by Browne’s photographs, they do a circuit round Tasmania’s north east in a caravan, their motive power being “*an Arab steed answering to the name of ‘Desert Boy’ ...*”

Life was much simpler in those days and the descriptions of the many different places they camped are delightful. They enjoyed a great deal of hospitality from the locals, many of whom provided food and drink, including the ubiquitous lamb chops, for their evening meal. Their descriptions of the towns they passed through and the personalities they met on the way hark back to an earlier era.

Their “*voyage of 204 miles in the good ship the ‘Caravan’*” is over too soon, arriving home with “*bronze and weather beaten faces ... after a long, enjoyable, and interesting voyage*”.

In the 2nd, trip, in 1899, their persona becomes that of “*The Bishop and the Laird*” as they take “*A Trip to the Westward in a Caravan*”. On this occasion their steed is a sturdy grey named ‘*Charlie*’ who had a decided penchant for food, “*eating more forage than most horses of his size*”.

Browne & Higgs were also partial to a good meal. Sometimes stewed rabbit featured on the menu as *the Bishop* was pretty handy with his gun. *The Laird* (Higgs) is described as “*...an artist in cuisine, as well as with the brush ...*” dishing up sumptuous meals washed down with “*BOAG*.” They obviously gave this northern brew a high ranking as it is written in capital letters!

Travelling from Launceston through Carrick and Hagley to Deloraine and Mole Creek they encounter more remote areas, farms and timber mills, one of which was run by a waterwheel. They take walks to remote creeks and waterfalls and spend a day attempting an ascent of the Western Tiers.

One again there are evocative descriptions of their campsites, meals enjoyed are described in great detail, as are the people they meet.

This book is historical gem and a delightful and easy read.

Erika Johnson

The Bottom Line: Anchoring In 2007

In the February edition of 'Albatross' we printed an article on anchoring from a US website. Nearer home, this recent article is from the Official New Zealand Coastguard Northern Region Member's Handbook.

Anchors are right at the heart of boating. They allow remote and wonderful places to be visited, without the benefit of a solid dock or even mooring buoy. Put that notion with the recent comments from yachts surviving (or not surviving as the case may be) the recent spat of hurricanes worldwide, and it is clear one of the most important pieces of equipment onboard is your anchor, and associated gear.

Anchor types

There are specialist and general purpose types. If you fish or dive and anchor over rock or reef, you will need a specialist rock anchor such as a grapnel – if you use a



The New Zealand Rocna is an example of a new generation anchor

more conventional type, you will likely lose or damage it. No general purpose anchor is good for use on rock, no matter the claims of the manufacturer.

A general purpose type is to be used in the mud and sand conditions found around New Zealand. Here in Godzone the majority of boaters still carry the older generation anchors such as ploughs (e.g. CQR), claws (e.g. Bruce), and flat-blade Danforth types. While popular after many years of use, these types do not offer the benefits of the newer

generation type anchors on the market – which have raised the bar somewhat in expectations of anchoring performance. Inherent problems with the older anchor types include inconsistent setting performance (often not setting at all), poor holding in soft bottoms, and failure to penetrate in hard. There are type-specific

issues also, such as the moving parts of hinged-shank ploughs, which can cause injury to crew as well as reducing strength; blade shapes designed to furrow (i.e. plough) through the ground, and the “hopping and skipping” behaviour of claws together with their failure to reset.

While the “which anchor is best” debate will always create passionate argument, it is quite clear that the more traditional types are becoming out-dated, and the more modern designs asserting themselves as the superior choice.

These types include the French designed “Spade”, the German “Bügel”, and the New Zealand designed and built “Rocna”. The latter features a concave fluke for maximum holding power, a roll-bar to guarantee the correct setting attitude, and is hand fabricated right here in New Zealand. It is designed to set first time every time within a meter on any seabed, and offers superb holding. The Rocna is gaining an excellent reputation down under, and is being used by the Navy sail training division as well as a few Coastguard vessels.

Most anchors are built from galvanized steel, but stainless and aluminium options are sometimes available. The use of aluminium makes the anchor lighter, which makes it an ideal material for spare or auxiliary anchors, but this means the anchor may not set as well as its steel version, and is also makes it less strong. Stainless steel looks good but is invariably a bit weaker than regular steel, and is extremely expensive. Avoid cheap cast stainless anchors.

Most anchor designs have their inevitable copies or variations, frequently (but not always) hailing from China. Sometimes these copies add gimmicks as sales ploys or take shortcuts to cut costs but do little to further the technology. The wise consumer will consider the “you get what you pay for” factor, and remember that the original is usually best.

It is also prudent to have at least two anchors onboard – most boats will have a smaller kedge or stern anchor, but spares are important too. Serious cruising boats will have a small collection of anchors, stowed below if not in use.

Rode

The use of chain is strongly encouraged, either for all your rode (preferable) or as a leader of a length at least equal to that of the boat. Chain generates a catenary effect that provides shock absorption and keeps the pull on the anchor closer to horizontal, which is ideal. It also helps prevent the boat sailing around the rode and wears much better on a rough seabed. All this applies to any size boat.

Stainless steel chain will not “cone” in the chain locker, but is unavailable in strengths equal to galvanized options, and is much more expensive.

For long lengths of rope, polyester is generally superior to nylon, as the latter stretches which encourages “sailing” when at anchor. Three-strand nylon tends to harden in the marine environment and becomes difficult to handle, and tends to

twist, and knot, under load. At the high end multiplait (either polyester or nylon) rope makes ideal anchor rode, as it is easy to handle, and stows in less space.

The use of a chain-stop when anchored is recommended on larger boats in order to reduce stress on the windlass.

If an all-chain rode is being used, a snubber is advisable. This is a length of suitably sized nylon used with a chain claw that acts as a shock absorber to smooth out peak loads on the anchor. It also reduces vibrations (from the chain moving on the seabed) propagated through the chain into the boat, which results in noise (chain rumble).



*Single shackle between the chain and anchor.
Important - always seize the pin*

The use of tested shackles is recommended, especially on anchor sizes of 15Kg (33lbs) and above. Stainless steel shackles are popular but care should be taken. A forged type is preferable, and cast versions should always be tested. Select the largest size possible given the maximum pin diameter that the chain links will accept. A well designed anchor such as the Rocna will have a slotted attachment point which

will be large enough for the head of the shackle to fit through, avoiding the need to use two shackles.

The shackle must be seized with two turns of soft stainless steel or monel seizing wire. A short term solution is to use a suitably sized electrical cable tie. This prevents the pin from undoing itself, which it will do given a chance.

Swivels are a popular accessory helpful in reducing rope twist, particularly useful with three-strand ropes, and allowing the anchor to be rotated upon retrieval. A swivel should be rated to the breaking strength of the chain (not the working load), and care must be taken to avoid cheap and badly built designs.

When installing, be sure the swivel cannot be subjected to a veering load and can articulate properly. It is safe to put a meter or so of chain between the swivel and the anchor, rather than attaching the swivel directly to the anchor. If this is done, an articulating "ball-and-joint" design is pointless, and an in-line rotating design will be of simpler construction and probably a better solution.

Use your anchor without a swivel if you are unsure. You can always install one later if desired.

Deploying your anchor

Drop the anchor with the boat stationary or starting to drift back with the wind or tide. Try to let the rode out consistently – avoid piling the chain up on top of the anchor.

A 3:1 ratio of rode-length to water-depth is minimum ("1" being the vertical distance from the seabed to the bow roller, not to the waterline). Generally speaking about 5:1 is appropriate. Even if you plan on using 3:1 (e.g. if the anchorage is crowded), set the anchor at 5:1 first. In any wind you can just let the bow wipe off; in calm conditions motor backward slowly. Be careful, especially if using a new generation anchor – they can dig in so quickly that any speed can damage equipment or crew. In bad conditions, the ratio should be increased to 7:1, or even higher if you feel the need.

The rode's catenary effect on holding power is determined by the amount of chain and/or rope suspended between the boat and the seabed, so the need for a high ratio decreases with increasing depth. 3:1 should remain the minimum. In very shallow water you need more than normal. Then again, if your boat is in shallow water, it is probably well sheltered. There are many variables and common sense should dictate.

Remember to find a transit onshore, and watch along the sight-line in order to check whether you are dragging or not. After setting the anchor, you should check the transit once again about 10 minutes later, to verify the boat has not moved slowly in that time.

While set

Some boats will "sail" at anchor, which means they will continually ride up on the rode then fall back, or career from side to side. A high profile bow combined with a shallow underwater profile, typical of many powerboats, will exacerbate this.

The solution is to move the centre of wind resistance farther aft, and this can be accomplished with the use of a riding sail. These are available designed for both sail and power boats.

You should display appropriate signals while at anchor, in order to let other mariners identify whether you are underway, drifting, or anchored. At night an all-round white light is required, and during the day, a spherical "anchor-ball" suspended from the rigging (to create a circular silhouette). Both should be sized according to the regulations for your vessel.

Retrieving your anchor

Although in normal conditions anchors are easily recovered using the rode, it is not uncommon for anchors to become caught on underwater objects such as rock, coral, cables, or even sunken wrecks. When fouled on such an object, the anchor may be difficult or impossible to retrieve by simply pulling on the rode. Applying

large amounts of force in an attempt to dislodge the anchor in these circumstances risks damaging the anchor, your vessel, or associated equipment.

A solution to this is to use a buoyed retrieval line. This involves attaching a small buoy or other flotation device to the appropriate attachment point (most anchors have one) using a light rope of a length that is slightly greater than the depth of the water at high tide. The buoy will then float directly above the anchor. If attempts to retrieve the anchor in a normal fashion fail, the buoy may be picked up and the anchor lifted 'backward' using the retrieval line.

This technique has other advantages, such as alerting other mariners to the location of your anchor, and in an emergency you may abandon your anchor temporarily, and return later under controlled conditions knowing it will be easy to find.

Once you have pulled the anchor home, it is common to store it on your boat's bow-roller. While the windlass, if you have one, will keep the anchor in place, it is unwise to rely solely on this. If the clutch should let go, your anchor and your rode will be headed for Davy Jones' locker and the results may be disastrous. Therefore you should always restrain the anchor in some secondary manner, either with the chain stop (if present), or with lashing. Some boats are set-up with a restraining pin which fits through a hole in the anchor, but, especially on larger boats, this can be risky, as a large body of water hitting the anchor while at sea could bend the pin, so jamming it.

The Bottom Line

It is important to remember how critical your boat's anchoring equipment is. Many cruising boats spend 95% of their time at anchor. During this time, the safety of the boat and the crew is often completely dependent on the anchor and rode. Do not put it at risk when choosing the gear – invest appropriately in good quality equipment, and learn how to use it properly.

New Members' Profile – Ken & Lyn Miller

"We started sailing in a Seaway 25 in 1980. Since then we have completed a fit out of a South Coast 36 ketch, sailing this boat a number of times across Bass Strait and completing a circumnavigation of Tasmania.

We then had a Challenger 39 built for us which we went cruising in for a five year period.

Since then, we have owned a motor cruiser, and have just completed the purchase of a Compass 29. We hope to do a lot of cruising around Tasmania in the Compass."

Welcome – New Members

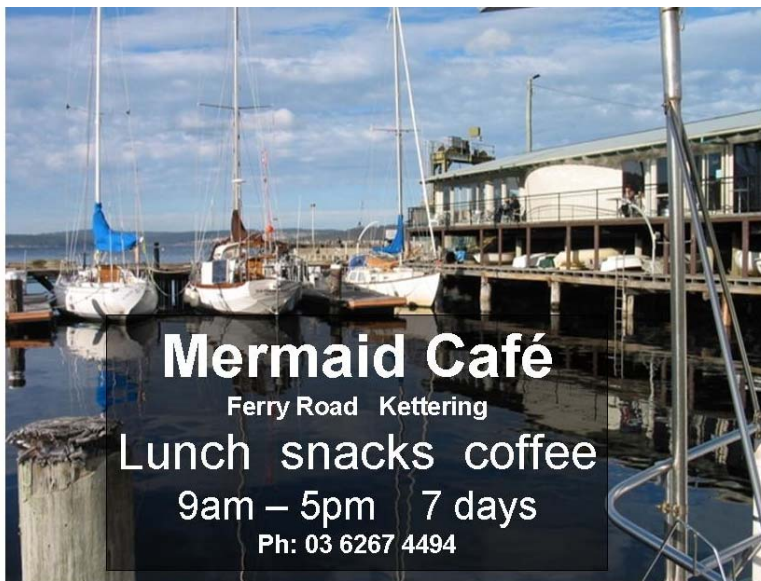
Ken & Lynne Miller

Intrigue

Don Marshall

Aspro II

On behalf of all members of the Cruising Yacht Club of Tasmania, the Committee welcomes these new members to the Club, and looks forward to a long and happy association with them, on and off the water.



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Member's Classifieds

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CYCT Calendar

Sat-Sun 23rd -24th February

Weekend cruise to The Spit

Sun 2nd March

Official Clean Up Australia Day – See Vice Commodore's Report.

Tue 4th March

General Meeting – Derwent Sailing Squadron at 8.00pm. See Rear Commodore Report for details

Sat-Mon 8th 10th March

Port Cygnet Regatta and Taste of the Huon plus Cruise to Cygnet and participation in D'Entrecasteaux Channel Clean Up Australia effort.

Wed 13th March

Committee Meeting – 7.30pm

Fri 21st March – Sun 24th March (Easter)

Cruise to Recherche Bay

Tue 1st April

General Meeting – 7.00pm Presentation on the history of the Hobart Regatta at State Library followed by meeting at New Sydney Hotel, Bathurst Street. (Note – to be confirmed)

Wed 9th April

Committee Meeting – 7.30pm

Sat-Sun 26th -27th April

Weekend cruise to the Huon River

Tue 6th May

General Meeting – Derwent Sailing Squadron at 8.00pm

Sat 10th May

Donald Sutherland Memorial Navigation Cruise

Minutes of General Meeting – December 2007

4th DECEMBER AT DSS, MARIEVILLE ESPLANADE, SANDY BAY AT 8 PM.

WELCOME:

Commodore Leo Foley opened the meeting welcoming members, guest Don Flannigan and visitors.

PRESENT:

15 Members were present and visitors Peter Hopkins, Richard Johnson, Barry McCann and guest Don Flannigan.

APOLOGIES:

Rear Commodore Milton Cunningham, David & Joy Bryan, Margaret Benjamin, Caroline & Paul Dutton, Kevin & Chris Hussey, Annick Anselin, Dave Davey, Tricia & Bill Wright, Judy & Andrew Boon, Colin Finch (MAST)

MINUTES OF PREVIOUS MEETING – 6 November 2007

Following no voices to the contrary from members present, Commodore Leo Foley signed the minutes of the general meeting held on the 6 November (as published in the December edition of the "Albatross"), as a true and correct record of proceedings.

BUSINESS ARISING:

Donation to DSS: Moved Leo Foley, seconded Cheryl Price that the CYCT donate \$200 to the Derwent Sailing Squadron for the Sail Training Program. Leo Foley explained that the club does not pay for the privilege of using the DSS facilities and that we can fulfil one of the Association objects that is to encourage and promote sailing by giving this donation. **CARRIED**

COMMODORE'S REPORT:

No report

VICE- COMMODORE'S REPORT:

New Year's Eve – Partridge Island

Member's plans for future cruises will be noted in the "Albatross" if Vice Commodore Andrew Boon is notified of cruising intentions.

Mid-week cruises as per "Albatross".

January 13 day cruise to Snake Island.

Australia Day Weekend cruises to Port Arthur.

REAR COMMODORE'S REPORT:

Christmas Party 15 December at Dru Point, Margate. The large shelter site has been reserved. BYO all food and picnic things required. Boats should moor east of the jetty.

Channel 67 will be monitored so that any members requiring transport from the Jetty can be collected. Prize for the most outstanding "Christmas Outfit". Tuesday 5 February BBQ at the Mariner's Cottage.

GUEST SPEAKER FORUM.

Richard Johnson gave a comprehensive update on the progress of the planning for the Bridgewater Bridge replacement.

Peter Hopkins from MAST spoke on the urgency to update Epirbs; Bruny Bio Region; Boating surveys; Jet Skis and Marine Farms. MAST is aware of the difficulties of recreational boaters to use the Kettering Public jetty.

Barry McCann reminded us of the need to practice the correct method of using marine radios, stowing the microphone in the holder correctly and teaching all on board to use the radios properly. Courses are to be conducted in January for operators. More volunteers are needed.

Coast Radio Hobart is operated from the Domain Hobart therefore, call at any time during the day as it won't disturb the operator, or contact via email at coastradiohobart@linet.net.au

Commodore Leo Foley on behalf of the members thanked the guest speakers for an interesting and informative evening.



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