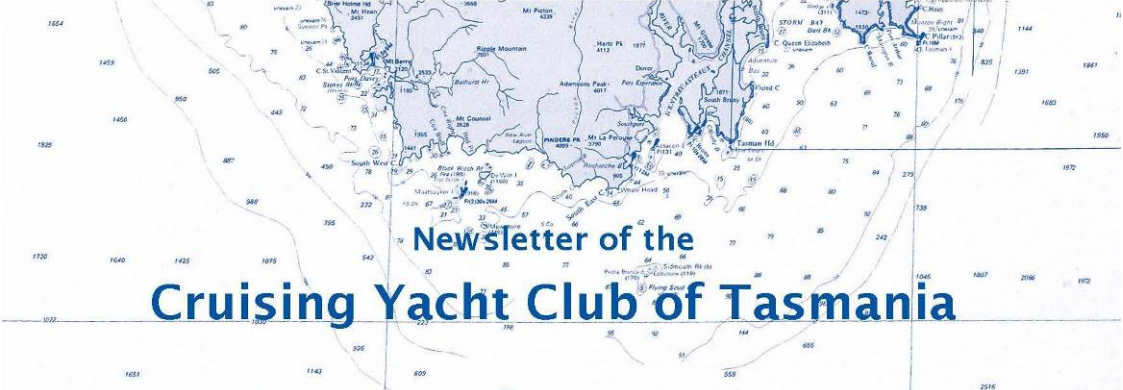


Albatross

Volume 35 No 11 December 2009



Windclimber (Dave Davey & Annick Anselin) in Storm Bay



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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Cruising Responsibilities

Members and others taking part in CYCT events are reminded that the decision to participate in any cruise or event rests with each boat's skipper. Information supplied by the Club or its officers is intended as a guide only. The Club does not 'control' or lead events and neither the Club nor the event coordinator is responsible for the safety of any boat or person.

Regardless of information supplied by the Club or its officers the skipper is solely responsible for the boat at all times.

Skippers are encouraged to keep Coast Radio Hobart informed of their location, destination and plans during the course of any cruise.

CYCT Calendar

December - Tue 1st

General Meeting – DSS at 8.00p

Briefing session for special introductory cruise, plus the usual end of year opportunity to impress fellow Club members with your recent exploits. Please bring a snack contribution.

December – Sat 5th to Sun 6th

Special Introductory Overnight Cruise to Missionary Bay

This cruise has been designed especially for new and less experienced Club members (and their friends). But we are looking for a good turn out of our more experienced members as well to pass on some of their knowledge and skills (and to have a good time!)

December – Wed 9th

Committee Meeting – ‘Shippies’ 7.30pm

December – Sat 12th

Xmas Barbecue Extravaganza

To be held at Dave Davey and Annick Ansselin’s property at
378 Manuka Road,
Kettering

From 12.00 noon onwards. See page 19 for details.

December - Thu 31st

Overnight New Year’s Cruise to Mickey’s Bay.

See Vice Commodore’s Report for details.

January – Sat 23rd to Tue 26th

Tasman Island Circumnavigation

See Vice Commodore’s Report for details

February - Tue 2nd

General Meeting – DSS at 8.00p

Traditional social barbecue at Mariners’ Cottage, Battery Point. BYO everything. May be combined with briefing session for Recherche Bay cruise.

February – Sat 6th to Mon 8th

Regatta Day Weekend Cruise to Recherche Bay

See Vice Commodore’s Report for details

Editorial



Well, we certainly have a well stuffed Albatross this month. Sincere thanks to all who have been generous with their contributions.

As previously reported, your editor recently attended a weather forecasting course run by Kenn Batt at RYCT recently. Kenn has very generously sent a few articles for publication in future issues of this newsletter. This month's article covers the winds and weather that can be expected on the East Coast of Tasmania. While aimed primarily at racing boats, it contains much useful information about the effect of topography on wind. It's a very good read.

The Cerutti's (God bless 'em) have sent another article, this time detailing their time in Vanuatu. It sounds like a wonderful spot. I'll have to read the article to *Wayfarer II* and see what she thinks of a cruise there. Better mention it to Margie as well, I guess.

Dave Davey has sent a detailed article about *Windclimber*, his 34' Magpie, and Greg Peart has submitted some notes on cruising Norfolk Bay. We also have a description of (one of) the Hobart Show Day cruises to Rabbit Island / Southport from Yvonne Trevaskis, and a couple of recipes from first mates.

Your editor is indebted to them all.

Christmas is approaching fast, and our Christmas gathering is taking place on 12th December. Dave Davey and Annick Anselin have very kindly offered the use of their property in Manuka Road, Kettering. If you haven't been there before, it's an added inducement to get to the party as the views are absolutely stunning. See page 19 for details.

At its last meeting, your Committee addressed (not for the first time, I understand) the question of the Club funds sitting idle in a CMT. It was decided that we should seek suggestions from members concerning possible ways to utilise some of these finds – the objective being to put them to good use in line with our Constitution. See page 39 for details on how you can contribute to this process.

This is the last Albatross until late January. Your editor plans to have a few more sea miles under his keel before he tackles the next issue.

All the best for Christmas and the New Year. Safe cruising.

Chris Palmer
editor@cyct.org.au

Commodore's Comments



Cruising

The recent cruise to Southport and Rabbit Island was thoroughly enjoyed by many people. As a result of feedback from some participants, I acknowledge there was insufficient radio contact by me as leader of this cruise. However, I would suggest that participants who would like more information as to where others are heading, make radio contact. As people have the opportunity to leave on different days, it is not always possible to state a definite anchorage for a particular night. Also weather dictates movement of boats. The pre-cruise briefings at Mariners' Cottage are particularly informative and provide opportunities for members

to suggest alternative anchorages.

We have a magnificent Albatross burgee therefore, it is important to fly it when cruising so that other participants know a CYCT boat. Make yourselves known, knock on hulls, come aboard! We wish this to be a friendly club, especially for new members and new sailors.

Donations and Perpetual Trophies

The CYCT donates money to the DSS Sail Training Programme. As we are a senior club, I would like our club to donate a little money in the form of a perpetual trophy, to the smaller clubs - Kingston Beach Sailing Club and Port Cygnet Yacht Club. This will help support sailing for young folk.

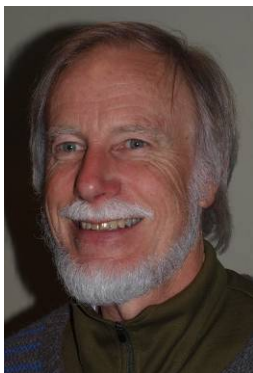
Coming Aboard

We all love cruising and our boats are our pride and joy. I have noticed sometimes that when people visit while you are at anchor, your boat can be attacked by their dinghy! Round up your dinghy, ship the oar, hang on to the boat, and keep the dinghy a little away from the boat. Don't back up to the boat with an outboard like a fork truck! Come up nice and easy with no fuss.

We look forward to seeing as many members as possible at the CYCT Christmas barbecue and wish everyone a very Merry Christmas and Happy New Year.

Peter Makepeace

Vice Commodore's Report



They say it's lonely at the top but I've never been there to find out. For that matter I don't think I want to be there. Just the same, no-one has responded to my email regarding the December overnight ideas cruise, so I have planned it for the weekend of 5th and 6th December.

Special Introductory Cruise - December 5th – 6th

This cruise is especially for people who haven't much experience and want an easy one-nighter. The destination is Missionary Bay, which is easily accessible in a day from Hobart and has plenty of interest when you get there. The trip will include at least one barbecue / campfire ashore and a bit of a walk. Even though this trip aims at people at the early stages of their cruising, everyone is welcome, especially to add their collective wisdom to my innocence. If the weather is unsuitable we'll go somewhere in Barnes Bay to get out of the wind.

The information session would fall on Tuesday 1st December, so we shall run it in conjunction with the General Meeting, which in December is normally a pleasant chat session with plates, etc. I'll squeeze the information session into the early part of the meeting.

I have some idea of the subjects, but I don't want to take up all the meeting time. We can talk about navigation and getting there under sail but I think it's more important to cover allowing for weather, provisioning with and without a freezer, fresh water, surviving without a shower, toilet etiquette at anchorages, clothes, sleeping arrangements, cooking in all its variations, safety, anchoring in a crowded anchorage, use of dinghies, anything else we can think of, and maybe even how to catch a fish or two.

There will be people from other yacht clubs visiting for this, so I'll have to be on my best behavior, while keeping the discussions brief.

New Years Party Cruise - Dec 31st - Jan 3rd

This year we'll head for Miceys Bay. There are several good barbecue spots, and good camping ashore for the crew so the owners can sleep in. If it's very southerly we can go around the corner into the southern end of Tinpot or to Butlers Beach or Taylors Reef. If there is to be an information session at such a busy time of the year, it will be before Christmas, on 22nd December, at 7:30 pm at the Mariners Cottage. However, there are plenty of holidays both before and

after New Years Eve, so I expect people will just cruise the Southern Channel anchorages, depending on the weather and commitments.

Tasman Peninsula Circumnavigation - January 23rd – 26th

If you can squeeze in Monday 25 January to make a four day weekend, this could be an excellent trip, with stopovers at Port Arthur, Fortescue Bay, Lagoon Bay, Blackman Bay and Norfolk Bay to choose from, depending on the weather. Whether we go clockwise or anti depends on the winds, so this will be arranged by email. There may be an information night on 22 January depending on demand. Bring your big fishing gear for the tuna off the Hippolytes.

Recherche Bay Regatta Day Weekend - February 6th - 8th

I know this is far in the future, but several club boats are going to Port Davey early next year. This will be an opportunity to get some experience of that trip, and maybe meet up with some of them. Besides that, Recherche is still as good as in d'Entrecasteaux's time, better even, if you like walking. It has good anchorages and fishing, making the hours needed to get there well worth while.

More information will be in the next Albatross and at the February meeting.

Weekend Cruise to Simpsons or Great Bay - February 20th - 21st

For a change, another simple cruise to a wonderful location. The details will be in the next Albatross, but this is a good area to shake the moths from your sails.

Easter - Maria Island

This is just advance warning of a magic destination. Wendy and I may even have the mythical slow boat by then.

Cruising Calendar

I have filled in more of the Cruising Calendar which is on the website.

Hobart Show Day extended long weekend Cruise - Oct 22nd -25th

Wendy and I were away in the bush checking out Tasmania's warm and sunny weather so we missed the cruise apart from the radio check-ins on the first day. I heard that the cruise split into two groups, which isn't a problem, but I could have handled the communications better. Note to self: do better next time.

Ian Fletcher

Rear Commodore's Report



I trust our guest speaker, Ian Ross from Hood Sails, provided us with some good information about the large sails (read Spinnakers) most of us carry in our boats which, I know, not many of us regularly use. I would like to use this space to publicly express, on behalf of the Club, my gratitude to Ian for his time and efforts.

The end of the year is fast approaching and with it the customary celebration of festivities. For next month's General Meeting we won't have a guest speaker but we will have, instead, the pre-cruise preparation talk for those interested in attending the weekend cruise and as it is a semi-formal meeting, please do not forget to bring a plate for

supper.

Talking about festivities do not forget the Christmas BBQ which this year will be at Dave and Annick's place at Kettering. It will be a BYO everything and it is very advisable that you get there by accessing Manuka Road from the end closer to Kettering not the end closer to Snug. Once again I would like to say many thanks to Annick and Dave for their kind offer.

It appears that, after some of the suggestions given by some of the members, the gathering of guest speakers does not seem that difficult. From now on I will need to sit down one quiet morning and start making appointments to secure these speakers. In my list already are: MAST, (for a possible demonstration on the deployment of emergency flares): Customs and Quarantine to get an idea of what is required when leaving/entering Australian waters; a film night with friend of Melaleuca; a night visit to the Maritime Museum; some talk about astronomy and my projected talk(s) about physical and mental fitness when confined to the limited space we all enjoy in and around our capable vessels.

Easy cruising.

José A. Navarro



Vanuatu - Gem of the Pacific

July – September 2009

From John and Sue Cerutti - *Aurielle*



Aurielle's track in Vanuatu 2009

holiday but in Vanuatu time the celebrations lasted a full week with all the schools closing for this period. We experienced Children's Day the 24th July in Port Vila, sitting amongst the local families at the sports oval as the schools participated in different activities. The whole day was sponsored by Digi Cell the mobile network provider for the Pacific Islands. It is hard to

Our cruise north from New Caledonia to Port Vila, Vanuatu, started at a slow pace with 10 knot SW wind for the first 24 hours. This wind gradually swung to the SE and increased to 15-20 knots which remained to Port Vila. So with the wind on the quarter all the way we enjoyed the sail.

Our concerns about visiting Vanuatu for a second time were soon dispelled with the friendliness of the locals. In our experience, Vanuatu surpasses all other the countries we have visited during the past three years. The friendly chatter and enthusiastic interest by the locals of all cruisers in town reconfirmed our first impressions of Vanuatu as we remembered in 2007.

Independence Day July 29, is a national



Independence Day, Port Vila

understand how Telstra can charge 80 cents a minute in Australia, when Digicel charges only 9 cents a minute in the islands!!!!!!.

From Port Villa we sailed to Havannah Harbour, a very secure anchorage 15 miles away. The



Mele Waterfalls, Port Villa

Independence Day Celebrations were still in full swing, with colourful, local stalls lining the road and a performance deck from where the MC announced the coming activities and where the political speeches for the forthcoming Local Elections droned on over the lunch break.

The craziest activity we saw was the Pig Chase. It was a swimming

event where the pig was set free some 200m offshore and the local contestants had to swim out and try to catch the pig. Well, the little pig was having nothing to do with the guys chasing it and swam at a blistering pace straight off shore so it took at least 15 minutes of strong swimming before the little pig was captured.

The following day the celebrations continued on Moso Island, a little way across Havannah Harbour from where we were anchored. The day started with the visiting cruisers and local children marching around the oval before the official flag raising ceremony and opening speeches. This was more a sports day with the three local football teams playing



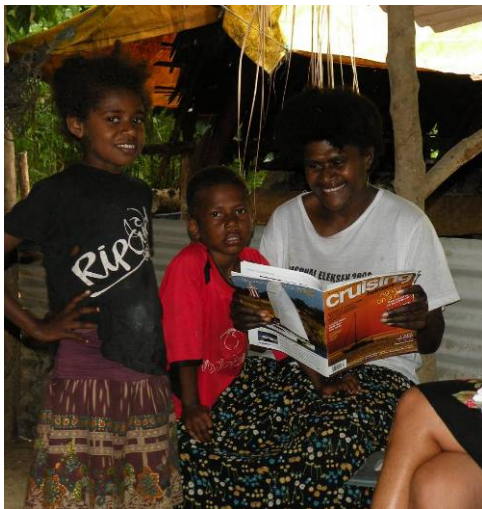
Local Market, Port Villa

With the wind in the SE we sailed onto Emae Island hoping to visit a family who adopted us during our 2007 cruise. It was a fast trip with the winds gusting over 30 knots and the seas confused. What you quickly learn in Vanuatu is that the forecasted Grib file wind velocities are generally conservative. Twenty knot forecast is nearer 30 knots.

On dropping anchor in the lee of the island we launched the dinghy and hiked to the village. Our hope of finding Alice and family was exciting, but to our dismay on arrival, the village appeared deserted. We eventually sighted an elder peering at us from the doorway of his hut. He told us that the village had gone to the other side of the Island for the Independence Day Celebrations. Our half hour hike to Alice's village turned into one and a half hours. Approaching the oval we were confronted with approx 400 people, but



Philipa and 'Tua' Sue, Emae Island



Gwen, Peter and Alice looking at a picture in Cruising Helmsman of Sue wearing Alice's Island dress

to our amazement we heard soft whispers go through the crowd that Alice's white family, John and Sue, had returned and as if it was meant to be, Alice approached us carrying the youngest addition to their family. Sue was in her element and Alice was overcome with joy. On subsequent visits to Alice's village it became very clear that it was going to be hard to leave. On our departure Sue and Alice's daughters were very tearful but we promised we would return.

The Epi Island Annual Canoe race was next on our agenda. The race is held each year to raise funds for the Aid Post on Epi Island and is organised by the crew of the New



A new canoe under construction, Epi Island

Zealand catamaran 'Squid'. The race is from Epi Island to Lamén Island and return, a distance of 3 miles. Any form of wind or paddle craft are allowed to enter with the majority of the fleet being local canoes. This year Sue and I were the only western entrants and managed to finish in the middle of the fleet after battling a strong tidal flow with large whirlpools. The Epi Island Annual Canoe race was next on our agenda. The race is held each year to raise funds for the Aid Post on Epi Island and is organised by the crew of the New Zealand catamaran 'Squid'. The race is from Epi Island to Lamén Island and return, a distance of 3 miles. Any form of wind or paddle craft are allowed to enter with the majority of the fleet being local canoes. This year Sue and I were the only western entrants and managed to finish in the middle of the fleet after battling a strong tidal flow with large whirlpools between the islands.

relaxation prevailed for three days at Awei Bay.

Many cruisers were following the festival route and the Awei Bay anchorage is a half way stop to the South West Bay Festival on Malekula. The anchorage is behind a reef connecting Awei Island to Malekula Island. This area is quite remote, the only forms of transport being the dugout canoe or walking. so trading with

Our revisit to the Maskelene Islands was rewarded with a calm anchorage compared to Epi Island's roll, so rest and



A local returning from the gardens, Asanvari, Maweo Island



A Village Chief's Tam-Tam used to convey messages along the coast in times gone by

maintenance by the locals who don't have anyone's guess.

Ambrym Island has a live volcano and on approaching the anchorage on the NE side of Ambrym Island the sulphur cloud from the volcano hung low over the bay due to the SE trade winds. We were lucky as the wind swung enough to the East to send the cloud away from

the locals was a daily occurrence, and many an hour was spent talking to family groups as they canoed across the lagoon from their village to their garden plots.

In company with an English monohull and South African catamaran we visited Port Sandwich on Malakula Island, Ranon Bay on Ambrym Island and then up the west coast of Pentecost Island stopping at Homo Bay and Loltong Bay.

Port Sandwich is a very secure bay with all round weather protection. The village is French speaking, with two small stalls where you can buy some basic supplies. Prior to Independence the French had a large presence here with the remains of many concrete structures, now redundant, scattered throughout the village. No one could tell us why these buildings had been left to ruin. Whether it was due to a cyclone or lack of maintenance by the locals who don't have the resources to maintain a western



Just relaxing in Vanuatu

the anchorage just prior to our arrival. A village tour, a coastal walk, fixing a local outboard and a few solar systems and sharing in a traditional Lap-lap meal with a village family were highlights of our stay in Ranon Bay. The nights were quite eerie with the red and orange glow from the live volcano illuminating the sky above the anchorage.

Homo Bay on Pentecost Island attracts many tourists for its famous Land Diving events during the months of May and June. The land diving only occurs at this time as the vines used are most pliable at that time of the year. The bay is one of the few bays that Captain Cook anchored in during his visit to the Friendly Islands and the remains of a rock carving which indicates Cooks anchorage location can be seen on a small cliff at the northern end of the bay.



Our new family at Lolowai Bay, Ambae Island, Antoinette and daughters, Judy and Mavee



Antoinette's husband Ronane and Sue serving traditional Lap Lap for dinner

the bay.

Loltong Bay on the NW corner of Pentecost Island is very picturesque. It has a circular gap in the reef big enough to anchor half a dozen yachts and is surrounded by steep sided hills with vegetable gardens forming a patchwork of colour amongst the tropical jungle.

One of our goals this year was to

attend the festival being held in the Banks Group of islands. We departed Luganville and headed North with light trade winds, over-nighting at Lannock Bay on Santo Island, Lakona Bay on Santa Maria Island and then on to Vureas Bay on Vanua Lava Island, the festival's venue.



Dancers performing at the Festival

required. Western society influence is minimal; with only foot tracks between villages, no phone reception, no vehicles and only one motorised long boat. A light plane airport is located on the eastern side of the island at Sola which is a four to five hour hike from Vureas Bay.

The festival was a well organised full-on event for four days. It commenced at 9.30am each day with activities

To paint a scene of the Festival venue, Vureas Bay is an open sea anchorage if the winds are from the SW around to the NW. With the SE trades blowing, the anchorage was tenable although a swell wrapped around into the bay. The traditional village is a 20 minute hike up to the plateau above the festival site which was on the foreshore of the bay. The islanders live a totally subsistence lifestyle. They told us that no trading vessels had arrived for the last six months so basic supplies of salt, sugar and flour, medical supplies, matches, batteries and clothing were desperately



Lontong Bay anchorage, Pentecost Island



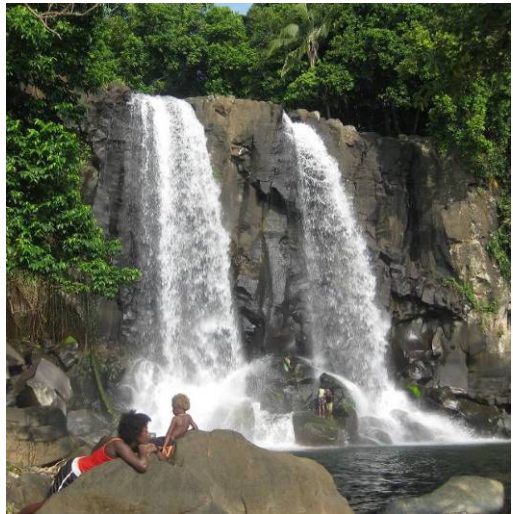
Proud creator of a local string instrument

did not drive any yachts away. festival period with all cruisers being adopted by one of the local families.

From Vureas Bay eight of the yachts who attended the festival moved onto Water Fall Bay at the northern end of Vanu Lava Island. On arrival Chief Kerily immediately invited all of us in to share a meal with his family. This was an unexpected treat which highlights the generosity these people. One of the comments made by Chief Kerily during his welcome talk was 'When a visitor walks past your house in Vanuatu it is custom to invite them in, as some day his family may cross your path and you will be able to do the same.'

happening up till 4.30 pm. Total cost per head was 1000 Vatu which is about \$10 per person for the four days. We experienced traditional dancing, traditional music, water music, play acting, string bands, basket weaving and carving demonstrations, walks to historical sites and singing. There were 14 yachts in attendance. The festival committee was well organized with a group of fit locals virtually carrying the dinghy and occupants up the very steep black sand beach each morning. You were then greeted by the tour guides who accompanied you to the festival venue and explained the meanings of the custom dances and play acting. The rain held off although there was a gusty SE blowing across the bay. The festival was so entertaining that the roly anchorage

Many friendships were developed over the



The Twin Waterfalls of Waterfall Bay, Vanua Lava Island. Chief Kerily's daughter Melaine and younger brother in the foreground.

Chief Jimmy, who we met in 2007, welcomed us as long lost relatives and immediately wanted to know if our daughter, Claire was still with us. In 2007 he wished that Claire would stay behind and marry one of his sons. Although disappointed that she was no longer traveling with us he was pleased to find out that she was still not married!!!! After the initial excitement of meeting up, a feast of local food, lap-lap, rice and fresh water prawns lightly fried and placed in a coconut sauce was served for our lunch. There was much laughter and recalling of fond memories of our previous visit. This was followed up by Jimmy and his wife Lilian later visiting *Aurielle* with a gift of more prawns and freshly grated coconut so that Sue could make the prawn dish for our tea.



Jimmy's son John and the "Prawn Catcher" baskets

culture that these people live by.

After three hectic weeks of socialising in the Banks Group of Islands we returned to Port Olry on Espirito Santo Island and dropped anchor for five days of rest and to soak up the beauty of one of our favourite anchorages in Vanuatu.

As the end of September approached our minds turned to thoughts of our return to Australia. With a light wind weather window of SE trades and no cloud cover of any significance we departed Luganville for Bundaberg with a possible stop over at the Chesterfield Reefs which are positioned approximately 440 miles NE of Bundaberg. The weather was as predicted so all our light weather sails had an airing. We arrived at the Chesterfields as the sun was setting and the coral /sand atolls beckoned us to drop anchor. Two days of

The following day was supposed to be a rest day but we were invited to go for a walk through Jimmy's garden and visit some sacred places. The walk took 3 hours and I think Jimmy's family grows enough food and kava for the entire village. The garden was on a steep hillside which had been terraced by their forefathers with irrigation channels hand dug to grow the Water Taro and to irrigate their crops.

We visited several sacred places, one was a large flat basalt rock with carvings of a man and woman's head and the imprint of a foot (reported to be the from the cannibal who murdered them) in the Man River bed, another was the Weather Making rocks where the concave portion of a rock has never dried out.

This insight into the history and current lifestyle of Vanuatu in the Banks Group adds to our memory and the depth of the

beautiful tropical weather made the Chesterfields one more unique experience we have enjoyed over the last three years of cruising.

Our arrival at Bundaberg was very welcoming with the official entry procedures being the best and easiest we have received in our 4 years of travels.

Aurielle has now turned her bow southward but still has two months of cruising the Australian coast to look forward to so another chapter has just begun!



Chesterfield Reef residents

Some hints on cruising the Islands

Trading goods - sheets, towels, pots, pans, cutlery, handcraft materials especially scissors or craft knives, material, matches, wood working tools, nails, carving tools, batteries, solar equipment, light fishing tackle, guitar strings, clothes for all, glue for mending shoes and canoes, all school materials, children's story books, basic food items such as salt, sugar, flour, cooking oil.

Anchoring - carry no less than 80 meters of chain, our main anchor is a 60 lb plough anchor and we use a Fortress stern anchor with nylon line.

Water - we have had no issues getting water to date, but a water maker may be nice if you have the diesel capacity. Our water capacity is 300 litres.

Diesel - can only be obtained in Port Villa and Luganville in Vanuatu. Our capacity is 260 litres which was adequate for our style of cruising.

Power - we run a 12 volt system. Charging the batteries is by solar panels 280 watts and an Aerogen 4 wind generator. Other generators may quote higher charge rates but it is consistency that counts. You need to be self sufficient as there are no marinas in Vanuatu

Navigation - we use C-map with maxi Software on laptop computers, Ocean paper charts and cruising guides both electronic and paper.

Weather - we view Grib files, BOM data and New Zealand Met View files. If they all agree we leave - if they don't agree with each other we stay.

Communication - HF Radio and Sailmail is our choice. This system enables us to send and receive emails and weather files 24 hours at 68 cents per day. This also enabled Sue to be in contact with our children any time (thus extending my cruising life!!)

Look forward to catching up with all of you in Hobart this summer.



Recipe - Bacon and Cheese Frittata

From Margaret Benjamin – *Wayfarer II*

Prep Time: 10 minutes

Cooking Time: 25 minutes

Serves: 6

As it can be eaten either hot or cold, leftovers can be enjoyed if there are only two on board. Alternatively, adjust quantities accordingly. Can be cooked beforehand if you do not have an oven on board.

Ingredients:

- 6 eggs
- 235ml milk
- 30g butter or margarine, melted
- 0.5g capsicum
- 1 onion chopped
- 4 - 5 bacon rashers
- 115g grated cheddar cheese
- Salt and pepper to taste (optional)

Directions:

In a bowl beat eggs, milk, butter, salt, pepper. Pour into an ovenproof dish. Sprinkle with onion, capsicum, bacon and cheese.

Bake uncovered at 180 deg C for 25 - 30 mins or until a knife inserted near the centres comes out clean.

CYET Christmas Funtion



When:

Saturday 12th December from
12.00 noon onward

Where:

378 Manuka Road, Kettering
(Dave Davey & Annick Anselin)

Bring:

BYO everything (food, drinks, plates,
cutlery, chairs, sunscreen).

Barbecues will be available for use.

Expect:

Loads of fun, plus a visit from a man
in a red suit

**Please approach from the Kettering end of
Manuka Road, not the Oyster Cove end.**

Look for the Big Bird.

The CYCT Cruise to Southport

22nd – 25th October, 2009

From Yvonne Trevaskis - *Josida*

Travel writer Paul Theroux in his book, 'The Happy Isles of Oceania', devotes an amusing and insightful chapter to yachties and makes the astute comment "They did not often call each other by their proper names, but rather referred to the boat"

It would of course be impossible to match Theroux's impeccable travel-writing style but here follows a report on the cruise to Southport.

Josida was first out of the stable on Wednesday and was joined for an overnight stay at Partridge by *Pandora*. In a bright and sunny light North Westerly they set sail for Southport and were duly joined there by *Irish Mist*, *Kokomo* and *Minder*. Everyone settled in and awaited the remainder of the fleet. *Rhona Marion* duly arrived and anchored close by to *Kokomo*. It was a very pleasant evening and a BBQ spot was established on the beach. Some discussion then took place as to the whereabouts of the rest of the fleet. Listening to the skeds it seemed that maybe *Peacemaker*, *Wayfarer II*, *Get a Life* and *Minerva* had been scratched before reaching the starting gate and had diverted to Rabbit Island. Were we in the right venue? *Josida* jumped into his dinghy and rushed back to *Josida* to check all those recent emails and the latest edition of the Albatross. Yes, the venue was definitely Southport, the conditions were certainly suitable for being there, and as we were definitely in Southport the inaugural BBQ was lit. Maybe the "scratchees" had a secret agenda that stayed secret from the rest of the field? Anyway for the declared starters a pleasant evening was had around the campfire. *Minder* even demonstrated the art of cooking potatoes 'au naturel' until they closely resembled a piece of charcoal whilst somehow still retaining a smidgen of edible flesh within.

A big walk to Southport Beach was planned for the following morning. After having disintwined his dinghy from that of *Kokomo's*, *Rhona Marion* had decided to sail early and join the scratched crews at Rabbit Island. There were no further scratchings from the remainder of the field and all walkers duly left the starting gates at the designated hour of 9.00am. *Kokomo* pulled up lame before the first turn. The rest of the field made it to the beach, enjoyed the magnificent views, and then headed back down the home straight. The two *Josida's* decided to keep going on the extended cross-country obstacle jumps course along the beach/rocks and around the heads to Southport Lagoon. Along the way they spotted a wrecked runabout high and dry on the rocks. It had the

name “Runabout - A Brooker V14”. Presumably Mr Brooker is running about in V15 nowadays and is crossing the bar into the lagoon more cautiously!

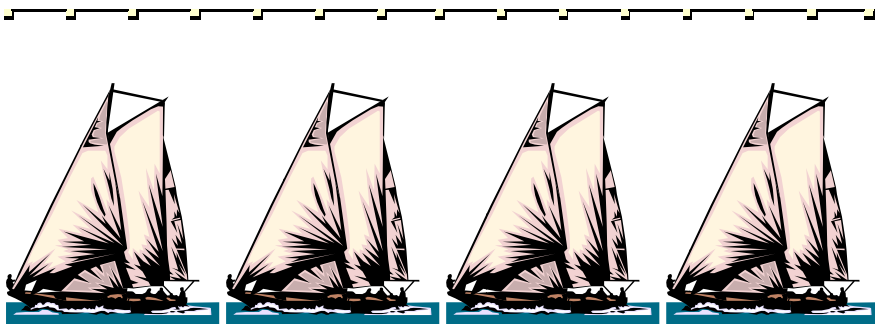
It seemed that the missing cruisers were not going to arrive at Southport at all and so later in the day the fleet headed North to rendezvous at The Quarries, where, after successfully mining a few flathead during the afternoon, another very pleasant evening was had around the campfire. Someone had thoughtfully produced some foil for *Minder's* potatoes this time. Saturday was a rest day for the sore fetlocks after the Southport walk. Another very pleasant beach BBQ, this time joined by our new honorary life-member, *Neptune*, who had sailed in late afternoon. *Minder* had departed earlier as they were off to do bushfire victim assistance in Victoria.

Sunday dawned - rainy - but the weather cleared and the fleet weighed anchor and planned to stop off at Apollo Bay for a farewell lunch BBQ. However the weather set back in en route and so everyone decided to head straight back to port – maybe for a quiet port over lunch.

It was a very pleasant long weekend away – we had fun - and another quote from Theroux seems apt:

“..... The fact is that yachties loved their boats – every cupboard and binnacle.” I saw them everywhere in Oceania and they seemed to me truly a breed apart”

(Editor's Note – This article led to a flurry of emails between the author and the editor in which positions were taken attempting to determine which party was on the 'real' Hobart Show Long Weekend Cruise. The outcome was somewhat inconclusive. But it was agreed that everyone had a jolly good time, so what did it matter anyway.)



Secret Delights of Norfolk Bay

From Greg Peart - *Carinda*

(CYCT members probably know Greg Peart from his 0645 sailing roundup on Chris Wisbey's Saturday morning 936 ABC Hobart radio program. Greg is in the process of joining the CYCT. Ed)

As some of us know well, Norfolk Bay offers fantastic sailing in relatively sheltered waters, some great fishing and many quite beautiful anchorages.

Of course, getting to this waterway does require more time in transit and occasionally negotiating southerly swells as you sail from the Iron Pot, inside Betsey, across the northern Storm Bay to the shelter of Slopen Main, a distance of nautical miles. Even then you are still on the edge of the expanse of Frederick Henry Bay.

Assuming Southerly winds, you can anchor overnight at Slopen Main or, you can seek protection from an Easterly sea-breeze by navigating carefully into a delightful but small anchorage on the western end of Slopen Island. This can be a delightful day anchorage but try to navigate inside the reef rather than running into it!

Slopen Island is the site of one of the first bay Whaling Stations established in 1824, hunting for Southern Right whales. The Island was also one of several Probation Stations that once dotted the Norfolk Bay coastline but was disbanded when the Blacksmithing and Carpentry bark sheds were burnt down in 1843 and the 150 convicts and officers transferred to Wedge Island. In later years, this little island was used to grow 'early' potatoes.

Alternatively, you can shelter from strong NE-SE winds across the other side in Connolly's Marsh, and the western side of Smooth Island provides a couple of safe anchorages. In fact there is good depth and good holding in close along this island fringe.

Remember that if your overnight anchorage is at Slopen Island or Whalebone Beach, don't try to navigate between the island and the peninsula unless you have a very shallow draft. Take the safe option and head out into Frederick Henry Bay and then to starboard around the island until you come across Lime Bay, another popular anchorage in SE -W winds

Norfolk Bay is a relatively shallow (6-7 metres) with some deeper holes, and several islands - Smooth, King George, Fulham and Dart. Whilst the shallowness can result in fairly choppy conditions in strong winds, especially from the South West, there is no swell to compound the situation. So is simply

managing your sails in strong winds without contending with a huge seaway. During summer months the sea breeze can bring strong Easterlies but, as with most waters in this part of the world, watch for the south westerly change.

With a forecast of WNW winds you can leave Lime bay and glide quietly further around the next outcrop of rocks into Monk Bay which is an excellent overnight parking place in SW-NW winds. It is popular for yachts holding overnight before making their way through the Denison Canal en route to Maria Island and beyond.

Just a little further south is Ironstone Point which provides an ideal day or overnight anchorage especially in N-NW winds. But this can be a potentially uncomfortable overnight spot if there is a southerly change as local topography again accentuates winds. However, it is a very short passage back to Monk Bay for absolute shelter.



Rafting up on the SE side of King George Island

Mariners should also note that forecast Northerly winds will often result in either North Easterlies or North Westerlies, and not true Northerly winds. For example, on warm summer days, northerly forecasts often result in quite strong winds piping out of East Bay neck, King Georges Sound and Eaglehawk Bay as North Easterlies. On other occasions, when strong sea breezes are unlikely, predicted Northerlies often end up as North Westerlies.

Undoubtedly one of the safest and most comfortable anchorages in strong NE-SE sea breezes is at Taranna in Little Norfolk Bay. It is prudent to keep Dart Island to starboard when approaching this anchorage, thereby avoiding some hazards, especially Whale Rock!

Norfolk Bay Convict Station was built in 1838 as Australia's first railway station. Ships bound for Port Arthur from Hobart faced a dangerous journey across Storm Bay and round Cape Raoul. It was much safer to stay in the sheltered waters of Norfolk Bay, unload at the Convict Station, and then load goods and passengers into rail carts and transport them five miles across land where they could be unloaded and rowed to Port Arthur. The Port Arthur Historic site is a 10 minute drive away from the Norfolk Bay Convict Station.

The carts were powered by men, convicts of course, who pushed the heavy carts up hill and rode down hill. It would have been a hard life but it was a sought after position - outdoors, away from the worst of the overseers, active (probably no worse than football training) and there was always the chance of a tip from a grateful passenger or some easy pickings. After Port Arthur closed in 1877 the building became the first inn on the Peninsula and then, around 1900, it was converted into a guest house and local post office operated by the same family for over 40 years.



Carinda at anchor inside Chronicle Point

As you journey towards King George Island, take the time to explore some of the 'nooks and crannies' on the eastern shore. You may be surprised by the number of quiet, sheltered and safe overnight anchorages. Bellette's Beach is certainly one that offers everything you could want in NE-SE winds. It has good depth in close and an excellent sandy bottom pass which could well be your source of a nutritious meal – sautéed calamari followed by grilled flathead fillets!

Other day anchorages, and potential overnight venues, that provides respite from strong easterly winds can be located just north of Bellette's Bay at Dunbabin Point, and on the western side of King George Island.

King George Island has recently been generously bequeathed to the Tasmanian Conservation Trust by its former owner and resident of Chronicle Point, the late Mr Henry Baldwin. This island, which was once farmed, provides shelter to the cruising sailor in all weather. For example you can find respite in NW-SW winds in a little cove on the eastern side of the island, and from strong NW-NE on the southern side. Both these anchorages offer reasonably deep water and good holding, but both should be approached with care.

As you pass Smooth Island, also known as Garden Island, note the old jetty that provides the owners of with access. On a closer inspection you will find a couple of small indentations along that eastern shore that do provide sheltered overnight anchorages in SW-NW winds. The western perimeters of this island also offer sheltered anchorages from NE-SE winds.

Caution is required, especially during low tidal phases, when making an eastern approach to King George Island – or sailing the other way into the Sound. A reef and sand bar running from the South Eastern corner of the island pose navigational hazards for yachts transiting between the island and the mainland. It is possible to make this transit with due care, keeping a line of about 60-70 metres off the mainland shore, and approaching or leaving that line well into King George Sound.

Of course, King George Sound provides several protected anchorages. You can navigate right up into the eastern corner where there are quite a few permanent moorings, but you will find deeper water a little closer to the southern shore.

One advantage of this position, apart from excellent protection in all winds apart from a howling westerly, is access to the Murdunna store where Brad and Janine and their staff will assist you with replenishing food supplies. Don't forget that you would have to purchase fresh water supplies in bulk as this community is also on tank water.



Carinda close hauled in King George Sound

But with easterly winds continuing across Norfolk Bay an alternative would be to round Chronicle Point and seek the calm, sheltered waters of Sommers Bay. In making your transit into the Bay, be alert to the reef which is marked on the chart and a beacon indicates its location. This is a popular destination, characterised by a growing population of shacks and permanent homes that are scattered in bushland overlooking a rather appealing sandy beach. The most favoured anchorages in E-NE winds can be found along the northern fringe of this bay.

Flinders Bay, the site of yet another Probation Station where a dozen shacks now stand, also offers very good anchorages, especially in strong north-easterly weather. This Station housed around 200 convicts, together with a sergeant and 12 privates from the 89th regiment. It was also the site of this region's saw mill and the remnants of the old jetty are still there, but underwater, and do represent a navigation risk.

A delightful anchorage in strong SE-SW winds can be found just inside and along the northern shoreline Flinders Point. Deep water makes it possible to nestle your craft in close and drop anchor only a few metres from the shore, and that is most convenient if a BBQ is planned for the evening meal.

In continuing, strong easterlies some excellent day and overnight anchorages can be found around Flinders Point and inside the fish farm. Again, deep water enables you to secure your yacht close to the shore so long as no change in wind direction is forecast. These anchorages are only suitable for one vessel, or a raft of two or three in the right conditions. Although relatively unknown, they are quite special havens for the cruising sailor!

Your homeward journey will provide time to reflect on the delights of the Forestier Peninsula and its waterways. Photos, notes, sketches and paintings of this journey will no doubt complement an already rich tapestry of your maritime experiences.

Perhaps the taste of cruising these sheltered waters of Norfolk Bay will entice you and your friends to return to explore more of the secret delights.



Yachts moored on the eastern side of King George Island

From the *Berrimilla* blog

Drama – sort of

0700/26th October - Position 0911 02420 trip 120/24

There we were, me in my running shorts having been limpid with sweat all day trying to trace the HF problem, Pete in his grotty green salty Stubbies, having a small relaxing mug of random Aussie red with rehydrated curry and rice - idly watching the cloud building up to the south, still stinking hot and humid, water 37 deg. And then there it was - deep grey horizon, rolling black squall line coming in like the vulture stooping. Two decrepit old farts jerked into action - just time to put things below, drop in the second reef, roll in the headsail to a quarter of its size and it was on - only about 25 knots, 90 degree wind change, follow the blast around, lightning, deep sonorous thunder rolling all about - not at all like Mr Krupa's riff over there in the Pacific last year but still musical - torrents of rain. Pete gets naked with the soap, I go down and connect the mast base to the earth and come up and let the rain wash off the day's grot. And now we're in 2 knots, just as the GRIB predicted and due for another couple of days of it. I'd been soaking my other grommy clothes in a bucket of salt water and green stuff so was able to hang it out in the rain and get a free rinse Yay! And it's (relatively) cool and the sea feels really warm...as it would. Lightning away to the north, overcast and spotty rain here.

And then it got interesting. Pete woke me at midnight. 'There's some black cloud ahead, might be a bit of wind...good night' - not just dark but glutinous inside-of-cow black and lightning all around so I packed the satphone and some gps' into the icebox and got out there - like going under a table and the first blast had us around onto 290 with horizontally slanting rain so thick that I couldn't look into it and had to adjust everything then tack by feel - and a ship! dead in line and we were the give way vessel so had to get behind him except that he stopped right in front of us ... and so it went, non stop for 3 hours with lightning all around, the wind actually hot on my face, my thin pants and T shirt and me wringable - warm water crashing over the bow and back to the cockpit in sheets - black black night, occasional phosphorescence to the side - up to the foredeck twice to sort the furler - gradually stumbled through it, the rain eased, the wind backed again and we were back on course and time to wake Pete, who slept through it all. Fun. How I love the tropics.

Taken, with permission, from the website recording Berrimilla's voyage back to Australia. Go to www.berrimilla2.blogspot.com and follow the adventure every day – as it happens.

Tricky Tassie Coast

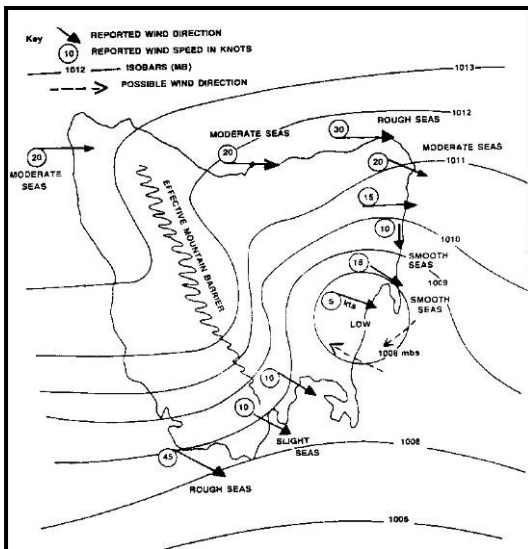
**Kenn Batt, Bureau of Meteorology, Sydney and
Alasdair Hainsworth, Bureau of Meteorology, Hobart**

A question that is often put to us is “Which part of the Sydney to Hobart race track is the most difficult weather-wise?” Our reply is “All things being equal, it would have to be the east coast of Tasmania, Storm Bay and the Derwent that have given most competitors, including Kenn, the most headaches in the past” So let’s have a closer look at these trouble spots:

The East Coast of Tasmania (Eddystone Point to Tasman Island):

There are two positions on the race track that one should stick to religiously. The first is stay at least 30 nm off Eddystone Point and the second, stay at least 10 nm off Schouten Island. What we call the 30/10nm rule. Inside of these distances, wind conditions can be very flukey (apart from wind directions from the south through the east to the north). **It is hard to discipline oneself to do this at times but do it!** Complex tidal and ocean currents can draw yachts in being closer than they would like to be. The navigator should be particularly vigilant.

- (i) Under broad westerly (NW to SW) gradient (900m) wind flow, a lee trough will usually form on the east coast of Tasmania, and affect waters up to 30 nm of the coast (Figure 1).



*Figure 1. Lee trough over Eastern Tasmania.
(From Wind, Waves and Weather. Tasmania)*

However, the effects of a northwesterly versus a southwesterly can vary markedly. Let’s examine them in more detail.

- a) NW gradient winds: Surface winds in the morning (up to around

11am local) will generally start as northwesterlies over most of the coastal waters. North of around St Helens Point, winds may even be slightly accelerated as winds funnel through Banks Strait. However, as the day wears on and the Tasmanian land mass heats, pressures fall along the coast and winds will start to turn more northerly and by 1-2pm will start to turn northeasterly inshore south of Eddystone Point. While there is the temptation to move inshore to benefit from this northerly, be aware that at sunset, this breeze will decrease quite quickly and can become quite light and variable for a period until the northwesterly kicks back in during the early hours of the morning.

- b) With a SW gradient, winds on the East coast become pretty awful inshore. To the north of Freycinet Peninsula, winds will be markedly affected. They often become light and variable during the morning after a light westerly land breeze overnight. During the day there is a good chance of a light E to NE sea breeze. South of the Freycinet though, winds mostly commence as W/SW then gradually turn more southerly north of around Maria Island and then often SE during the afternoon due to the seabreeze effect. The stronger the southwesterly, the further offshore these effects will be felt, however, following the 30/10 rule should negate the worst of them. One thing that won't change is that winds around Tasman Island in a SW'ly will be much, much stronger than those experienced offshore, due to the funnelling effect around the cliffs.

There is an obvious trap in the above, in that a prefrontal NW stream with its most attractive inshore N'lies, will be replaced with SW/S'lies and very light inshore conditions post frontally. Moral of the story – to get the most out of the situation, be very sure of the timing of the fronts that are almost certain to affect you as you move down the East coast.

- c) With W gradient winds: The entire coast generally suffers from the effects of the lee trough.

By utilising the 30/10nm rule, one should be outside the worst effects of the lee trough. You would have to be at least 50-60 nm off the coast to be sailing in the true wind flow. This is just a little too far off under most circumstances unless you are going for the SE “blinder”. This is the situation where you might have westerly winds going very quickly through the south to the southeast following the passage of a cold front. The associated low pressure system is generally close to southern Tasmania. Most of the time however, fronts are embedded in a very persistent west/southwest flow.

- (ii) When yachts are at Tasman Island, wind speeds can increase and decrease (gusts/lulls) quite rapidly and the direction can also jump around all over the “shop”. Be prepared for the bullets (squally winds)!!
- (iii) You can generally go very close to Tasman Island, apart from its southern extremity, where there is a reef!
- (iv) As you approach Tasman Island under west through to southerly flow, it generally pays to lay inside of the Hippolyte (at least between the Little Hippolyte and Cape Hauy). This firstly keeps you out of current that is generally setting northeastwards around Tasman Island and in flatter water. Secondly, on starboard tack you can get a nice lift along Munroe Bight if you are fairly close in. There is a definite line of pressure on the water that you have to be inside of to gain the maximum advantage.
- (iv) Thunderstorms with their gusty, erratic winds could also pose problems with the passage of a cold front.
- (v) Intense low pressure systems passing very close to southern Tasmania could see gale to storm force wind conditions prevailing through the southern part of the race track.

Tasman Island to the Iron Pot (Storm Bay)

Once you get around Tasman Island and clear away to the west, wind conditions will generally ease.

- (i) Under most conditions, one would straightline it from Tasman Island to Cape Raoul, but giving the Raoul a slightly wide berth (about 1nm off). The only situation that you would want to be slightly north of this rhumb-line and closer to the Raoul, would be in smooth water and/or under sea breeze conditions. In the sea breeze situation, the NE ocean sea breeze can get squeezed between Tasman Island and Cape Pillar (Tasman Passage) and slightly more pressure can result just to the north of the rhumb-line.
- (ii) Under any kind of offshore gradient wind flow, Storm Bay is affected by the significant topographic features of southern Tasmania and can be most frustrating for sailors. In a N'y stream, winds will start the day as a northerly, but a NE seabreeze usually develops early in the afternoon. In a light to moderate NW stream (up to 23 knot gradient winds), winds will start the day from the NW then ease with NE to SE seabreezes developing shortly after noon. In a strong, prefrontal NW stream, strong, warm NW'lies can be experienced during the day, with occasionally very strong gusts. West to southwest gradient situations tend to be even more flukey through Storm Bay, with SE afternoon seabreezes developing if the gradient strength is not above 25 knots.

- (iii) Once you have cleared Cape Raoul, then it is a straightline course to the Iron Pot.
- (iv) If it has rained heavily in southern Tasmania in the week leading up to the race, then there will be a lot of extra water ebbing out of Fredrick Henry Bay. Don't be pushed too far left of your course.
- (iv) Storm Bay can live up to its name, so be ready!!!

Iron Pot to the Finish (the dreaded Derwent River)

Definitely a place that you can love or hate. It all depends on what time of the day you reach the Derwent!

- (i) Under most regimes the River “shuts down” wind-wise from about 2200 hours local and does not “open” until 0600 to 0700 hr.
- (ii) Once you reach the Iron Pot (which you leave to starboard by about 100m) it generally pays to work the eastern side of the river (staying about 100m off the headlands), especially at night with an ebb tide and after heavy rain. Under situations where heavy rain has fallen and light winds prevail, you may have to scallop in and out of the bays. But watch the headlands, not too close please!
- (iii) It generally doesn't pay to work the western side of the river, especially from White Rock to the John Garrow Light (which you leave to port).
- (iv) Under broad westerly flow, Mt Wellington can induce standing wave and rotor activity.

Standing wave activity will generally be felt the most north of the Garrow Light and can lead to very flukey winds from around the middle of the river westwards. Slightly stronger westerly winds will occur towards the eastern shore. Rotor activity can lead to light southeast to easterly winds being generated over much of the river, especially north of the Garrow Light.

- (v) The sea breeze during the day is mostly a southeaster and will draw more easterly out of the bays along the eastern side of the river. Under this situation, more pressure will occur eastwards of a line White Rock to the Finish. At times the east coast northeast seabreeze may break through to the Derwent.

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Conchita's Recipe for Bircher Muesli

From Conchita Navarro – *Odyssey III*

6 Cups of rolled Oats

½ Cup each of sultanas, currants, dry diced paw-paw and dry diced pineapple, pumpkin and sunflower seeds.

1 Cup of berries (blue, rasp, black, either fresh or frozen)

1 Kg Tub of Yoghurt (plain or fruit-flavoured)

The same tub filled with milk (your choice cow's or soy, full-cream, skim)

The juice of three oranges and two or three tablespoons of honey...

Mix all ingredients together and let the mix stand in the fridge overnight and... Voilá! - a wonderful breakfast full of goodness, does not requires any cooking and therefore vitamins and other nutrients are not destroyed by heat. It is rich in fibre, has no added sugar and properly refrigerated can last for up to four days. The above quantities will give enough for eight generous servings.

Enjoy.



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Our boat - *Windclimber*

From Dave Davey and Annick Ansselin

My first experience of a Peter Joubert designed Magpie was on *Palomita II* owned by Col Haste, in the context of an AYP accreditation course. I was very impressed with the design, especially the interior and storage, but did not think I might one day sail our own. Nevertheless, seeds were sown.

Jeff Owler gave Annick and I the opportunity to crew on *Scot Free II* from Coffs Harbour to Airlie Beach, and we found it a hard offer to refuse. It was intended to be a quick trip, and the boat's handling, comfort and performance all impressed.

In 1988, our Top Hat, *Gadabout* a Baker built Mark I, was beginning to feel a bit too small for our cruising dreams, so we started looking at various boats. Repeatedly we found larger boats to be "bigger but not better" compared to the solid construction and absolute leak free Baker hull. When we spotted a Magpie for sale, we decided to have a look, even though it was a bit over budget.

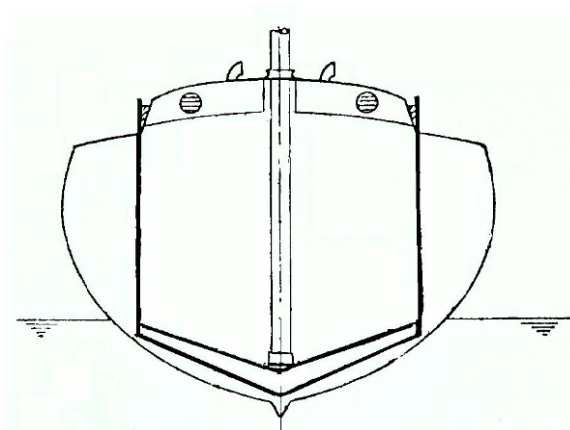
The boat had been called *Pax* by David Pescud (of *Sailors with disABILITIES* fame) when it was launched in 1986. David had the hull constructed by Lloyd Northam, and then fitted it out himself. Careful inspection showed it to be in a different class to other vessels we had examined. The construction compared well with the Top Hat - it was bigger and as good, so we got serious. Jeff Owler kindly agreed to have a look, and one day Annick, Jeff, the broker and I got on board and went through the hull from stem to stern. (The broker later commented to me that he was amazed by our approach to the boat. He was really a power-boat broker and said most of his customers were mostly concerned with the depth of the carpet pile.) I became a little worried by Jeff, as he was very stern and quiet, so I thought he did not like what he was seeing. Later on shore, he said: "I didn't want to give anything to the broker's bargaining position, but frankly I think this boat is better than mine."

There was a little bargaining to be done. *Pax* had an Airies wind vane that we wanted, but David Pescud said it did not go with the boat. He said we could have instead a life raft, which we did not want. In the end the vane stayed in place.

Our test sail on Botany Bay was a bit of a non-event due to little wind, but we had no concerns. Finally settlement day came, and we took delivery at Kogarah Bay. Everything that day, 14 July 1989, was well behind schedule so we were late departing Botany Bay. As we cleared the heads bound for Sydney Harbour, I listened to the marine weather forecast just after 6pm, which told of

a southerly change later. Looking up into the cockpit I could see low clouds zipping over in the last light, and moments later the change arrived, accompanied by extremely heavy rain. Our over-canvassed, wet but speedy trip north got us to the Spit Bridge in time for its 8pm opening. Bit of a tough first passage, but confidence building.

Design



base of the shrouds. The main lateral stresses from the rigging are borne by this beam rather than the hull itself resulting in an extremely strong structure with no rigging to hull fixtures that can often be a point of failure. It also means the rigging presents no obstacle to walking past the mast, and that headsails can be sheeted in very close if desired. The downside is the mast penetrating the cabin top and the consequent potential for leaks.

The hull is very strong. Although it was designed as a Sydney-Hobart race contender, it was before the tendency towards lightweight planing hulls. The keel is an integral part of the hull, with internal ballast at the bottom and a water tank above.

The Magpie is size-wise the third in the "bird" series of Joubert's designs, the others being the Currawong, Brolga, and Cape Barren Goose. In common with the others, the mast is stepped into a fabricated steel beam that crosses the hull, and has vertical members that connect to stainless plates that protrude through the cabin side to form the



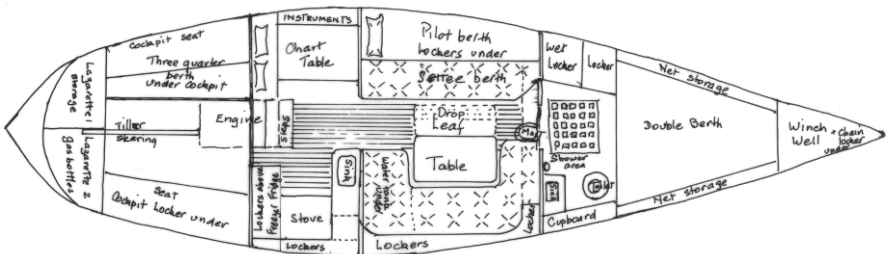


Rig

Windclimber has a masthead sloop rig, with double-spreader mast. For additional triangulation there is an inner forestay and running backstays. The headsail is roller furling, while the main has slab reefing. We added mast steps to the masthead.

Interior

The original design called for a starboard quarterberth, but this was altered in late examples to a cockpit locker enabling a fridge and freezer to be positioned on where the entry to the quarterberth would have been. The locker is large and deep, allowing for an inflatable dinghy to be stowed together with sheets, fenders, oars etc.



Even without the quarterberth, it is still theoretically possible to sleep seven, which means it is comfortable for two. We use the forward berth when at anchor, and generally the centre berths when at sea. The settee and pilot berths all have lee cloths. There is a sail store under the forward berth, which also holds our spare anchor, and a holding tank under that.

Aft of the mast the hull shape has substantial tumble-home which ensures the lockers under the berths are large. The aft locker under the pilot berth is large enough to get into. Lockers under the port settee berth hold batteries, emergency gear, tools, wine and ropes. On the starboard side we store food in the lockers under and behind the berth. A second water tank lies under the aft part of the starboard settee. The fuel tank is under the forward end of the port three-quarter berth, so the two tanks tend to balance out. Spares are contained aft of the diesel tank.

There is a substantial cavity under the cockpit aft of the engine compartment. It is difficult to access through the three-quarter berth, but is an ideal space for our two folding bicycles which we do not need to access at sea.

The fit-out is predominantly finished in teak, with some Australian cedar.

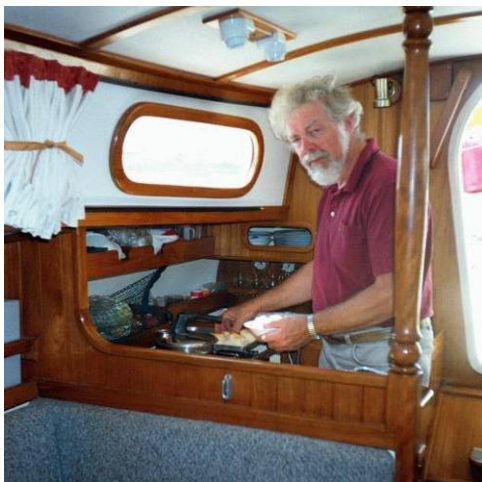
A much appreciated feature of the layout is the head area which can be used for showering. We use a hand-held shower operated by a foot pump, supplied from a hot water tank in the cockpit locker, which is in turn supplied from water bottles we store in the lazarette. These bottles can be filled from any fresh water source that we would not necessarily use for drinking, and also topped up from rainwater. There have been very few days when we have been living on board when we have not had showers - even when passage making.

Instrumentation

We have conventional log and depth sounder, and GPS. Twin bulkhead mounted steering compasses are well positioned for tiller steering. The Autohelm has a flux-gate compass with digital readout. We have 27MHz, VHF and HF radios for communication. Hand bearing compass, backup portable GPS, sextant and navigation calculator provide backups. Power is provided by batteries, which are normally well-charged due to running the engine once a day to keep the eutectic fridge and freezer cold. We also have two solar panels on the cabin top which supplement the engine charging and could provide enough for basic functions in the event of engine failure.

Galley

A very important part of enjoyable cruising is to be able to maintain a normal diet. A big fridge containing weeks of perishables and a freezer with months of meats, a gas stove with grill and oven, and space for good cookware all make this possible. We have a solenoid activated gas valve on the supply tank in use (backup tank as well), which is controlled by a unit interfaced to a gas detector



that will let the valve return to its default closed position in the event of gas being present in the cabin. This system has performed very well and because it is so easy to flick the switch ensures the gas bottle is isolated except when actually in use.

Cruising

We have put about 14,000 miles under the keel, mostly along the NSW coast north and south of Sydney, plus one trip to Lord Howe Island and one early trip to the Whitsundays. In 2000 we departed from Sydney bound for

Kettering with a slight diversion to north Queensland. That trip was the longest duration - a little over six months. We've always been perfectly comfortable living on board, which is probably the most important measure of a successful cruising yacht.

We have always been cautious about the weather, preferring to head for shelter or waiting for bad conditions to moderate rather than committing to a schedule. So far that strategy has by and large kept us out of trouble. We had one fairly stiff day of windward sailing to Lord Howe, and one tense moment crossing the Wide Bay bar, but mostly we have enjoyed down-wind passages in less than strong wind conditions.

Our most memorable example of attending to the forecasts and reports was when heading south from Sydney, possibly for Gabo Island on Christmas day in 1988. The sailing was wonderful, with a *very* strong southerly current, northerly winds and flat seas. The reverie was interrupted by reports of 70 knot westerly winds at Wilsons Prom. We immediately said "We're not going down there!" and headed in to Ulladulla. Of course many of the Sydney-Hobart fleet crews did not make the same decision the following day, and the result was not good.

Sailing

As her name suggests, *Windclimber* performs well to windward. It is quite well balanced, so self-steering is easy to manage. The number of hours we have hand-steered when passage making is very small. We favour the Airies wind-vane when sailing. The Autohelm takes over when we are motoring or in close quarters. Downwind we often pole out the headsail, and flatten the main to avoid rolling. We have had some very pleasant runs with the MPS up, and one

fond memory is looking up at the MPS while having an evening shower southbound on the NSW coast.

Tasmanian Adjustments

We have made three significant changes to *Windclimber* since moving her to Tasmania in 2000. The first was the installation of a Eberspacher heater, located in the lazarette with the hot air supply led to the forward end of the cabin, necessitated by the winter climate. The second was the replacement of the hand operated anchor winch with an electric one, necessitated more by the aging of the crew than local conditions. And finally the replacement of the 20 year old Bukh engine with a more powerful Nanni diesel, due to more common motoring in the Channel, often in strong adverse winds.

Occasionally we think of bigger boats, but I think we would have the "bigger but not better" problem again, so the thoughts are short-lived!



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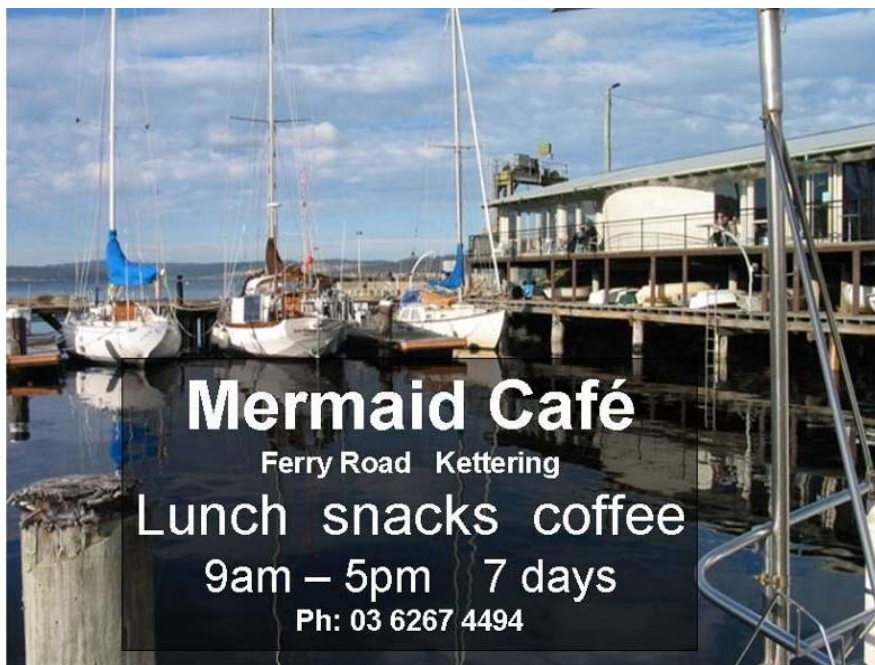
Your Committee believes that at least a proportion of this money should be put to better use promoting cruising activities and supporting associated training programs.

All members are invited to submit ideas on how these objectives might best be achieved.

Please forward your ideas to
The Secretary at
secretary@cyct.org.au or to
PO Box 605, Sandy Bay, Tas,
7006

by 7th February 2010

After review by the Committee, proposals will be taken to a General Meeting for the consideration of all members



Going About

Flinders Island, anyone?

As was mentioned in an email sent to all members a little while ago, it looks as though a few Club boats will be heading to Flinders Island early in the New Year.

Wayfarer II has a long standing appointment with friends from NSW to meet there on about 22nd January, so plans to leave Kettering around 15th of that month, hopefully in the company of *Minder* and perhaps other boats.

Minerva, *Odyssey III* and *Get A Life* are understood to be planning the trip, but leaving a week or two later.

This has the potential to be an excellent cruise, perhaps providing members with an opportunity to be a little more adventurous than normal with the security of passage making in company.

If the idea appeals, contact the owner of any one of the boats listed and have a chat.

Note that this is an informal 'cruise in company'. Any decision to take part must be that of the skipper, and be based on his/her assessment of his/her capabilities and the suitability of the boat, its crew and its gear.

Or how about Port Davey?

Phil and Jane Mason – *Athena* – are hoping to cruise to Port Davey in 2010, leaving early February. They are hoping that other Club boats might be interested in joining them.

If this could fit in with your cruising plans, please contact Phil and Jane on 6223 7612 or 0407 308 207, or email mason_pj@westnet.com.au. Note the disclaimer above, please.

Inflatable PFDs

Andrew Boon has alerted the editor to a very interesting and useful article in 'Afloat' magazine regarding the care and use of inflatable PFDs. All members are encouraged to read it.

It can be found at

www.afloat.com.au/afloat-magazine/2009/november-2009/Inflatable_PFDs

Boat Registration

The following communication was received from MAST recently. While it is primarily directed at Clubs with marinas, it does suggest that MAST will be cracking down on un-registered boats.

MAST would like an audit on larger vessels as it is considered a great number may not be registered in accordance with the legislation. That is a vessel with a motor 4HP or greater must be registered. This audit will include an on water check of boats on moorings, there is a requirement to show the registration label and Identification number. Previously Clubs have given permission to MAST staff to check vessels in their Marinas.

Can you please advise if this is still ok, it may be necessary to place a sticker on the bow if unregistered. If approval is given then MAST would advise when this may occur.

Is your rego up to date – or is the paperwork sitting in a pile on a desk somewhere? Could pay to check.

Sails for Sale

Commodore Peter Makepeace has some surplus sails to sell.

Pole	3.6m	\$80
Spinnaker	11m	\$1000
Headsail Hoist	7.6m; Foot 4.3m	\$ 50
Headsail Hoist	4.6m; Foot 4.2m	\$ 50
Headsail Hoist	8.9m; Foot 5m	\$ 100
Headsail Hoist	9m; Foot 4.5m	\$ 50
Storm Jib Hoist	9.5m; Foot 3.2m	\$ 80
Storm Jib Hoist	6.6m; Foot 4.5m	\$ 50
Sea Anchor;		give away

Peter Makepeace: 0417 302 739

Welcome – New Members

—————
Peter and Chris McHugh

Honey Bee
—————

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.

Applications for Membership

Terry and Gillian Long

Dreamtime

Richard Phillips

Charon

David and Muriel Greenwood

French Kiss

Justin and Judy Arundell

Saltair

Martin and Annie Cole

Sprayfoam

These nominations 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.

Editors note – We have had a couple of glitches regarding the membership application process. The Committee apologies for the delay in processing some of the above applications.

If you are aware of any applications that may have gone 'AWOL', please advise Membership Officer, Fiona Tuxen (contact details on the inside front cover of this newsletter) and the situation will be rectified.

Not a CYCT Member?

Then download an application form from the Club website - www.cyct.org.au - or apply for membership on line at: www.cyct.org.au/Membership/Application/

Contact any CYCT Committee Member (details inside the front cover of this newsletter) for more information.

We look forward to welcoming you to our Club.

Minutes of a Special General Meeting

of the Cruising Yacht Club of Tasmania
held at the Derwent Sailing Squadron, Marievilla
Esplanade, Sandy Bay on 3rd November 2009

Opening:

Commodore Peter Makepeace opened the meeting at 8:00pm and invited the Secretary to read the notice of meeting which was done.

Present:

There were 33 members present.

Apologies:

Wendy and Dennis Lees, Conchita Navarro, Caroline Dutton, Erika Johnson

Appointment of Auditor:

Paul Dutton on behalf of the Treasurer said that Mr Rendell Ridge had agreed to be appointed auditor for the Club during 2009/10. Paul reported that Rendell had audited the Club's special purpose financial report for the year ended 30 June 2009 and his opinion was that the report represents fairly the financial position of the Club. Paul then moved that Mr Ridge be appointed auditor for the Club for 2009/10. The motion was seconded by Vice-Commodore Ian Fletcher and was carried.

Closure:

Commodore Peter Makepeace thanked Mr Ridge for making his services available to the Club. There being no further business, he declared the meeting closed at 8:05pm.

Robert Grey
Secretary

Minutes of the November General Meeting

of the Cruising Yacht Club of Tasmania
held at the Derwent Sailing Squadron, Marieville
Esplanade, Sandy Bay on 3rd November 2009

Opening:

Commodore Peter Makepeace declared the meeting open at 8:06pm.

Present:

There were 33 members present as well as prospective members and guests Peter and Chris McHugh, Mike Lever, Richard Phillips, Terry and Jill Long, Justin and Judy Arundell

The Commodore welcomed guests and prospective members.

Minutes of the previous general meeting of 6 October 2009:

Rear Commodore Jose Navarro moved that the Minutes of the previous general meeting of 6 October 2009 be accepted. The motion was seconded by Barry Jones and was carried.

There was no business arising from those minutes which is not on the agenda for this meeting.

Correspondence:

Apart from correspondence concerning membership (covered under membership) and receipt of bulletins from the Coastal Cruising Club of Australia Inc and the Cruising Yacht Association of Victoria Inc., no correspondence concerning the business of the Club had been received since the last meeting.

Treasurer's Report:

The Treasurer's Report was read by Paul Dutton in the absence of the Treasurer. He tabled the balance sheet as at 30 July 2009 and the profit and loss report for the period ending 30 June 2009. Paul moved that the report be accepted as read. The motion was seconded by Chris Palmer and was carried.

Membership:

The Secretary reported that Graeme and Helen Yeoland had advised that they would not be renewing their membership. New member applications had been received from Anthony and Leone Scobie (Sea Imp), Peter and Chris McHugh (Honey Bee), and Richard Phillips and Wendy Bradfield (Charon).

Commodore's Report:

Commodore Peter Makepeace requested members be diligent in raising the Club burgee and identifying themselves and their boats as belonging to the Club when out on the water.

Vice-Commodore's Report:

Vice-Commodore Ian Fletcher advised that he was organising an over-night cruise for new and inexperienced crews starting on either 5 or 12 December 2009. He will seek the preferred option via email to members. He advised also that there will be a briefing on the Tuesday evening before the 22 November 2009 cruise to Slopen Island.

Rear Commodore's report:

Rear Commodore Jose Navarro asked members to bring a supper plate to the December meeting.

Other business:

- Paul Kerrison reported that on his cruise to Southport as arranged by the Club, he heard no radio calls after the initial check-in. There was no BBQ ashore and he felt that, overall, the cruise could have been better coordinated.
- Vice-Commodore Jose Navarro said that he can furnish interested Club members with the details of a PDF file copy of the workshop manuals for Borg Warner gearboxes.
- Jose asked Club members to consider creating a Club toolbox and a register of Club members who have specialised tools and who would be willing to lend them to Club members. He asked members to bring their views to the next meeting.
- Albatross Editor Chris Palmer appealed for assistance with material for the Club's magazine 'Albatross'.

Next meeting:

The next general meeting of the Club will be on Tuesday 1 December 2009 at the Derwent Sailing Squadron on Marieville Esplanade at 8:00pm.

Closure:

There being no further business, Commodore Peter Makepeace thanked everyone for attending and closed the meeting at 8:25pm.

Following the meeting, Mr Ian Ross gave a presentation on running and reaching sails.

Robert Grey
Secretary



PETER MAKEPEACE MPA

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