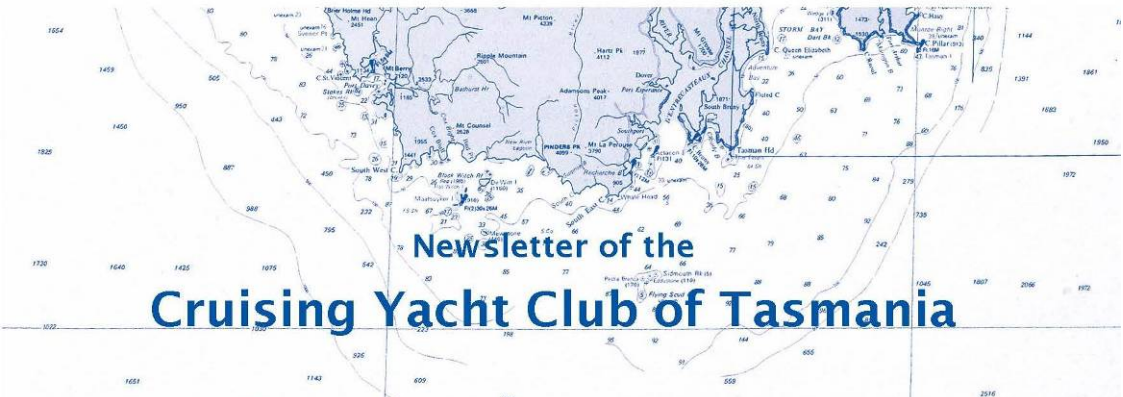


Albatross

Volume 36 No 02 March 2010



*In a hurry to get to the bar. Minder (Mike Temple-Smith) approaching St Helens
Photo – Chris Palmer*



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay Tas 7006

www.cyct.org.au

Commodore

Peter Makepeace H 6267 9077 *Peacemaker*

Vice Commodore

Ian Fletcher H 6229 8189 *Asterix*

Rear Commodore

Jose Navarro H 6272 4451 *Odyssey III*

Treasurer

Caroline Dutton H 6224-3229 *Sagres*

Secretary

Robert Grey H 6243 7736 *Patience*

Editor 'Albatross'

Chris Palmer H 6267 4994 *Wayfarer II*

Membership Officer

Fiona Tuxen H 6267 4135 *Sunbeam*

Committee

Wendy Fletcher H 6229 8189 *Asterix*

Margaret Benjamin H 6267 4994 *Wayfarer II*

Warden & Quartermaster

Chris Creese H 6223 1550 *Neptune*

Albatross mailing

Chris Creese H 6223 1550 *Neptune*

Webmaster

Dave Davey H 6267 4852 *Windclimber*

Life Members

Erika Johnson Doris Newham Chris Creese

Send all material for publication in 'Albatross' to the Editor -
editor@cyct.org.au or to PO Box 340 Kettering Tas 7155

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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

March - Tue 2nd

General Meeting – D S S – 8.00pm

“Kettering to Kettering – via Alaska” Sue and Mike Powell (*Yarandoo II*) will talk about their recent extended cruise.

March – Sat 6th to Mon 8th

Port Cygnet Regatta

This is not a CYCT event, but many Members enjoy the sailing and hospitality that this event offers.

March - Wed 10th

Committee Meeting – Mariners Cottage – 7.30pm

March – Sat 13th to Sun 14th

Clean Up Australia cruise and working bee

Missionary Bay

March – Sat 27th to Sun 28th

Cruise to Austins Ferry

This cruise takes us up river for a change. There will be an information night the previous Tuesday 16th March at Mariners Cottage at 7.00pm

April – Easter Weekend Fri 2nd to Mon 5th

Cruise to Maria Island

Details in Vice Commodore’s Report. There will be an information night the previous Tuesday 30th March at Mariners Cottage at 7.00pm

April - Tue 13th * * * NOTE CHANGE OF DATE!! * * *

General Meeting – D S S – 8.00pm

Details in to follow in the next ‘Albatross’.

April - Wed 14th

Committee Meeting – Mariners Cottage – 7.30pm

April – Sat 24th to Sun 25th

Cruise to Huon River

Another cruise into the calmer waters of the river – the Huon this time. There will be an information night the previous Tuesday 20th April at Mariners Cottage at 7.00pm

Editorial



Well, the trip to Flinders Island wasn't a total success in that we didn't make it all the way. But neither was it a failure as we had some great cruising up as far as St Helens and back. There is nothing like a long shakedown cruise to get to know your new boat better. I'm still coming to grips with the fancy 'LeisureFurl' mainsail reefing arrangement. When it works well, it's great. When it doesn't, it's a bit of a worry.

Only a couple of problems on the cruise. The aft toilet got blocked again, supporting my fears that the outlet seacock had given up the ghost. This was indeed confirmed at a quick slipping when we returned, and the plastic valve replaced with a 'proper' bronze one. See Roger Locke's article on the subject of toilets on page 16.

The other matter was self inflicted. Put it down to absent mindedness, creeping old age, inattention, new boat, or sheer stupidity, but yours truly managed to put a few litres of fresh water into one of the diesel tanks at St Helens. Luckily, with the second tank still nearly full we were not badly off for fuel and decided to postpone attempting to deal with the matter until we returned to Kettering – although we did make one abortive attempt to use the contaminated tank. That stopped the engine and had us putting the anchor down quick-smart in Georges Bay. One lives and learns (I hope).

Our problem was nothing compared to Phil and Helen's major event on the way to the Maldives. Turn to page eight to read about something you don't want to have happen to you at sea.

Bill Wright has sent an excellent account of some good old Tasmanian ingenuity employed when he struck trouble half way across the Tasman. You'll find that story on page 20.

As our best summer for a few years continues, I look forward to an inbox full of accounts of the cruises that members have undertaken to take advantage of this wonderful weather. You know where to send them.

Cheers.

Chris Palmer
editor@cyct.org.au

Commodore's Comments



Unfortunately, no Commodore's Comments this month due to technical problems. Ed.

Peter Makepeace

Please Note!

April General Meeting Change of Date

Because the first Tuesday of April falls on Easter Tuesday, when many CYCT members will be cruising, the Committee has decided to postpone the date of the April meeting by one week to

13th April

at the usual time of 8.00pm

Vice Commodore's Report



What a good summer this has been. We just wish we had the time and a boat to use it properly. Given the small numbers of boats on scheduled cruises, I am going to change tack somewhat. The big cruises, over Xmas / New Year, Easter and the June long weekend, always get good rollouts, so they will definitely stay on. People still keep asking for short, easy cruises, so I'll do a few of them, even though they haven't been popular. Otherwise, I want to try to encourage people who are thinking of going on a cruise, any cruise, to either let me know, or send an email to all members asking if anyone is going out next weekend, say, or if anyone wants to come to somewhere. We have the email list, which is good for short term planning. Why

not use it?

I know some people don't like their In Boxes clogged with CYCT emails, but can we try it and if it works, look at ways of using the CYCT website as the medium instead?

Does anyone want to comment?

Tasman Peninsula Circumnavigation January 23-26

This was one of those fizzers. As usual the weather forecast was worse than the reality but it still wasn't worth the effort. Only one CYCT boat made it to the regatta at Nubeena, *Talisman II*. Leo Foley put out the call at 1105 but the Bay was empty.

Recherche Bay Regatta Day Weekend February 6-8

With the bad forecast for Friday, most of us left on Saturday morning. I called at 1105 am on the Saturday from Partridge, only raising *Get-a-life* who was near Simpsons Point and not coming on. By that stage *Pandora*, *Andromeda*, *Odyssey III* and *Irish Mist* had left Partridge for Pigsties Bay into a light southerly. We five spent a northerly Sunday there, being joined by *Rhona Marion* who took advantage of the favorable wind to join us. Monday started dead calm then went southerly for a pleasant trip home for everyone. Apart from the usual barbecues ashore we walked along the beach and road at Moss Glen and visited the French garden and magnetic observatory. An excellent weekend.

Weekend Cruise to Simpsons or Great Bay, February 20-21

I cannot report on this yet, but it does clash with a RYCT cruise upriver, so who knows.

Port Cygnet Regatta

This occupies the long weekend of 6 to 8 March, and quite a few CYCT boats will be involved. You can get entry forms from Port Cygnet SC, DSS, KBC or Oyster Cove Chandlers.

More information is at www.cygnetsailing.org.au/Port_Cygnet_Sailing_Club/Regatta.html.

Cleanup Australia Day

It seems that this is not a big year for cleaning up the Channel. I am still trying to find who is coordinating any activities. However, there is a lot of work being done on the Derwent, so if you want to get involved there, go to <http://www.derwentestuary.org.au/>. If I can organize a cleanup it will be the weekend of 13 and 14 March in Missionary Bay, not the Australian day which is in the middle of a long weekend here.

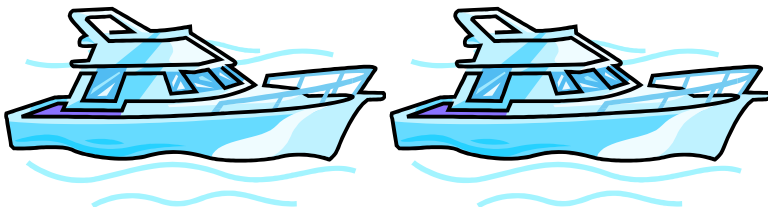
Easter, Maria Island, 2 to 5 April

This trip has always been popular. High tide in Blackman Bay is about 1300 on Good Friday, so we'll gather for a bridge opening about midday. That gives some guide as to when you need to leave home. Chinaman's is the most likely destination, and is reachable in one day with that timing. There will be the usual barbecues, walks, etc. Let's hope the weather is suitable. More by email later.

Navigation Cruise, 1 May

Put this one in your diary. Starting as usual at about 1000, it is planned to end with a dinner at the Mermaid Café in Kettering. It's being set this year by John Bridgland.

Ian Fletcher



Rear Commodore's Report



A good number of members attended the BBQ we had, at the Cottage, in lieu of our more formal general monthly meeting. The weather was very kind to us and we all enjoy each other's company and the chance to catch up with the latest gossip and sailing adventures endured by many during the holiday season.

Only six vessels turned out to the Australia Day holiday Cruise to Recherche Bay. We all had a wonderful time and many of us pondered why such a low number of members took part.

As reported in the last edition of the Albatross, for the March the 2nd General meeting we will have Sue and Mike Powell (*Yarandoo II*) as our guest speakers for the night. They will talk about their cruising trip: From Kettering to Kettering via Alaska and down the West Coast of the USA. The presentation will focus on the logistics and practicalities they had to face for that extended trip including some tips on how to keep mentally sane and physically fit. Sue and Mike intend to give the same presentation at the CYCA in Sydney in the not too distant future. It promises to be very interesting.

Most probably I will not be able to attend this meeting. Conchita and I will be sailing somewhere between Recherche Bay (again!) and Coles Bay; it will depend on the winds and, this year, our holidays are shorter and came up later than last year. Besides, at this point in time, we are not mentally prepared to do anything out of the ordinary.

Easy Cruising,

José A. Navarro



Sea Echo II and Wayfarer II at Mickeys – February 2010

Photo: Margaret Benjamin

More from *Meridian*

From Helen and Phil Hebblethwaite

16th January 2010 – Langkawi, Malaysia

After two years in Malaysia, the bulk of the time on the hardstand at Limbongan Batu Maung, Penang Island we re-slipped *Meridian* and moved to a little marina called Jeti Jabatan Laut at Batu Uban immediately south of the Penang Bridge island abutment. This little marina was extremely cheap which gave us the opportunity to travel the countries of south east Asia. We explored more of Thailand, visited north Vietnam and tubed and riverboated on the Mekong river in Laos then had a quick trip into Myanmar before returning to the boat. One further trip was to Sumatra, Indonesia where we landed at Medan and were driven to Bukit Lawang to socialise with orangutans and ride working elephants in the jungle. If you want a good experience go to Bukit Lawang.

In December we started to resupply the boat and commenced our journey northward to Langkawi where the obligatory alcohol purchases were made at severely discounted prices. Everybody says load your boat here because you won't find it any cheaper elsewhere. After checking out of Malaysia we island-hopped northward finally arriving in Phuket, Thailand. We have been here for the last five days and are still doing last minute jobs and making final purchases such as extra propellers for the dinghy outboard. (no split pins in this one - just a rubber bush which shears. It does allow slow motion progression after the event but no one can rebush the props in Phuket, hence the need for a new prop until we can get the old one rebushed or pin or epoxy it as a standby.)

The future plan is to leave Thailand next Monday bound for the Andaman Islands via the Similan Islands. After a stay in the Andamans we will head for Sri Lanka, the Maldives then try and get back up to Cochin in India prior to sailing for Salalah in Oman. If we can't make Cochin we will go directly to Salalah from the Maldives. Salalah will be a staging point where we hope to connect with other boats doing the run along the Yemen coastline to Aden and thence into the Red Sea. We trust the Red Sea will provide us with an element of safety from human dangers if not from geographical dangers.

That's the plan. But we all know about the best made plans.

Both Helen and I wish you all a happy new year.

Cheers from Phil and Helen on the good ship *Meridian*

25th January 2010 – Andaman Islands

After being held to ransom by Mopiti, the dinghy boy/mogul at the Chatham Island dinghy dock and Ravi, the organiser of taxis-at-a-premium, we explored the town of Aberdeen in a 1950's style taxi; the odd sacred cow ambling down the road totally oblivious to the dense city traffic. Women all seem to wear saris here and they are so colourful and exotic as they walk through the town, unlike the rows and rows of washing that hang along the roadsides.

We took a ferry trip to Ross Island which was once known as the Paris of the East where the British Raj set up base as the administrative centre for the Andaman and Nicobar Islands (A&N). The Lieutenant Governor's house was grand indeed; alas the tennis court is now studded with coconut palms, but the view from the verandahs is still stunning. For one reason and another the island was eventually abandoned after WWII and the buildings succumbed to the ravages of maruders (*sic*) and the ever-enclasping ficus trees. One description likened it to the temples of Ankor Wat in Cambodia and I can see why, whole buildings were covered in ficus roots like ivy and I suspect some were still standing only because of this extra support. It was very Port Arthurish and we spent an interesting four hours exploring the old settlement and seeing improvements being carried out by the Indian Navy to whom the island was ceded in 1979.

The locals are friendly here. We met a haberdasher who invited me into his shop to wait in the shade for Phil, then told me not to buy anything. Phil arrived and he plied us with sweet black tea and was pleased that we came from the same place as Ricky Ponting. I bought cotton pillowcases which he discounted heavily (buy two, get two free) and he then gave us a novel: 'Shantaram', about an Australian prison escapee's life in India. While waiting for the Ross Island ferry a man struck up a conversation and invited us to ask him questions about life in A&N. He then offered to change any foreign currency at the going rate; it turned out he was just trying to collect foreign notes. All we had to give him was a 20 sen piece from Malaysia I found in the pocket of my shorts. I hope he liked it!

At the last minute we organised a cruising itinerary to enable us to get permission to sail to Havelock Island 20 miles to the North East of Port Blair and on Monday we set sail (started the motor as we were heading directly into the NE monsoon). I say the last minute because whilst we were exceptionally well prepared, the Harbour Master's office was closed on Sunday. After two years in Malaysia we had become accustomed to businesses generally being open 7 days a week. It may also have been because we have had very little involvement with the bureaucracy in Malaysia, who tended to go about their business with important people.

So here we are, sitting in the late afternoon sun at beer o'clock anchored off No 7 beach on Havelock Island swinging gently in the clear water being cooled by the monsoon breeze. For whatever reason, the harbour master requires us to report our position twice a day, and there are helicopters on patrol just to make sure. Tomorrow we may visit Elephant Beach just north of here to try and find some coral (not with the boat this time) and do some snorkelling. Back to Port Blair on Wednesday and check out on Thursday.

Next port of call will be Uligan in the northern Maldives about 10 days from here.

We are afraid not to use Mopiti and Ravi lest our inflatable dinghy suffer the consequences whilst we are away in town.

Hoping this finds you well, as it leaves us in what passes admirably for a tropical paradise in the Bay of Bengal.

Helen and Phil

3rd February 2010 – en route to Maldives

We're well past the halfway mark on route from the Andaman Islands to Maldives via Sri Lanka: it was 836 miles to the Sri Lanka waypoint, we've done 524 of them, I'm on the 0300 to 0600 watch and dawn is fast showing her colours which makes it easier to see the keyboard.

Now we've settled into this trip there's not really a lot to do: keep watch, cook, eat, manage the sails, toss the flying fish off the deck, sleep, read and talk about numbers. Numbers rule out here: our position, direction, the time, the number of miles travelled and yet to be travelled, hours on watch, battery amp hours going in and out, the number of other boats, dolphins, how many eggs are left... So when you do something as momentous as reach the halfway mark on a leg of the journey, it's exciting! Our bearing is 238 degrees and we're averaging 4.9 knots.

We're not travelling in company. We got held up in Phuket (delayed not robbed) because things we ordered, including an AIS (Automatic Identification System) receiver, didn't get ordered by the suppliers immediately. Everybody who was going had left by then (the last boat about three days before us) and no-one else was going via the Andamans anyway. I'm really glad we did, it was such a change from SE Asia, a real tonic.

Port Blair, the capital, was a busy little place with an Indian government and big naval presence as well as shipping and commerce. Many of the public servants take a three-month posting there from "the mainland" but we met plenty of locals as well. The traffic was fascinating, made more so by the cows which insisted on lying on the road. Tuk tuks, buses, cars, motorbikes and

trucks just drove around them so it got a bit squeezey on the road that was left. We had a good stroll around the town, visited Ross Island, saw the old military headquarters and sailed to Havelock Island, one of the many island destinations for cruisers and tourists. Most tourists were Indian with a few backpackers and yachties. The yacht-tourism industry is growing again, it took a couple of years after the tsunami for it to recover. It's a three or four day sail from Phuket to Port Blair and when yachts arrive they seem to clear in and head out to the islands, some of which are inhabited, some of which have beautiful beaches and coral. Some of the islands are off-limits and the authorities like you to provide an itinerary and to check in daily over the radio or email.

The AIS receiver was excellent in Port Blair because every ferry, ship and even the bigger fishing boats had a transmitter and all used them. Such a change from the anarchy of maritime Thailand and Malaysia where boats don't even have correct navigation lights. The Indian navy and coast guard have a strong presence and radio etiquette is required and you're subtly corrected if you say oh-nine-hundred instead of zero-nine-zero-zero hours for your departure. None of this stopping off at an island anchorage on the way, once you leave you're forbidden to stop and we think they track you, there were numerous helicopters and coast guard vessels. In Thailand you could arrive in Au Chalong and anchor in the bay and clear in three days later and nobody would notice. When we were clearing out of Port Blair we had to go to the Port Authority, the Customs office and then tell Immigration, and we had to wait at the dock for the Immigration man to stamp our passport before we got in our dinghy, never to set foot on land before we departed.

While we were waiting at the Port Authority we both needed to go to the loo. Phil went to the gents and I was directed to the ladies which was round behind some office cubicles. When I was washing my hands a woman came in and smiled a strange smile. I checked my lippy and walked out. The woman was standing there giggling to another woman and looking pointedly at me. I just smiled and kept going, not understanding Hindi or Tamil. Later, while we were waiting at the dock, Phil said to me he thought people were staring at my very short haircut (a number three), noting that every Indian woman we'd met and many of the men had glorious heads of long, lustrous black hair. I realised then that the woman at the Port Office must have thought I was a man from behind (I was wearing long shorts not a sari) and followed me in to see what I was doing and then discovered I was a woman.

We were using the IO (Indian Ocean) radio sked each morning of a group of boats who were travelling together but we lost them in the Andamans and haven't been able to hear them since. There's absolutely nothing out here, we saw two fishing boats the other night (or it may have been the same boat twice) the only boats since we came through Manners Strait five days ago.

For the sailors, we're presently doing 5.1kn with a following sea and 9 knots of breeze on the anemometer plus boat speed. The stays'l is poled out and the yankee is flying nicely and because it's night time (2334) we have the first reef in the main. We've deployed the tow-along generator for the first time and it's giving us a couple of amps, multiply that by 24 and it helps the problem of the solar panels being shaded by the sails and the wind being behind us so that the wind generator isn't really getting enough breeze to do much more than half an amp for half the time. We haven't run the engine since leaving Port Blair. We had a reef in the main for the first 36 hours, a bit cautious until we knew what to expect out here, but it's shaping up to be a slightly stronger breeze after dawn that may ease a bit in the afternoon and a bit more in the evening. There were a few 25 knot squalls last night which kept us on our toes, and that's all so far. We've seen a couple of flocks birds, plenty of flying fish and had a huge pod of dolphins come to visit this morning. They were dark grey with small dorsal fins and swam with us for ages.

Helen and Phil

10th February 2010 – Galle, Sri Lanka

Well people, you've probably heard the saying "all the best laid plans etc. etc." We thought ours were pretty good and would get us to our destination sometime this year!!!! I provide Helen's account to update you on our current situation

On Friday morning at 7.30am New Dehli time we lost our mast. We were 80 miles west of the south coast of Sri Lanka sailing in 25 knots of wind in three to four metres seas with an occasional set of five or six metre rollers which surged through (rough but not terrible) when, suddenly bang, down it came. The mast and boom with sails attached went over the side and the stays were draped across the boat as we rose and fell and rolled in the bright light of dawn. We'd been sailing at 6.5 knots, the boat was sailing really nicely in what were roughish (you had to hang on to move about the boat but we were comfortable and well and used to it after three days) conditions and we had about 300 miles to go to the Maldives. A couple of days and we'd have been snorkelling and catching lobster for lunch.

Phil thinks that one of the spreaders collapsed to have taken the whole thing down like that. The rigging was all still attached and as the mast was well below the boat we were not able to see what the possible cause may have been. I'd just come off watch and had gone to bed, but the noise and his shout woke me. We did think of trying to salvage the remains but Meridian's mast was extremely heavy and shrouds behave like hacksaw blades when draped over anything. The rolling and heaving of the boat made work very dangerous so we knew we had to cut it free.

It's a bit of work to get a mast free: two backstays plus two lower shrouds, an intermediate shroud and a cap shroud (x2 for both sides) and the two forestays, so that's 12 in total. Phil undid most of the pins on the turnbuckles but for the last shroud he used the bolt cutters on and sat back as it slid past across the deck and let the whole lot go, and sent sails, HF radio antenna, navigation lights, wind speed indicator, rigging, boom, winches, etc to the bottom of the ocean. The forestays were the hardest to get rid of because they had the furlers attached and were hard to get at because of their angle and position. They were both bent and draped over the pulpit, warping the stainless steel like it was lightweight tube, breaking the portside stanchions off at the base (which severed the wiring for the steaming lights that are mounted right up front) and out on the bowsprit over the wild seas.

Talk about shock and awe, my mouth went dry. The seas were very rolly and wild and we had a long hard slog to Galle where we hadn't been planning to come. We motored across a shipping lane in the dark, no navigation lights with the forward cabin lights on and a bedlamp taped to a porthole to shine light out so ships could see us. We also had our Malaysian red and yellow flashing at anchor lights, one taped to the stern and one strapped up on the dinghy on deck. Nobody seemed to see them or take any notice of them. Shipping lanes can be challenging enough in good conditions when ships can see you but we had limited manoeuvrability due to the sea state. From about 35 miles out, where the ships began in earnest, I made regular *securité* calls to tell them that we were there and Phil dodged and weaved to miss the odd stubborn tanker who wasn't taking any notice. We were glad we had our brand new AIS unit and put it to the test: it proved worthy of Terry's recommendation. At least it wasn't raining :) After we got through the shipping lane we then encountered the off-shore fishing boats, then a break for a while then the in-shore fishing boats. It was finally getting a bit calmer by then and we could relax a bit. From 0200 we started doing watches so Phil got a bit of rest. We still had about three hours till dawn so when we got close to the harbour channel buoy we turned off the engine and I sat up and watched for fishing boats and waited for daylight so we could clear in.

We were given strict instructions about how to proceed to the point where we had to wait to be cleared through the Sri Lankan Navy gauntlet that still screens every boat that comes in, mind you the first thing the first boat crew asks you for is cigarettes and beer, then they get round to guns, ammunition, explosives, and stowaways. We were required to appoint an agent to help with the rigours of harbour security (men with guns in lookouts and an armed security check point at the gate), cleared through customs by several officers who come aboard and start looking through your boat and our agent really didn't do much there and the head customs officer managed to acquire a bottle of cognac even though Phil expressed severe reluctance at having to hand it over plus 2 t-shirts out of Phil's cupboard (I promise I'll never mention the

cognac again) and immigration (toll-free this time) and got our security passes. Then we finally got to take a longed-for and very welcome sleep.

So, there it is and we're safely here. We've only just arranged internet access and phone cards, so haven't disseminated the news till now. Phil's measuring things up for the replacement rigging. We saw our agent yesterday and he informed us that there's nothing available in Sri Lanka so we'll have to ship it from Australia, although there is a Hood sailmaker in Colombo. This means that we'll come home because we'll have to earn some money to buy a new one.

Our Sri Lankan visas are only for a month so we probably won't renew them, just use them up and go to India for a visit seeing as we're here and have current visas, then come and find work. See you all then.

The postcards will go on hold for a while so we can sort everything out. We are exploring all avenues here and putting out feelers on the Indian mainland but I feel small yacht services aren't as advanced or as sophisticated as at home. Meanwhile we will make good use of our time in Sri Lanka which is a very friendly and interesting place and hopefully get to use more of our Indian visa before we return to Australia. (Look after your Indian acquaintances)

Until next time Phil and Helbelle



Love Song

From Steve and Dorothy Darden - *Adagio*

A soft and gentle morning
The kiss of Spring upon the air
Bring My Love and me together,
No other soul was there.

A simple wrap was all she wore,
Accenting every line.
My reeling heart could scarce believe
This form divine was mine.

My mind recalled the summer days
We'd shared beneath the sun.
She responded to my every touch
And we two had moved as one.

I slipped the covering gently down.
My mind caressed her side.
Then a feeling grew within me
That would not be denied.

She had no voice to tell me,
But her need was just as real.
So I got the antifouling out
And began to paint her keel.

The late P.R.C Alexander Roulstone



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On Toilets

From Roger Locke

2009/10 may well have been the summer of the marine toilet, with renovations noted in the head department of *Pandora*, *Andromeda*, *Lalaguli* and *Wayfarer II*. Mind you, if the Club has 100 member vessels and the life of a marine toilet is 15 to 20 years, then each year would see 5 to 10 toilets replaced. Some vessels carry more than one.

Pandora, *Andromeda* and *Lalaguli* have replaced manual units with electrically operated devices, and *Wayfarer II* replaced a reluctant manual model with one of the same.

Electric toilets come in a range of styles and prices. The cheapest TMC can often be bought for \$250 for the standard bowl model, and the price ranges up to a couple of thousand dollars for a vacuum flush system with full sized bowls and operating equipment. In between are models costing in the range \$350 to \$1,500.

Treatment plants and holding tanks with pump out facilities are all extras if required, as are inlet and outlet hoses, modifications to plumbing, electrics and panelling. Repainting the head to suit new equipment may also be required along with replacing the old mirror with a bright and shiny one.

Manual toilets start at about \$200, and rarely go above \$375. Portable toilets are available for about \$140 for the smaller model and up to \$170 for the 19 litre holding tank model. Upmarket cassette toilets are available for about \$750.

Large bowl options are available in most brands for \$50 to \$100 extra and "luxury" modern style bowls for a little more. A larger bowl may require more extensive work on the furniture than simply installing a bowl of the same size as the existing one.

The pump on a manual toilet has a limited life which can be extended by maintaining and replacing seals, and the life of the toilet can be extended by replacing the pump. Proprietary fluids can be bought to lubricate the pump, some people swear by vegetable oil down the bowl, but I found that the only reliable way to keep the pump operating was to apply a liberal smear of waterproof grease inside the pump body before installation, and then do it again on an annual basis.

It was after two pumps, and half a dozen removals for greasing that I decided to change to electric operation. Greasing was due again. Oil I found hardened the plunger seal and had to be applied weekly to be effective.

Andromeda has a long (nearly 3 metres) suction line which has exacerbated the problems.

Replacement manual pumps range in price from \$65 to \$190, which indicates a good reason to replace a toilet rather than renovate it if any other part looks doubtful.

The most economical models of the electric toilets have a single button operation, with a flushing water pump and a macerator discharge pump operated by the same motor, on the same shaft. Operation of the rocker switch provides flushing water to the bowl, and discharges at the same time. Discharge may be to a holding tank or treatment facility, or directly to a through hull fitting. Some vessels have the option of choosing the discharge method by operation of a Y-valve.

A renewal macerator pump can be bought for \$200 to \$300 depending on the model for the single motor models, that is, \$50 to \$100 less than the whole assembly. More expensive models do not have listed special prices for replacement parts and so would be subject to negotiation when needed.

On Andromeda I have installed a two pump system, initially because of the long suction line which I feared would reduce the efficiency of the flushing section of a single motor unit.

The toilet is a Johnson "Aqua T Silent Electric", with the "silent" being a relative term. All macerator pumps are fairly noisy affairs.

Electric toilets usually have different mounting hole locations to manual units. I began by filling all the existing holes and starting again.

This system is a bit more difficult to fit than a single pump unit, because a location must be found for the flushing pump, and it must be fed with water and power. Mine had to be below the water line and so has been equipped with a separate shut off valve and backflow prevention. This leads to about 12 joints on the suction side, all of which must be water tight. The discharge side was relatively simple with only two joints.

Luckily, before beginning the installation, I had described to Chris Palmer my problem of connecting a new bilge pump using hot water to soften the hose. Chris pointed out the option of a heat gun on low power, and in 30 seconds I had solved the bilge pump problem using Chris's heat gun. I am now the proud owner of a \$20 heat gun which made connecting up toilet hoses a simple job. I had to ignore the instruction from the manufacturer to avoid applying heat to any hoses.

If you are going to use this method of hose softening, make sure your heat gun has a low power setting, otherwise you can easily cook and harden a hose.

Power for the toilet is supplied through a 30 amp fuse with isolating switch on the switch board running through 4mm² wires to the panel supplied, and then to the pumps, again using 4mm² wires to the flush pump. The panel has two rocker switches; one operates both pumps as for the simpler toilets, and the other rocks one way for the flush pump, and the other way for the discharge pump. Little diagrams on the switches describe the operation, but it is easier to learn by trial and error than try and read the symbols at the appropriate time.

In practice we find that the two way switch is the one to use with only a second or two required for discharge. Power consumption is in the order of 7 amps for one pump, and 12 or so with both operating. This requires batteries in good condition to allow the maximum draw, but daily power consumption is very small, less than half an amp hour per day.

Jabsco also manufacture a dual pump toilet in addition to their best selling single shaft model. It is the "Quiet Flush" model, similar to the Johnson, but a bit more expensive.



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St Helens Marine Rescue

From Andrew Boon

On her recent cruise, *Wayfarer II* was anchored at St Helens Island, intending to continue north the next day. After hearing the forecast broadcast by Coast Radio Hobart at 1633, the prospect of another day bashing into strong NE winds was too much and it was decided to go into St Helens. Even though it meant meeting us at the barway at about 1800 and not getting back to base until after 1900 (on a Friday night), the St Helens Marine Rescue vessel *Break O'Day* cheerfully came out and guided us in. Without them, we would not have attempted the entry - there was a bit of a sea running and we were heading into the setting sun on a falling tide, but following *Break O'Day* made it straightforward.

We were the fourth boat that we know of which was guided in by SHMR that day. The next day was similar, with several vessels led in and advice given to others. The day after was even busier, with a yacht which had gone aground on a falling tide being towed off by SHMR in their larger vessel *Freycinet* (ex Police Vessel), before being led out and across the barway. As well as the on-water activities, we also used the local knowledge of the SHMR volunteers to source fuel and services. All done with a minimum of fuss, quiet competence and a low key suggestion that we make a donation when we arrived. Which of course we gladly did.

I've been in to St Helens several times (4 or 5?) over the years and every time I have been offered assistance crossing the barway and negotiating the channel. At mid tide, we had no trouble with depth (min 0.4 m under the keel near Pelican Point, with a 1.6 m draft) and once you get into Georges Bay, you can generally tie up at the wharf (\$30 per week to the Harbourmaster) where you find power and water, with fuel at the nearby fuel wharf. There is a clean toilet and shower block near the wharf and shops are an easy walk away. Even good coffee! And a barber! If you time your visit well, you might even catch a Foreshore Carnival or a Jazz Festival.

So if you are heading north, don't write off St Helens. SHMR is keen to have you visit their port and will willingly assist you getting in (and out as well if you haven't recorded a track to follow).

And if you are going further north, you can keep in touch with Coast Radio Hobart through the new base station on South Sister Hill, which now extends their coverage right up the East Coast (monitoring VHF Ch 16, skeds on Ch 69).

Make Do and Mend

Endurance's trip to New Zealand

From Bill Wright - *Mulberry*

Richard OConnor, who has come to cruising quite recently, sailed in his boat *Endurance* from Hobart to Wellington, New Zealand, with his crew Robert Loring (a member of CYCT). Graeme Cook (a non-member but very well known around Hobart) and Bill Wright (member of CYCT).

Richard's plan was to sail to Wellington and then cruise the Marlborough Sounds, a change of crew to sail up the East Coast having various stops ending up at the Bay of Islands. The original crew would join Richard at the completion of his cruising this area and sail back to Hobart around Easter time, 2010.



This, of course, is only brief, to establish the idea. *The problem –the exhaust pipe separated from the flange*

Richard has spent a considerable amount of time preparing for this trip and has fitted *Endurance* out very well indeed. He even put in a new motor – and that is what failed on the initial leg of the trip.

A great disappointment for Richard.

The engine on “*Endurance*” was a new ‘BRIT’ , a Kubota conversion.

We awoke one night to a cabin full of smoke and fumes (the man on watch in the cockpit didn't see or smell anything). I thought we were on fire but after shutting the engine down and looking into the engine compartment, it was covered in black carbonised dust!



As you can see – access was very poor

We assumed the alternator had seized and stripped the belt. However, after attending to that and starting up, once again more smoke and fumes!

Aha! So it was the exhaust! But where?

It took quite a while to discover the exhaust manifold was leaking at the weld of the swan-necked riser. This had been fabricated from approximately 1mm stainless steel tube – far too light to get a good ‘bead’ of weld.

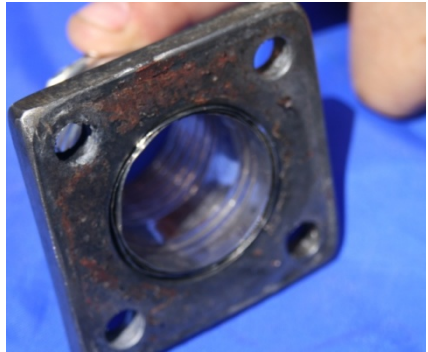
This is where Rob Loring got into gear.

After a bit of thought, he came up with a solution....

A tin of peas (after consuming the contents), with the top and bottom cut out, split lengthways, to be able to compress to

a smaller diameter by the aid of jubilee clips, was then shrouded with Cascade beer cans (likewise after consuming the contents) and placed in the exhaust manifold.





Note that the tube goes through the flange whereas the original was just welded to the face.

Now smothered in lovely Sikaflex, that God-like substance that goes everywhere!

Bingo!

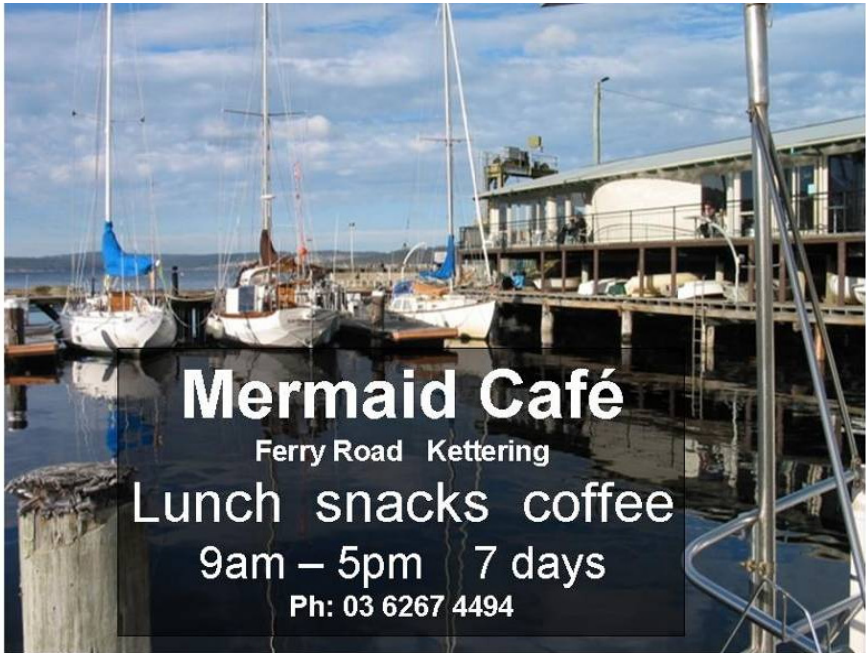
We had a system that worked as long as we kept the revs 12-1500 revs.



After many hours of running – as good as new.

Good on yer, Rob!

What a wealth of experience we have in the Cruising Club!



Friends of Melaleuca - Working bee

March 2010

Time frame:

Expressions of interest for a working bee at Melaleuca, SW Tas, 6-10 March 2010.

Volunteers required:

Need 4 volunteers.

Skills required:

Practical building skills—2 volunteers, at least one with skills in measuring and estimating for future work.

Painting—2 volunteers (need to be happy up a ladder).

Remote area living experience. Generally good level of fitness.

Tasks we hope to achieve:**Mine sites:**

Construct a simple steel-picket and wire fence around the Rallinga Mine separating plant. (To provide a demarcation to keep people away for safety reasons.)

Shore up unsafe structures at Rallinga mine plant on a temporary basis to prevent collapse.

Old mine site and Rallinga mine site - Treat machinery and structures with fish oil to slow deterioration.

Bushwalkers huts:

Scrub off mould and paint ceiling, in 'new' hut.

Measure up in detail for re-roofing Charles King Memorial hut.

Measure up and plan ventilation in both bushwalkers huts.

Kings:

Repair water tank at Karina's cottage.

Assess materials required and method of repairing ceiling lining, Karina's.

Assist Geoff with measurements for house structural repairs.

Assess feasibility of repairing Museum hut (first camp, New Harbour Tin Co.) Measure up and determine building requirements if time permits.

General info:

Transport—Volunteers will have to pay their own airfares

Accommodation and food—There is accommodation for two in Karina's hut. There is likely to be space in the Charles King Memorial bushwalkers hut.

Food—bring own brekky and lunch, bring one evening meal to share and we will eat evening meals and lunch together in our house. Fridge space is very limited, but an eski with bricks that can be cycled in the freezer is a good idea. Rayburn stove for cooking unless weather too hot, in which case it is a gas stove with burners and no oven.

Materials and equipment for the work will be on site.

Selection of volunteers.

Preference will be given to Friends of Melaleuca with appropriate skills, however interest from other folk is very welcome.

If you have the skills and would like to help, please contact: Janet Fenton, president, FoM, ph 6239 6443 or email fenton@southcom.com.au



Going About

From Hans van Tuil

The good ship *Alida* has finally been relaunched!

A very successful event it was too. She is back on her moorings in North West Bay and we are busy doing all the post-launching jobs which still need to be done.

Could I advertise in the Albatross please?

I am making up some rigging for my boat and could use some ¼" 1x19 wire. Does anyone have any old stays they wish to part with?

As usual I have lots of rigging wire but not the correct size!

I also still have the fisherman's anchor for sale and a host of fittings, bolts etc and a new stainless pulpit to suit a boat say 25 to 35 ft.

I have found a good site for anyone interested in buying or selling boat bits. www.buyselltrade.com.au

Thanks,

Hans

Constitution Dock

There have been a few rumours floating about recently to the effect that TasPorts is not allowing people to stay on their boats overnight at Constitution Dock.

Most CYCT members would hate to see this happen. The option of staying in town overnight on your boat (especially if you live some miles from Hobart) is a

convenience that has been seen as a right for many years. It has also been an integral part of the Club's Anniversary Dinner for many years.

Your Committee is attempting to establish if there is any substance to this rumour, but would welcome any input from members on the matter.

Member's Advertisement

From Ken Miller – *Get A Life*

1 Zodiac Inflatable - 2.6mt with 3.3 Evinrude outboard	\$900 OR
1 Walker Bay Dinghy 8'6" with same outboard	\$1,100
1 Coden SSB HF Radio with manual tuner	\$250

Mobile: - 0438 273 310

Home: - 6229 6500

Albert Ross has been spying again

1. Albert noticed a member with an editorial bent who decided to hose out his diesel tank. It took about an hour for the motor to stop. (*I didn't have to print that. I must be mad (as well as stupid). Ed*)
2. Albert noticed a blue Club boat with a large white name recalling a Dennis Waterman program which made a very sharp alteration of course to starboard while leaving Georges Bay. The crew quickly recovered the situation but left a deep indentation in the sand near the training wall. The prop was observed spinning in mid air and the crew may have been a bit bruised. The next day another (smaller) yacht was seen doing a similar turn in much the same position. Albert isn't sure whether a local magnetic anomaly or his mate Eddy was to blame.

Kettering Wooden Boat Rally

Members will recall that last month's 'Albatross' contained an invitation to wooden boat owners to participate in the inaugural Wooden Boat Rally. Held in a Wooden Boat Festival 'off year', it was intended to be more for participants than for spectators, with the main event being a couple of not-too-serious races.

Your Editor decided to pit *Wayfarer II* against some forty or fifty other wooden vessels and see how she would go. Well, she went pretty damn good – albeit with a borrowed helmsman/skipper. Where we came in the results is irrelevant

(it was somewhere in the middle) – the object of the exercise was to have a bit of fun. And so we did. In glorious weather, on courses designed for reaching, everyone involved seemed to have a broad grin on their face.

A barbecue the previous evening got everyone into the right frame of mind, and the prize giving dinner after the races continued the mood. Handicaps and prize allocation seemed to have a bit of an arbitrary feel to them, but no one seemed the slightest bit concerned.

As well as the races, wooden power boats got to take part in a sail-past – Lew and Liz Garnham's lovely *Latura* was the only CYCT boat spotted by your correspondent.

It is a fair bet that, based on the success of this year's event, the Kettering Wooden Boat Rally will become a bi-annual fixture in the boating calendar. Perhaps the Vice Commodore could make a note to organise a cruise to allow members with wooden boats to take part in 2012.



New Member Profiles

Richard Phillips – *Charon*

I began cruising the Tamar Valley in 1980 with the purchase of a 21 foot plywood Waratah, and later the 25 foot sloop *Paringa*. I have spent over 20 years cruising the Tamar with some additional offshore and coastal delivery trips aboard friends' yachts.

I am a full time live-aboard, currently planning an extended coastal cruise to the South West of Tasmania and the East Coast of Australia in 2010. After that, perhaps Asia or the Pacific, before returning to the Tasman Peninsula. *Charon* is a 37 foot Australian registered Van der Stadt GRP ketch, and was previously registered with the CYCT. (*Previously owned by ex Commodore David Bryan. Ed.*) She is currently being refitted for extended coastal cruising.

Martin and Annie Cole – *Sprayfoam*

Started sailing in Rainbows at 16 and was a member of Sandy Bay Sailing Club. Have had various dinghys and power boats in younger years. Built a motor sailer 35 years ago, then purchased a Beneteau 42 ketch in 1988 and

cruised Tasmanian waters. Have had some great trips to Flinders Island (our favourite destination).

Have crossed Bass Strait several times in power boats and cruisers. Know some great fishing spots but not willing to share them! Started building current vessel *Sprayfoam* (eight year project) after a trip to the Buccaneer Arch (going back). Spray foam is our business – insulating boats is where we started.

Stew and Barb Edwards – *Mintaka*

Stew and Barb are relatively new arrivals in Hobart – February 2008 ex Brisbane

I am a qualified coxswain having had several launches over the years. We now own a yacht and enjoy the prospect of exploring Tassie on accompanied cruises.

As yet I do not have the confidence to “go cruising” on our own. Our boat *Mintaka* is sound and sails particularly well – three twighlights so far and three thirds on corrected time.

We look forward to being part of the Club.



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.



Welcome – New Members

Christopher Fone and Sheila Berriman

Merlin (ex Senta)

Stewart and Barbara Edwards

Mintaka

Michael and Dusanne Tooth

Rebel King

Gus Vans-Colina

StormFisher

David and Sally James

Kestrel

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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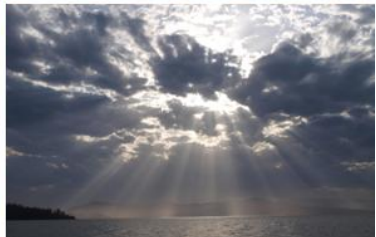
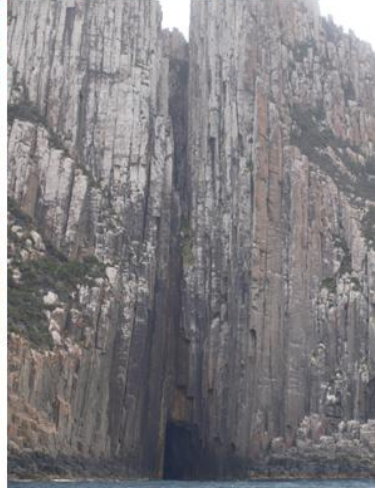
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From Chris Palmer and Margaret Benjamin – *Wayfarer II*





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