

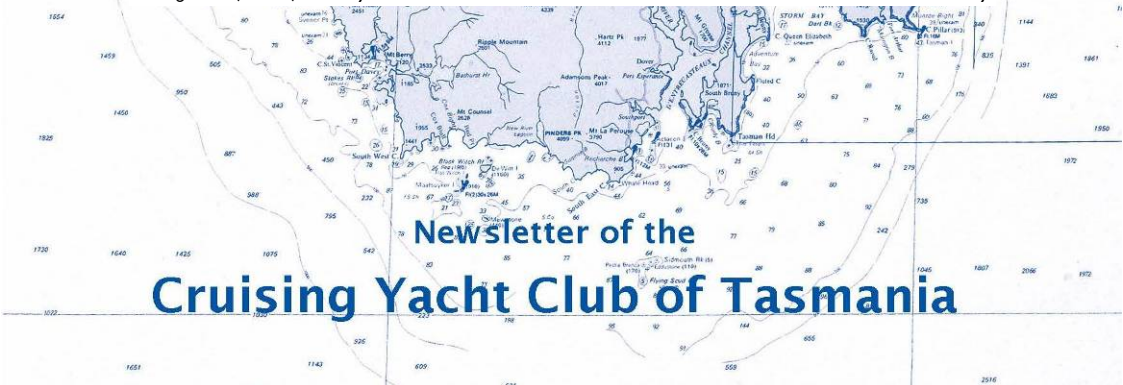
# Albatross

Volume 39 No 7 August 2013



Midnight Sun, Bodø, Norway

D. Davey



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

THE CRUISING YACHT CLUB OF TASMANIA INC.

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**www.cyct.org.au**

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<b>Vice Commodore</b>		
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**Life Members**

Erika Shankley

Doris Newham

Chris Creese

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**Send all material for publication in 'Albatross' to the Editor -  
editor@cyct.org.au**

**Or to P O Box 31 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.

<b>CYCT CALENDAR</b>	
<b><u>AUGUST</u></b>	
Sat 3 <sup>rd</sup>	CYCT Annual Dinner @ Theatre Royal Hotel from 6:00pm
Tues 6 <sup>th</sup>	General Meeting @ DSS at 8pm Speaker: Suzanne Smythe, "History of the Iron Pot"
Wed 7 <sup>th</sup>	Committee meeting @ Mariner's Cottage 7:30pm
Tues 13 <sup>th</sup>	Women on Boats @ DSS 5:30pm Topic: Chartplotters demonstration
<b><u>SEPTEMBER</u></b>	
Tues 3 <sup>rd</sup>	Annual General Meeting @ DSS at 8pm No Speaker
Wed 4 <sup>th</sup>	Committee meeting @ Mariner's Cottage 7:30pm
Tues 17 <sup>th</sup>	Women on Boats @ DSS 5:30pm

Visit [www.cyct.org.au](http://www.cyct.org.au) and click on the Calendar tab for more info on all events.

### **Not a CYCT Member?**

Then download an application form from the Club website – [www.cyct.org.au](http://www.cyct.org.au).  
Contact any CYCT Committee Member (details inside the front cover of  
this magazine) for more information.

**WE LOOK FORWARD TO WELCOMING YOU TO OUR CLUB**

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**Editorial**

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One of the things I love about CYCT is the range of members, from absolute newbies to old salts. I was talking to a new member recently who is full of plans for reading their boat and heading off into the wild blue yonder. They've got lots to do and lots to learn, but that's where being in a club full of friendly yachties can really be a help, with plenty of wise (and some not so wise!) bits of advice to be had. The important thing is that they are getting out there and "living the dream". What's your boating dream?

Winter has been treating us to some lovely pockets of calm weather (in between gales and deluges!) and we recently took advantage of one of these windows to spend a few days in Southport and Dover. Not only did we have a couple of delightful broad reaches crossing the channel, we also enjoyed Friday night drinks at the Dover Sailing Club in the company of the venerable Jeremy Firth and other local sailors. But the highlight of the trip was seeing a Southern Right whale and her calf lolling about in Deep Hole (which was duly reported to DPIPWE and recorded on our Whale Watch forms). I'm so glad we tore ourselves away from home and chores for a few days on the water – hope to see you out there as well next time!



In this month's Albatross we have reports from others who made it out into the cold for the CYCT Midwinter BBQ at the Waterworks Reserve and from Julie Macdonald's crew of Women On Boats who braved the frosty winter solstice weekend. Enjoy a bit of cloud history from Erika Shankley and David Tanner's encounter with a storm in the Tasman Sea.

Jackie

*Twenty years from now, you will be more disappointed by the things you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover.*

*- Mark Twain*

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**Commodore's Report**

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**Mariners Cottage**

As just about everyone in the Club now knows, we no longer have the use of Mariners Cottage as our home and headquarters.

After twenty-nine years of occupation, during which time many Club members contributed over 1,500 person-hours of work restoring and maintaining the building, our landlord, the National Trust (who actually leases the building from its owners, Hobart City Council) has seen fit to offer the premises to another party without having the decency to contact us beforehand and talk about negotiating a different arrangement. Let us hope that, for the sake of the building, the new tenants will contribute as much to its upkeep as your Club has. We might spare a thought, also, for the proprietor of the antiques business in the other Cottage who has been dealt with in the same way, and who has herself contributed significantly to the excellent state of the premises with some wonderful work in the garden. It's a sad day all round.

But, time marches on, and our challenge now is to make alternative arrangements. Your Committee is at work on this already and would be happy to receive suggestions from members. Email [committee@cyct.org.au](mailto:committee@cyct.org.au).

**Annual General Meeting – Tuesday 3<sup>rd</sup> September**

It's that time of year again, and we are seeking members to take an active part in Club life by joining the Committee. I know I'm repeating myself, but there really is no better way to increase your enjoyment of the Club and what it offers than becoming part of the group that manages it. It's an old saying, but true, that the more you put in, the more you get out.

You will find a nomination form in this issue of Albatross. If you would like to get involved, simply get a proposer and seconder and send your form to the Secretary by Friday 23<sup>rd</sup> August.

**Annual Dinner – Saturday 3<sup>rd</sup> August**

I understand that everything is in hand for a very entertaining evening. We have a change of venue and having eaten there myself, I think we won't be disappointed with the arrangements being made by the Theatre Royal Hotel. Full details elsewhere in this newsletter, but do get your name in quickly – it's filling fast.

**Our long holiday is nearing its end.....**

.....and Margie and I are looking forward to getting back to Tasmania. In fact we arrive on August 3<sup>rd</sup>, just in time for the Dinner, so if either of us falls asleep in the soup, we hope you will understand.

Holland was great – much more interesting than we had expected, and just wonderful for boating. I imagine Rear Commodore Kim will be doing a bit of arm twisting to get a presentation out of us for a General Meeting in the not too distant future.

See you all soon,

Chris Palmer

## Vice Commodore's Report

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Increasingly we hear comments such as “We’re living in a nanny-state. There’s way too much regulation”. And while all of us enjoy the safety and security of regulatory frameworks (how would we feel if just before take-off our A380 captain announces he got 64% for a recent assessment?) there are times when our plans and aspirations are thwarted by what appears to be excessive regulation and red-tape. Our ability to engage in the most harmless and inoffensive activity seem to be subjected to an amazing array of laws, by-laws, regulations, certifications, rules, applications, permits and approval processes. By the time we’ve fulfilled all these requirements the weather has changed, we’ve given up, the cost has sent us into a state of apoplexy and basically the urge has gone. What’s the point?

I was discussing this burgeoning trend with a friend recently and it set me thinking. Some little time ago, when I was exploring possibilities for training and just helping out a mate who wanted to know more about boating and his boat, I came head to head with the Regulations Ogre. Current training certification and qualifications, OH&S, financial responsibility (but, it was a freebie for a mate and surely the few drinks he wanted to bring along didn’t constitute payment!!), insurance and liability, vessel survey and compliance, safety management plans, AMSA compliance, duplicated documentation – and all this subject to review. It was quite breathtaking.

Is it possible that this groaning weight of regulation ensures safer, more competent outcomes? Is it possible that a relative lightweight, new to the game, fresh from a two week competency course could out-perform a person with a lifetime of experience and knowledge? It’s hard to be convinced.

Of course, we all know the justifying arguments for such regulations. Personal safety and the protection of property. Of course. And no, it's got nothing to do with revenue raising or keeping landlubbers busy in remote offices somewhere in the bowels of distant bureaucracies. And there's no argument against training and solid programmed learning. Indeed adult learning is based on the premise that on-going learning builds on what exists. So why is it, that what exists is so often not recognized or valued? Much of what we do and know is acquired through thorough training, years of experience and the wisdom of maturity. Undoubtedly, the best approach embraces both training and experience. And the membership of the CYCT has in all, in abundance.

It seemed inconceivable that our regulators have not recognized the potential of the resources available in the wider community, merely for the asking. At the CYCT we have a membership that spans all age groups from a staggeringly diverse range of backgrounds. And this wealth of knowledge and experience is not the domain of older people alone. In some fields, for example IT, years of experience might not add up to many years at all. The vast body of knowledge and experience the Club can draw on is truly awesome. We have vessels that are as well set up and equipped as many a commercial vessel. So when it comes to pleasure boating and indeed cruising worldwide, we punch well above our weight.

At the CYCT we have programmes that encourage membership involvement and the sharing of knowledge and practice. Our Winter Forums, the Women on Boats meetings, the monthly General Meetings, the Mentor Programme, our cruises together, our comprehensive website and our much loved Albatross are just some of the ways we help each other and sidestep the Regulations Ogre. If any of us need a hand it's only a matter of asking and someone will happily assist. Our membership is a rich resource. But as in most things, the responsibility to accept or reject the offers of help and advice rests with you the recipient. Yet for my money, we have some of the best there is and it's all there just for the asking.

See you on the water (well, in a month or so)

Alan

Yardarm

*Horizontal spar mounted in such a way that when viewed from the cockpit, the sun is always over it.*



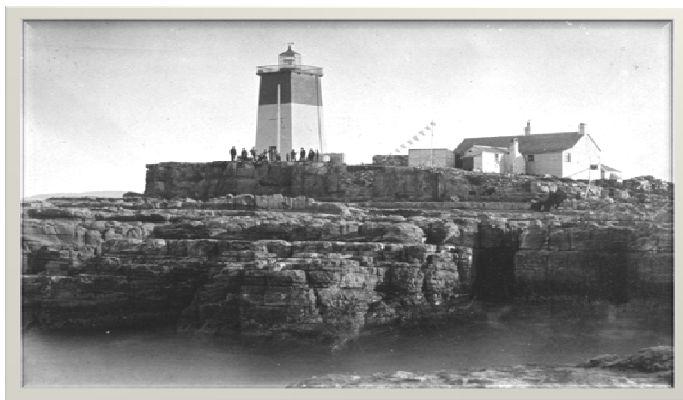
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**Rear Commodore's Report**

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**General Meeting – 6<sup>th</sup> August**

All of us have sailed past the Iron Pot lighthouse at least once but until you've read Suzanne Smythe's book "History of the Iron Pot", you would never imagine the intriguing story of what is one of Australia's oldest lighthouses. First lit in 1833, it was the second light in Australia, but the tower is now the longest surviving light tower. Suzanne has comprehensively researched the story of the light and its keepers and her talk at this coming meeting will bring alive a feature that is so familiar to sailors on the Derwent. Suzanne will have copies of the book available or will sign your copy.



Many thanks to Margie Beasley and Chris Wilkie, who captivated a large audience with their very well-prepared talk at July's meeting. In the audience were several yachties planning to sail to Japan and no doubt Chris and Margie's beautiful images and useful information have whetted their appetites further. The rest of us, who will never have this privilege, were fascinated to hear the unexpected delights of cruising so far from home in such an out-of-the way location and to learn the secrets of successful long-term cruising as a couple.

I had many requests for "Part 2" covering their adventure in Alaska and down the West Coast of the States but unfortunately there just isn't time. However we'll take a rain check and hear all about cruising Chile and Antarctica when they are next home to visit.

**Mid-Winter BBQ at Waterworks Reserve- Sunday July 14<sup>th</sup>**

About 12 hardy members enjoyed the BBQ on what was meant to be a rainy day but turned out not to be quite so wet.

**Annual Dinner- August 3<sup>rd</sup>**

By the time you are reading this, the Annual Dinner will be just about upon us. With over 60 bookings so far and eight boats heading for Con Dock, this should be a lovely night. Report in the next Albatross.

**Diesel Engine Workshop**

A one-day diesel engine workshop open to all will be held at Franklin Marine on August 11<sup>th</sup>. The cost of \$75 includes a copy of Laurence Burgin's Basic Diesel Maintenance book and morning tea. Laurence is an excellent tutor and this is a valuable opportunity. If you have attended one of his earlier workshops and want a refresher, you are welcome to take your book along and join course participants. Laurence asks that you take along photos of your engine and of your tool kit, as a reference.

Please contact Laurence on **6266 3768** [info@franklinmarine.com.au](mailto:info@franklinmarine.com.au) to make a booking.

**Women on Boats**

The next WoBs session will be at DSS on August 13<sup>th</sup>. A rep from Navico will set up operating chartplotters, giving members a chance to learn the basic features and then to get fingers on the buttons and "play". If you want to attend and are not on the WoBs mailing list, contact Catrina Boon at [famboon@netspace.net.au](mailto:famboon@netspace.net.au)



 **Island Mooring  
Tasmania**

*Island Mooring Tasmania*  
We provide short and long-term mooring facilities around the State for all types of craft, as well as offering mooring maintenance and a Cruising Route within the D'Entrecasteaux Channel.  
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Simply and comfortably furnished and with superb beachfront positioning and views, our Island Shacks make ideal getaways for individuals, couples and families. Email [info@islandshacks.com](mailto:info@islandshacks.com)  
 [www.islandshacks.com](http://www.islandshacks.com)

For more info, please call Wes on 0419 322 978 or email [hello@islandmooring.com](mailto:hello@islandmooring.com)

**Midwinter BBQ at Waterworks, 14 July**

Erika Shankley

Ten hardy club members gathered on a cold, overcast day at the Waterworks Reserve to enjoy a BBQ.



CYCT BBQ with ducks



Pouring a bit of the red



John Greenhill & Chris Creese



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**Women on Boats on the Water**

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Julie Macdonald

The winter solstice was not only memorable for the Dark MOFO nude swim; it also saw 5 intrepid WoBs head off for a weekend on the water.

Ian kindly (and bravely) offered *Westerly* for the cruise and Kim Brewer made herself available to come along as mentor and advisor. I was nominal skipper with Narissa Bax, Chris Barwick and Sue Dilley as crew. The forecast was ideal – NW winds to 10k in the Derwent and daytime temperatures to about 13 degrees.

We managed to get out of the berth at BYC without too many problems, with Ian giving some well chosen words of advice as he farewelled us from the dock. We used the shelter of the bay to get the main up (muscle supplied by Narissa) and in no time were sailing with main and genoa set, heading for Barnes Bay.

Kim soon had us putting some theory into practise: how to stop the boat when under sail, man overboard procedures, tacking and gybing, goose-winging and general seamanship.

Into Alexanders to have a few goes at steering up to a mooring, turning the boat in a limited space and a having a demonstration of prop walk before we headed into the Duck Pond for the night. Kim impressed us all by producing a magnificent gluhwein which we drank sitting in the cockpit while we watched the 'Super moon' rising over the water. Hard to beat!

Sunday produced no wind at all so we motored across to O'Possum Bay for lunch but first we had a lesson in coming alongside the jetty. Not as simple as it looks! But with Kim's coaching we managed to do it without any damage to the boat or the jetty.

The last challenge for the weekend was to reverse the boat into our very tight pen at the BYC. I've watched Ian do it for years so know the theory but was very nervous being at the helm. Kim calmly talked me through it and the crew were magnificent in getting all the lines on so we were safely in first try – and then Ian arrived, just too late to be impressed!

All in all, it was a great weekend and we all appreciated the opportunity to become more confident in our boat handling skills.

Many thanks to Kim and the crew.



**APPLICATIONS FOR MEMBERSHIP**

Narissa Bax  
*(No boat as yet)*

Peter Kensett  
**CRIES 'N WHISPERS**

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

**WELCOME NEW MEMBERS**

Ted Cutlan and Joy Stones  
**PARHELION**

Richard and Shona Taylor  
**EASTING DOWN**

Jo Topp  
*(No boat as yet)*

Noel and Ricki Barrett  
**SOLACE**

On behalf of all the 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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## Introducing New Members

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### Noel and Ricki Barrett

Family cruising started after my father purchased *Kathleen* in 1957 (mainly for racing). Any cruising was mainly to Barnes Bay to suit mum, but we did make it to Cygnet where it blew for days and days. For a family of five, *Kathleen* was some what small and narrow with a 7ft beam. My brother and I slept in the cockpit under a cover over the boom. Our sister had the pipe berth up forward.

My first proper cruise was on *Uteikah III*. *Uteikah III* was luxury after *Kathleen* with real toilets even though you had to be a contortionist to use them. Before sailing on *Uteikah* one had to be interviewed by the owner, Skipper Giles. My interview took place when *Uteikah* was on Purdon & Featherstone's slip. I stood at the bottom of a ladder; cap in hand waiting for the radio serial "Blue Hills" to finish before being invited on board. I was responsible for the *Uteikah's* engine.

The first cruise started just after the 1958 matriculation exams and a UN ball at Friends School. *Uteikah* was moored in New Town Bay so I walked from home down to New Town Bay. On board was the Skipper, Jeremy Firth, two boys from Melbourne Grammar and one or two others. I do remember that "My Fair Lady" was the musical of the day. We sailed to Barnes Bay and then to Mickeys Bay and other places, living on "bitchuits" (biscuits) and kedgerree. The second cruise found us in Hospital Bay over Easter. Most of us walked into Geeveston to watch the "King and I" in the local hall.

Cruising in Tasmanian waters restarted in 1985 when Athol Walter built our 25ft S&S designed *Aere Perenius*. *Aere* was used a lot and much time was spent cruising in the channel and Huon areas with my late wife and Banjo our Cavalier. As a DSS flag officer I tried to encourage cruising and log keeping. *Aere Perenius* was sold in 1997 and my membership CYCT lapsed.



**Richard and Shona Taylor**

I (Richard) started sailing at eight years old in Hobart, from homemade dinghies to keel boats. I did my first Sydney - Hobart in 1969 then sailed to Perth WA in 1972 and stayed for 34 years. Owned a variety of yachts and competing in offshore events, including the Fremantle Bali race in their S&S 62. I built a 50 foot Crowther Catamaran then sailed a 60 foot Roberts Ketch from Fremantle to Tasmania and east coast Australia cruise. I lived and enjoyed boating in Brisbane and Sydney in the last 7 years. Now settled and retired in Kettering after owning a dozen or so boats. The current boat, *Easting Down* will fit the bill just perfectly for extended cruising in Tasmania and maybe further afield.

Prior to meeting Richard, Shona had owned a 50 foot ocean racing yacht, competing in all offshore events over many years including the Fremantle to Lombok race, winning the navigator's award. Shona also competed in the inaugural WA women's sailing state championship. After many years cruising with Richard in various boats, Shona is looking forward to enjoying the stunning scenery and cruising around Tasmania.

**Hot off the Press - Spectacular 2014 Lighthouses of  
Tasmania Calendar - secure your copy now!**

Price: \$20 + postage. This all-Tasmanian production is now available in selected book shops, newsagents and other local stores round the State or contact Erika Shankley 62233510 / 0437452704

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## CYCT Website changes

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### Increased Security

When connecting to the website, there is always a possibility someone can monitor the traffic between your computer, tablet or smart phone and the website. This risk is more important when you log in to the members' area with your username and password, as an eavesdropper could capture that information. The risk is also much higher if your device is connected to the internet over a wireless connection, as monitoring the radio signal is relatively easy. The method used to overcome this risk is encryption of all traffic between your browser and the website, as is the case if you use on-line banking. This system is coupled to the use of a digital certificate, which ensures you are connected to the website you intended to.

The CYCT now has a digital certificate, and a unique IP address for the website to which that certificate is coupled. The URL <https://secure.cyct.org.au> now uses the digital certificate, and the connection is encrypted using *Transport Layer Security* (TLS). (HTTPS is *Hyper Text Transfer Protocol Secure*.)

When you click on "Member Resources" on the CYCT home page you are now taken to the secure site, where you will find a different left menu giving access to *Club* resources in a manner resistant to eavesdropping or interference.

### Database Updates

You can access the information held in your database entry at any time, and you can also update that information if you have a change in address, phone number, boat etc. On the secure site, follow the "My membership © Check/edit database entry. The form you are presented with can be edited, after which you click on the "Submit data" button at the bottom of the page.

### Errors or Improvements

The changes to the website were extensive and could easily have introduced faults. If you see errors, please report them, giving as much detail as you can. If you see ways the site can be improved, pass those ideas on.

Dave Davey, CYCT webmaster





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**What is my name?**

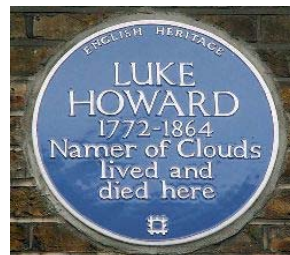

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Erika Shankley

*I am the daughter of Earth and Water  
And the nursling of the Sky;  
I pass through the pores, of the ocean and shores;  
I change, but I cannot die ...!*

**WHAT IS MY NAME?**

In April 2002, English Heritage in conjunction with the British Meteorological Office erected a Blue Plaque over the door of No. 7 Bruce Grove, Tottenham, in London. After the unveiling ceremony, Michael Fish, senior weatherman for BBC TV at that time, said "We are eternally grateful that Luke Howard came up with such an easy and straightforward way of naming clouds".



*Cirrus, stratus, cumulus...* we take these terms which describe the clouds for granted. But where did these names come from? Did some ancient Latin scholar ascribe those words to the nebulous shapes which float across the sky?

No. While great age can be attributed to their Latin roots, it is only a little more than 200 years since these specific terms were given to the various basic cloud formations. In fact, the names didn't become accepted as international standards until 1894 and the first edition of the *International Cloud Atlas* using these names was published to coincide with the 1896 International Meteorological Conference in Paris. With multiple reprints, the Atlas has been in current use, ever since.

Prior to the beginning of the 19<sup>th</sup> Century, most weather observers believed that clouds were too transient, too changeable and too short-lived to be classified. With few exceptions, no cloud types were even named - just described by their colour and form as each individual saw them.

In a few instances, clouds were used as forecasting tools. Proverbs such as "Red sky in morning, sailor take warning" and "Mackerel skies and mare's tails, make lofty ships carry low sails." – refer to the colour or shape of clouds as an indication of a change in the weather.

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<sup>1</sup> Persey Bysshe Shelley, *The Cloud*, 1920

In 1802 an attempt at classification was made by Frenchman Jean Baptiste Lamarck in his paper "On Cloud Forms", as part of the third volume of his *Annuaire Météorologique*. He proposed five main types of clouds:

hazy clouds (*en forme de voile*);  
massed clouds (*attroupés*);  
dappled clouds (*pommelés*);  
broom-like clouds (*en balayeurs*); and  
grouped clouds (*groupés*).

Three years later he devised a more detailed classification with twelve forms. However his system did not become popular, perhaps because of his choice of French names which were not readily accepted by other countries.



At the same time, an English Quaker presented a paper to the Askesian Society, a philosophical club, entitled "On the Modification of Clouds."

Luke Howard (1772-1864) trained as a chemist and pioneered the supply of quinine, newly isolated by chemists in France. Howard & Sons Ltd, a manufacturer of pharmaceuticals, became a respected name in the chemicals industry and remained in the family for five generations before being taken over by Laporte Chemicals Corporation in 1973.

He was fully dedicated to his four main concerns: his business, his religion, his family, and his hobby – which was meteorology. On December 7, 1796, he married Mariabella Eliot, who shared his amateur interest in meteorology, helped him to gather data, and encouraged him to disseminate his findings.

Luke Howard had an abiding love of nature and the weather - particularly the clouds. The pages of his sketch book feature watercolour paintings of clouds which are believed to have inspired artist, John Constable. German poet, philosopher and scientist, Johann Wolfgang von Goethe, wrote "Howard's Ehrengedächtniss" (Howard's Monument) a verse on cloud forms, dedicated to Luke Howard and his clouds.



Gradually Howard's observations and experiments, mostly conducted at home in his garden, became more precise and systematic and for over 30 years, he maintained an accurate daily record of meteorological observations.

When Luke Howard proposed his cloud classification system, "*The Modification of Clouds*", in 1802 his genius was appreciating that clouds are in a constant state of transformation.

He believed clouds belonged to three distinct groups which he called:

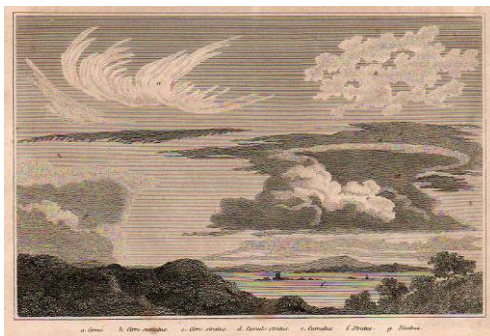
**Cumulus** (Latin for *heap*)

**Stratus** (Latin for *layer*)

**Cirrus** (Latin for *curl*)

He then added a fourth category:

**Nimbus** (Latin for *rain*)



His use of Latin names followed on the work of Linnaeus, who had laid the foundation for the modern system of animal and plant nomenclature, *Systema Naturae*, first published in 1735.

According to Howard: "*While any of the clouds, except the nimbus, retain their primitive forms, no rain can take place; and it is by observing the changes and transitions of cloud form that weather may be predicted.*"



He observed that clouds could alter their shape from these basic categories, taking compound shapes such as when cumulus clouds crowd the sky into a layer and become **Cumulo-stratus** (or strato-cumulus as we now say).

He defined other intermediate categories such as **Cirro-cumulus** - "*Small, well defined, roundish masses increasing from below.*" and **Cirro-stratus** the "*horizontal or slightly inclined masses, attenuated towards a part or the whole of their circumference, bent downward or undulated, separate, or in groups, or consisting of small clouds having these characters.*"

Besides his work on clouds, Howard published articles and essays on pollen, atmospheric pressure, meteorological instrumentation, the seasons, precipitation, electricity, and evaporation. His three-volume book, *The Climate of London*, was the first publication on

urban climatology. A paragraph in the *Yorkshire Gazette* on 24 January 1835 lauds a dissertation on *The Modification of Clouds* which appeared in the newly published *Book of Science*; and his 1837 *Seven Lectures in Meteorology*, became an early meteorological textbook. For his contributions to meteorology and climatology, he was elected a Fellow of the Royal Society in 1821.

Apart from meteorology, Luke Howard devoted much of his leisure time to philanthropic or religious work. He wrote tracts against profane swearing, on temperance, and the proper treatment of animals. He was a zealous worker in the anti-slavery movement and he actively aided relief work for German peasants in districts ravaged by the Napoleonic wars.

On 21 March 1864, the chemist, pioneer in meteorology and namer of clouds, Luke Howard, died in Tottenham, London, at the grand old age of 91.

There is very little written about him in meteorological literature, but as Emily Cole, of English Heritage, remarked in 2002: “*Luke Howard’s work is of key significance to meteorologists worldwide and he deserves to be better known.*” His work is said to have inspired Shelley’s 1820 poem *The Clouds* which continues ....

*For after the rain, when with never a stain  
The pavilion of Heaven is bare,  
And the winds and sunbeams, with their convex gleams,  
Build up the blue dome of Air --  
I silently laugh at my own cenotaph  
And out of the caverns of rain,  
Like a child from the womb, live a ghost from the tomb,  
I arise, and unbuild it again.<sup>2</sup>*

Each time we look out the window and remark on the billowing cumulus, the dull, flat stratus or lacy streaks of cirrus, we honour Luke Howard, also known as the Father of Meteorology and Godfather of the Clouds.

**Sources:**

*World of Earth Science*, ©2003 Gale Cengage

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*The Cloudspotters Guide*, Gavin Pretor-Pinney, Hodder & Stoughton 2006

*A Field Guide to Natural Wonders*, Keith Heirdorn & Ian Whitelaw, Murdoch Books Pty Ltd 2010

*National Dictionary of Biography 1885-1900 Volume 28*, Thomas Hodgkin

<http://www.rmets.org/weather-and-climate/observing/luke-howard-and-cloud-names>

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<sup>2</sup> *Persey Bysshe Shelley, The Cloud, 1920*

<http://www.weatheronline.co.uk/reports/weatherbrains/Luke-Howard.htm>

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#### MARITIME MYSTERY OBJECT #4



#### **What was this item used for?**

Here's a brain teaser to test your knowledge of maritime history.

Answer in next month's Albatross.

Object courtesy of the Maritime Museum of Tasmania.

**PART I - CROSSING THE DITCH**

We sailed out of Kettering for New Zealand at 11:30am on Wednesday the 20<sup>th</sup> of April 2011, having successfully negotiated departure formalities with the friendly folk from Customs, who happily met us at the fuel dock. After fond farewells from friends and family, we cast off and headed east.

My crew for the Tasman crossing included two very experienced and capable sailors – Peter Holmes and Ian McCormick – together with fellow CYCT member Ian Macdonald as cook. I couldn't have chosen a better crew for the challenges ahead.



As we headed up the Channel, we were bending on the revamped mainsail and its new boom bag when the Peppermint Bay ferry shot past with Ian Macdonald's son at the helm. With cheerful waves from crew and passengers, we realised this could be our last view of humanity for some time.

With a fair westerly breeze, we made good time to Tasman Island, leaving the flashing light astern as night fell. We had a following breeze of 15-20 knots from the southwest as we set course for the north end of New Zealand – Cape Reinga. After reefing the main at sundown, we were still punching along at 7-8 knots with a following sea building slowly. Ian McCormick was on the helm when one of these waves broke into the cockpit, pinning him against the wheel and sending a shot of water through the companionway which landed on top of Peter Holmes who was asleep in the starboard quarter berth. Pete was not amused! We of course immediately fitted the bottom washboard, although it was a bit late according to Pete. Ian showed us the wheel-shaped bruise on his torso the next morning!

At midday on Thursday the 21<sup>st</sup> we were nudging 9 knots and so tucked another reef in the main. By mid-afternoon, the wind strength had increased to about 30 knots and we dropped the main altogether, continuing under headsail alone, still doing 6-7 knots. The

wind remained W-SW and eased back to 20 knots, but with rising seas off the port quarter it was a wet night.

We had a good day's run of 168 miles on Friday, by nightfall we had clocked up 500 miles from Kettering.

Pat Price had left about a week before us on 'Pendulum', and we had expected him to enter NZ at Nelson. However, after attempting to make for Nelson against the strong sou'easterlies, he decided to press on over the top end of the North Island down to Opuia and The Bay of Islands. This confirmed our decision to do likewise. With the SE wind now blowing at 25-30 knots, Nelson would have meant a hard bash to windward!



*Sunday Roast*

Despite the rough conditions, our cook Ian Macdonald managed to turn out beautiful roast pork for Sunday dinner, with all the trimmings including crackling, gravy and a selection of roast vegetables. Ian's ability to operate in the galley while hanging onto a glass of red in these conditions is the stuff of legends.

It was around this time that our HF weather charts started showing a deepening low north of Cape Reinga, but the consensus seemed to be that it would soon drift off into the Tasman and allow us to sneak in behind it. However, we knew that we were in for a bit of a blow!

Over the next three days we continued on a beam reach in the strengthening sou'easterlies, hoping that by Friday we would be approaching the Three Kings. The log ticked over 1000 miles on Tuesday evening, less than one week out of Kettering. Wave height slowly increased to over 5 meters, but the good ship *Star* and its crew handled the conditions easily.



*The gathering storm*

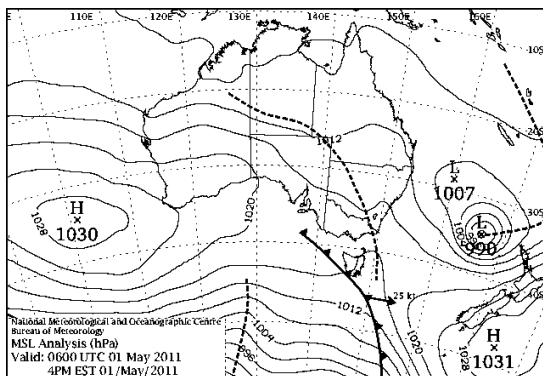
On Friday, the wind began to back more to the east and built to over 30 knots, knocking our boat speed right back and

pushing us onto a course just east of true north. By Saturday morning the wind was gusting at over 45 knots. We then sailed into a patch of beautiful blue sky and the wind suddenly fell away. That told us exactly where we were – right in the eye of that deep low - and we knew what to expect when we came out the other side! By now we were well north of our rhumb line and on the same latitude as Cape Reinga, but still 135 miles west of the Three Kings. There was little chance of gaining any more easting until this weather system moved away.

At about 1430 Hrs on Saturday, I remember being in the forward cabin (which was getting a bit hard to sleep in!) and looking up through the hatch at the staysail, stretched as tight as a drum. Just as I decided it was time to drop back to the storm jib, there was an almighty bang as a wave broke over the bow and hit the staysail, ripping both the clew and sheet tangs off the aluminium boom so that the staysail (undamaged) started flogging and sounding like a machine gun.

Pete and Ian went forward and got the wildly flogging staysail off, and because the staysail boom was no longer useable for the storm jib, we decided to set the trysail. Although all the sails had been checked and serviced before we left, they had neglected to fit new track slides onto the luff of the trysail, so we had to rob some off the furled mizzen. Once the trysail was sheeted down to the port chainplate, we cut the engine and tested the helm. With a tiny amount of genoa eased out to pull the head off and balance the weather helm, *Star* remained at about 60-70 degrees to the wind regardless of how the helm was swung, slowly plugging along at 1-3 knots.

The wind was now gusting at over 50 knots from the east, and *Star* was effectively hove-to on a NNE heading. We estimated the wave height at over 10 metres by now, but after several days of hard SE weather, wave length had increased considerably and it was exciting sailing. The problem now was that as the wind was rapidly building from the east, there was a steep set of new easterly waves on top of the big sou'easterly swell. When the crests of both sets of waves occasionally coincided, there was a low roar as this 15m-high mass of water collapsed into the trough below. It occurred to me that this would not be a good place to be!



*The low that hit us*



With darkness coming on, and there being no need for anyone to remain on the helm, I decided it was time to batten down the hatches and retire below. We were now about 65 miles north of the Three Kings, but still 120 miles to the west. Pete proceeded to fill in the log in the pilothouse while Ian and I retired to the Saloon. It was shortly after 1830 hours on Saturday the 30<sup>th</sup> of April and the log was reading 1448 miles from Kettering.

Cook Macdonald was busy in the galley heating up a tasty pre-cooked stew with some spuds, and of course juggling the obligatory glass of red. Ian and I grabbed a can of beer from the fridge and sat down on the starboard settee, with our feet braced against the table. We had just cracked the tops and toasted our good health when we were suddenly thrown bodily across the saloon into the port side lockers. Ian put his head through a teak door panel, but I managed to head-butt one of the knurled knobs securing an opening porthole, and ripped my scalp open down the part line. Ian Macdonald was sitting on the port settee and was thrown back, smashing his head through another teak door panel. At least thin teak panels don't tend to splinter! Pete was being thrown around the pilothouse like a rag doll.

When McCormick pulled himself upright, he saw me with blood streaming down my face, and Macdonald lying under the table, which had broken loose from its mounting bolts. This may have had something to do with the fact that it contained half a dozen bottles of red and a slab of beer, but we discovered later that the steel frame to which it was bolted was only screwed to the floors with four small gauge wood screws!

McCormick threw me a towel to help stem the blood flow (Margie later told me he can't stand the sight of blood!) and then proceeded to pull the table off Macdonald. Luckily, neither of them had incurred any significant injuries, although the massive bruising we all suffered took weeks to heal. Pete appeared from the pilothouse and also seemed to be still in one piece. The loose table was secured in the entrance to the forward cabin where it couldn't do any more damage.

At this stage, we were still trying to work out what had happened, when it became obvious that we had just been rolled 360 degrees – the top loading fridge and freezer had both emptied themselves, and contents of the rubbish bin were splattered over the deck head above. The saloon and galley were in a real mess, with water sloshing over the floorboards. We still seemed to be sailing along on the same tack, with no sign of having lost either mast.

Anyone who understands the way water circulates within waves would know that we had simply been spun off the top of this 15m wave, with the 15m high mast being buried into the trough and rotated out the back of the wave – and we were still sailing on the trysail! Even the wind speed and direction instruments on the top of the mast were still working.

We had taken quite a bit of water on board during the capsize, so Macdonald proceeded to pump the bilges while McCormick set about bandaging my head wound, so that I began looking rather like an Egyptian mummy. Pete began preparations to drop the trysail, which seemed to have survived the capsize intact, and he and McCormick soon had it off and stowed. Luckily the trusty Yanmar fired up without complaint, so that we could maintain direction head-to-wind.

We then hauled out all the heavy anchor warps and chain to use as a drogue, but Pete and Ian soon found that trying to set them off the bow would be a very difficult and dangerous task in wild seas at night. We agreed that we would have to run off before the storm, heading back towards Sydney. This meant exposing the aft pilothouse windows to impact from breaking waves, but we had no option. At last setting chain and all warps astern was a much safer task working from the cockpit, using the large powered genoa winches to control the lines.

After a couple of hours of hard wet work, Pete and Ian retired below again and decided to get some rest. Firstly though, we cranked up the Sat phone to call home. We knew that our four wives were out to dinner together on Saturday night, hoping to hear that we would soon be rounding Cape Reinga and heading for Opuia. I didn't want to talk to Alex about my head wound, so Ian called Margie who had just arrived home. He outlined our position and confirmed that I appeared to be OK, with no sign of concussion. I was also very relieved that none of the rest of the crew had been seriously injured. Ian asked Margie to report our incident to Canberra and request that they inform the NZ authorities as a matter of routine. He promised we would call again in the morning, and left the phone on standby in case we got a call back from Canberra SAR.

I had my harness tied off to the grab rail above the settee, and was told not to go to sleep – the crew were still worried about delayed concussion, but the adrenalin seemed to be keeping me going! McCormick burrowed down into the rather soggy port aft quarter berth while Pete figured it was safer to sleep on the floor of the pilothouse, still in his wet weather gear of course.

At 0030 hours on Sunday morning I was half-dozing when there was an almighty crash from the pilothouse. I looked up to see a wall of water cascading down the lower companionway into the saloon. It hit the fridge, shot up into the air and then landed right on top of me. Pete was half-drowned on the floor and leapt to his feet spluttering, while Ian looked out from his aft berth to see a couple of tons of water pouring through the two portside windows in the pilothouse. It was obvious that another breaking wave had just dumped on us from astern and smashed in the windows, which may well have been cracked during the earlier capsize. We grabbed some cushions and plywood panels from under Macdonald's forward berth, and the boys began to brace them off against the

broken windows. They then wrapped the storm jib around the outside of the openings and lashed it securely.

We discovered that the GPS Chart Plotter and depth sounder in the cockpit had died, not being a fully waterproof unit, so we were now reliant on Pete's hand held GPS, with mine to back it up. We were not surprised to find both HF radios were dead, but the biggest disappointment was to find our Sat phone under water in the bilge, so we couldn't call home to let the girls know how we were. We were



*Securing broken pilot house windows*

using Spot Messenger to report our position via satellite, and the standard message was "Star and crew all OK" which we sent. We later found out was that Spot had stopped sending the 'OK' messages from 1615 on Saturday until after 1030 on Sunday, so for over 18 hours nobody knew how we had survived the night. Whether that was operator error, or the fact that we had fished Spot out of the bilge is hard to say! There was also a second pre-set message on it which said "Sat Phone not in service" but that didn't get through to the girls until after 1600 hours on Sunday. All they knew was that no EPIRB signals had been picked up from any of our three transmitters.

The next job was to get rid of all the water sloshing around the saloon floor. We then started to feel a little more in control of our situation, although there was a spirited debate about whether to set off the EPIRBs. I felt that we were in pretty good shape for the time being, and that an EPIRB signal would simply initiate a NZ search effort, and we could expect a search plane overhead by the morning. By now we were almost 200 miles off the coast, which probably put us out of helicopter range. In any case I didn't really feel like jumping into the raging sea for a winch rescue by chopper. A ship would take more than a day to reach us from Auckland or Wellington, although there could be a merchant vessel closer to our present position. I felt quite safe on the good ship *Star*, which had looked after us well so far. We also knew that the recently serviced RFD 8-man liferaft was still lashed to the foredeck, despite the fact that both mounting chocks had been washed overboard during the capsizing. We were lucky that it hadn't inflated.

The main issue now was to try and avoid another wave attacking these temporary portside repairs, so Pete took over the helm in the cockpit in order to hold her head down to

starboard. McCormick relieved him for short spells, and when Pete came below I asked what he thought the wind strength was. He replied "well, I've sailed in winds over 60 knots, but this has got to be over 70 knots". We later learned that Cape Reinga had recorded winds of up to 79 knots that night! Pete continued on the helm until well into the morning when the weather started to ease. He did a magnificent job for about 10 hours, as Ian McCormick can attest after relieving him for 10 minutes at a time. Ian is pretty fit, but couldn't manage more than 10 minutes before tiring, surfing down those monster waves at up to 10 knots under bare poles. The heavy 100m-long warps streaming out port and starboard quarters had all our spare chain and kedge anchor shackled to their ends, and were as taut as tug hawsers, stretching like rubber bands every time we caught a wave.

The wind began to moderate by 0930 on Sunday morning, but then built again late morning. At 1600 hours the drogue warps were winched back on board and we found the stern Fluke anchor had vanished. The only obvious damage was that the fibreglass bimini top was rather askew, as two of the SS pipe supports had pulled out of their sockets. We had also lost the BBQ off the aft pushpit.

We set the genoa and broad-reached all night at 6 knots, heading back towards New Zealand. By 0730 on Monday morning we were almost exactly back to the same position reached on Friday night, and 150 miles from Cape Reinga. We covered that distance in the next 24 hours and so by Tuesday morning we were looking for the Three Kings. With the fridge and freezer out of action, we spent a fair bit of time throwing out a trail of rotting food retrieved from the bilges. It was sad having to heave all those beautiful home-cooked casseroles over the side that we had been saving for the end of the trip.

Although overjoyed at finally seeing land at last, the landforms didn't make sense until Pete realised he had forgotten to apply the Magnetic Variation of 18° E to our true course! We were obviously very tired and none of our brains were working very well by that stage. We found ourselves halfway down Ninety Mile Beach and even saw a tour bus driving along the white sand beach! We tried the VHF radio without luck, and later discovered that the aerial had become disconnected in the capsized.

As we turned to sail up the coast to round Cape Reinga, we suddenly became aware of a light plane cruising up the coast behind us. We turned on the hand-held VHF and heard them report back to Radio Kaitaia that they had found the yacht *Star!* So we thanked them for their efforts and confirmed their identification. They told us that they weren't out on an official search mission, but had taken the opportunity of going up for a training flight on such a lovely day!

We then called up Radio Kaitaia to report our actual position, and they asked us to report back to them every 3 hours while sailing to Opuia. They then asked us if we needed any

food, water or fuel, so we thanked them and told them that we were OK. Indeed, Macdonald had been cooking up a late lunch from our last piece of vac-packed fillet steak with sautéed onions and the last of our spuds, and had already cracked a bottle of red. When I offered to exchange a dozen cans of Cascade Draught for a bag of ice, the terse reply came back: “we drink Tui here”!

We finally rounded Cape Reinga that night and continued along the coast to North Cape. As we headed down the East coast on Wednesday morning the 4<sup>th</sup> of May for the last 80 mile run to Opuā, we found ourselves in a 5 knot northerly. With the motor ticking over at 1500 revs to conserve the last of our fuel, there was not a breath of wind in our sails, so we furled them all and motored on under clear blue skies. We cruised in close to the rugged coast and the scenery was impressive.

At least we were now in mobile phone range, and were able to talk to family and friends back home. Margie McCormick had already flown to Auckland and was driving up to Opuā that day. We rounded Harakeke Island and approached the Bay of Islands just before dusk. We started heading in on the Waitangi leading lights, but lost them after an hour or so. I suddenly realised that we were in a thick fog, which we later discovered is a common occurrence in the channel approaching Russell and Opuā. As we entered the channel, visibility was barely a boat length beyond the bow. I was all for dropping the anchor until dawn, but the rest of the crew were keen to make harbour. Margie was already waiting for Ian in the Opuā Yacht Club bar with Pat Price. Even knowing that there could be no jumping ship before we had cleared Customs tomorrow, Ian insisted that we press on.

With both Ians at the bow looking for channel markers, Pete on his GPS plotting our position on the chart, and myself on the wheel, we slowly picked our way down the channel. There were many calls from Pete of “starboard, hard to starboard, back to port now” with each Ian calling messages like “pile dead ahead, but can’t see the colour; yes it’s red – hard to starboard!”. I had backed the engine off so that we were only doing about 3 knots in case we hit something in the fog! At that speed, the response of an 18 tonne cruising boat to helm changes was a little sluggish, which gave the forward crew a few nervous moments.

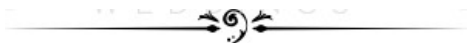
Opuā Marina and the Quarantine Dock slowly emerged from the mist, and then we saw Pat and Margie madly waving to us! We tied up to the Quarantine Jetty at 7 minutes past midnight on the morning of 5<sup>th</sup> of May 2011. Pat and Margie came alongside in Pat’s tender but knew better



*Arriving Opuā at midnight in fog*

than to come aboard in case someone from Customs was watching. We almost had to put a leg rope on McCormick to stop him jumping ship, but then Pete appeared with a bottle of whisky so we all retired to the saloon after sending Margie off with a few bags of washing.

The next morning dawned bright and sunny. The Customs and Quarantine guys had to step over Pete's prone body on the floor of the pilothouse to reach the Saloon. He was obviously exhausted, but that guy can sleep anywhere! It had been two weeks of tough sailing from Kettering, but I couldn't have done it without such a magnificent crew to complement the tough little ship designed by Nathaniel Herreschoff.



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## GOING ABOUT

Miscellany of items from near and far that may be of interest to CYCT members

### Jeanne Socrates completes solo circumnavigation

In April last year, many of us were privileged to hear Jeanne Socrates talk about her voyages, and the experiences of sailing solo around the world in her Najad 380, *Nereida*, including a hair raising knock-down off Cape Horn. In October 2012 she set off on her third attempt to achieve a non-stop solo circumnavigation. We are pleased to report that Jeanne successfully completed her trip on the 8<sup>th</sup> July, after 259 days at sea, becoming the oldest female solo circumnavigator. Congratulations Jeanne!

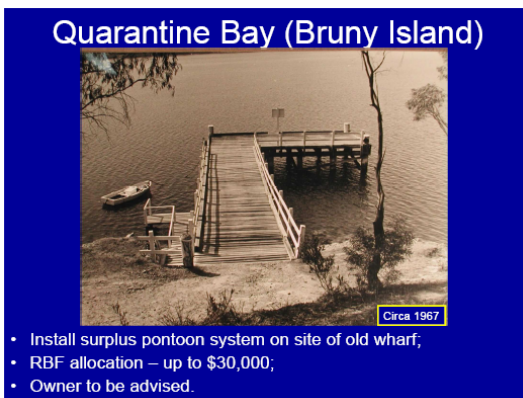
<http://www.sail-world.com/Cruising/SH/Sailor-Jeanne-Socrates,-worlds-oldest-non-stop-female-circumnavigator/111746>



### Quarantine Bay Pontoon

MAST has released the list of successful Recreation Boat Fund applications for 2013 and the Friends of Bruny Island Quarantine Station have had a successful application for a floating pontoon to be installed at the old jetty site in Quarantine Bay.

Lew Garnham has been working within the FoBISQ on this proposal and possible installation of more permanent BBQ area. Watch this space for more to come!



### Rocks in Recherche Bay

Phil Bragg has been feeling his way around Recherche Bay in Honeywind and has provided a marked-up chart of the area. There are several rocks marked which are not shown on

the official charts. Andrew Boon has saved a scanned image of Phil's chart and Dave Davey has uploaded this onto the "Information of Interest" section of the CYCT website:

<http://www.cyct.org.au/Info/>

This is a high resolution image and Andrew has put a red circle around the 'new' rocks.

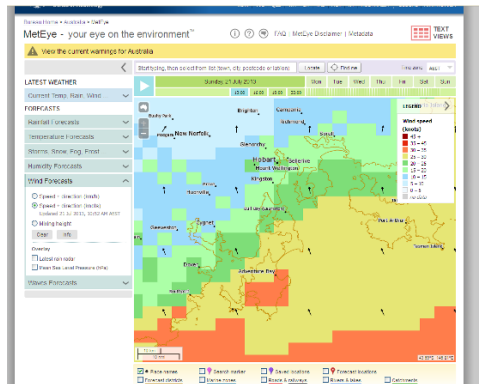


## “MetEye™” now available on BOM site

The Bureau of Meteorology has released its latest interactive weather mapping tool, MetEye, as a trial (Beta) service. According to the BOM website:

“It provides a whole new way to view a range of Bureau data sets. It allows you to:

- select the data layers you wish to see in an easy-to-use interface
- pan and zoom, save your favourite locations, similar to mapping tools such as Google maps
- animate a range of official forecast grids (temperature, winds, wave height etc)
- overlay and animate a range of other data sources such as radar, satellite and weather prediction models



MetEye will eventually be a sort of one-stop shop allowing users to mix and match a range of data sets (forecasts, latest weather and overlays such as rain radar and satellite cloud) provided by the Bureau of Meteorology.”

<http://www.bom.gov.au/australia/meteye/?ref=fr>





**Fire: causes, prevention and management**

Low Garnham

The CYCT Mariners cottage meeting was very fortunate having Captain S Laughlin (aka Scottie) and Mary-Anne Lea giving two excellent presentations on small boat fires. Scottie has recently been awarded the Australian Antarctic Medal in recognition of 20 years voyaging south, more than 10y being Aurora’s skipper. A large part of his life has also been on small boats and yachts, worldwide cruising and deliveries. He is also currently boat building with fire prevention a design priority!



He described two serious engine room fires on the Aurora, the first occurring at night in an Antarctic ice pack with a wind chill of -20 degrees. Fortunately the crew avoided losing their ship, having had training, skills and flexibility to meet the challenging situation. Photos of a steel yacht showed the realism and horror of rapidly developing destructive inferno.

“Fire” stands for: **F**-ck, **I**t’s a **R**eal **E**mergency! Preparedness of equipm and human action is essential. Saving the ship over one life may mean saving almost everyone’s life.

It is the skipper’s responsibility to ensure that the correct equipment is on board, properly located and all crew/passengers have received instruction on what to do.

Extinguishers must be of the correct type for the particular fire and their brief action time makes it important that they are used correctly and effectively. A “Powder ABE” extinguisher is suitable for most fires except cooking oils and fats where using a suitable fire blanket may smother the conflagration. Automatic/manual non occupied engine room

	A Wood, Paper & Plastic	B Flammable & Combustible Liquids	C Flammable Gases	E Energised Electrical Equipment	F Cooking Oils & Fats	Notes: *Unlimited indicates that the extinguisher is not the agent of choice for the class of fire, but that it will be tested to meet the capacity. Class D fires involving combustible metals! Use only special purpose extinguishers - please seek expert advice.
Powder ABE	✔	✔	✔	✔	✘	Special Powders are available specifically for various types of metal fires. Seek expert advice.
Powder BE	✘	✔	✔	✔	✔	Special Powders are available specifically for various types of metal fires. Seek expert advice.
Carbon Dioxide (CO <sub>2</sub> )	✔	✔	✘	✔	✘	Generally not suitable for outdoor fires. Suitable only for small fires.
Water	✔	✘	✘	✘	✘	Dangerous if used on flammable liquid, energised electrical equipment and cooking oil/fat fires.
Foam	✔	✔	✘	✘	✔	Dangerous if used on energised electrical equipment.
Wet Chemical	✔	✘	✘	✘	✔	Dangerous if used on energised electrical equipment.
Fire Blanket	✘	✘	✘	✘	✔	Use blanket to wrap around a human torch. Ensure you replace the blanket with a new one after use.
Fire Hose Reel	✔	✘	✘	✘	✘	Ensure you maintain a path of egress between you and the nearest exit.

**HOW TO USE A FIRE EXTINGUISHER**

Extinguishers come in a number of shapes and sizes. They all operate in a similar manner. Here’s an easy acronym for fire extinguisher use:

- P** **PULL THE PIN** – Break seal and test extinguisher.
- A** **AIM AT BASE OF FIRE** – Ensure you have a means of escape.
- S** **SQUEEZE THE OPERATING HANDLE** – To operate extinguisher and discharge the agent.
- S** **SWEEP FROM SIDE TO SIDE** – Completely extinguish the fire.

systems include: carbon dioxide, water mist or a Halotron. Gas can kill. For small volume (~0.2m<sup>3</sup>) compartment fires, the heat activated, gas releasing ULTIMEX/FirePro can be used. Isolating and confining measures eg vent shutters, also deprive the fire of oxygen.

The actual and potential fuel sources must also be addressed. Isolate outboard petrol, shut the fuel and gas lines. An activated fuel/hydraulic pump and a broken hose or non shut off overfilling system needs controlling with a valve or switch. Turn off the power, ideally at the battery, as a short could cause these or the wires to overheat, and continue the ignition process. Where appropriate, water will take out the heat and cool/extinguish the fire.

Most fires do not occur at sea when vigilance is high, but when pottering about, moored or distracted. Human failure is a greater than that of equipment alone, eg oily rags in a corner. The causes of ship fires are:

- 55% AC & DC wiring/appliances (DC shorts ~ 30%, DC Voltage regulator~12% and battery overcharging).
- 24% Engine and transmission over heating (excess load and cooling fault)
- 8% Fuel tank/line leaks (check for cracks and hose clamp sites and fuel tank corrosion)
- 5% Unknown
- 1% Stove (Care with meths. and kero. usage with spill, vapours and flaming)

When refueling, the spilled fuel should go overboard and avoid ignition sources. . Blowers and gas detectors are important. Shut outboard tank vents when not in use. Petrol vapour is very dangerous in confined spaces or as it settles low in a hull. One cup of vaporized petrol in a small compartment is equivalent to 15 sticks of dynamite!

All boats are a floating disaster waiting to happen. It is virtually impossible to meet good design shore safety based standards because of the complexity and space limitations. There are fuel tanks next to the engine, gas and electric lines, exhaust pipes, and the non-standardized multiple modifications, inflammable materials and constant motion for surreptitious chaffing to occur. Amateur electricians can be dangerous. Know your boat, secure and protect wires and hoses. If your lights start to become a little dim/ flickering, suspect and investigate for an earth fault (short). A fire may not be far away! Regarding hull construction materials, steel and aluminium are more resilient than wood or fibreglass.

Fire extinguishers should be easily accessed and distributed. Buy the correct size or larger as their 'action time' is only 10-20 seconds. Buy quality units as cheap units may have inferior parts. Prevent the powder settling into a non functioning mass by periodic shaking. Life span is about five years when they may be recharged or replaced at the local fire service. Have a free check. Know how to use your extinguisher. A powder extinguisher is

used about 1m from the flames so not to blow it around. Use a slow sweeping action aiming at the fire base. When the fire is extinguished, cease squirting.

Fire blankets are often about 1m<sup>2</sup>, which is almost a useless bare minimum area for adequate fire smothering, especially with your hands wrapped around the edges. Better to buy several 1.8 x 1.2 m or 1.8m<sup>2</sup>. Not only can a larger fire be easily covered, but it can be used as a wrap round personal protection when exiting through a fire or attacking a fire source. A woollen blanket is an effective emergency aid.

Plan your possible fire fighting methods, and make a display card of what is where and what to be used for. Discuss and practice with your crew and explain to new members the procedures. Have a gas detector and alarm (and use it); install fire alarms for early warning especially in 'hidden' areas. Avoid material contact with potential heat sources, eg exhaust pipes, (engine and heater), motors and radiators (the device may also overheat).

When fighting a fire, you may wish to launch your life raft, not only for its protection by trailing it on a very long tether, but a place of safety if ALL your containment efforts fail. Saving the ship at sea is a priority and abandon as last resort. Remain attached to your vessel as it probably will not sink, making a better base for living (food and water left) and rescue location.

Mary –Anne Lea was on her first yachting experience, sailing to Georgia and the South Sandwich Islands (string of active snow covered volcanoes) to study the Wedall Seal breeding. When there, fuel spraying from an overfilling header tank ignited, issuing pungent acrid dense smoke. The skipper had not prepared the crew for emergencies, and perhaps did not appreciate the potential gravity of the situation, seemed reluctant to 'waste' the extinguisher (in case it may be needed later)! It was just contained and fortunately there were ships in the area to take off crew from the mess. Despite the damage and being motorless, the skipper still managed to sail home alone!

TasFire Service sells a range of quality rechargeable extinguishers and a 1.8mX1.2m fire blanket, ~ \$39. The 1.8m X 1.8m is available elsewhere. They can also give good advice and training; however the 'net' is also very educational and should be sourced.

Remember the acronym F.I.R.E. and take both human and material preventative measures.

This article has been compiled from the talk, TasFire and web sites.

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## **Committee Roles and Responsibilities**

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*This information is an abbreviated version of that found on the Club website. It is provided for the benefit of more recent members and those who may be considering nominating for a Committee position. Go to [www.cyct.org.au/Members/Committee](http://www.cyct.org.au/Members/Committee) for full details of all Committee positions*

*A Nomination Form for Committee positions appears in this month's 'Albatross'. For an additional copy, contact the Editor at [editor@cyct.org.au](mailto:editor@cyct.org.au).*

### **Nominations must be received by the Secretary by Friday 24<sup>th</sup> August**

#### **Commodore**

The Commodore is the public face of the CYCT and should promote and bring credit to CYCT. The Commodore should encourage camaraderie between members and provide opportunities for exchange of information and promote member interaction.

The commodore's duties include:

- Presiding over Committee meetings and General and Special meetings of members of the CYCT;
- Being familiar with the Club Constitution, and ensure that decisions taken are in accordance with it;
- Ensuring projects and activities of the CYCT are in accordance with the goals and objectives of the organization;
- Being freely available for consultation by members;
- Ensuring that the duties of Public Officer and other legal requirements are completed.

#### **Vice Commodore**

The main role of the Vice Commodore is to arrange an annual cruise program for Club members. Cruises range from overnight trips to more extended cruises over the course of long weekends. (Note that the VC is not required to lead each cruise – this role can be delegated to any Club member.) The Vice Commodore should also organise activities that promote safety on the water and encourage members to extend their cruising horizons.

The other role of the Vice Commodore is to assist the Commodore in the discharge of his/her duties and to officiate in his/her absence.

#### **Rear Commodore**

The Rear Commodore's principal role is to arrange and introduce guest speakers or training activities that take place at each general meeting. In addition, the Rear Commodore:

- Provides a report to the editor for publication in the Albatross.
- Arranges club social activities including:
  - February barbeque held at the Mariners Cottage in lieu of a February general meeting.
  - Navigation Cruise Dinner and Club Anniversary Dinner
  - Christmas Function.

### **Secretary**

It could be said that the Secretary oils the wheels of the Club to ensure its smooth running. His or her main responsibilities include:

- Preparing the agenda for General Meetings and Committee Meetings
- Writing and circulating Minutes of General and Committee Meetings
- Dealing with correspondence to and from the Club
- Preparing the agenda for the AGM, including nominations for Committee positions
- Generally taking care of all administrative issues that are not the direct responsibility of any other Committee member

### **Treasurer**

As the title suggests, the Treasurer is responsible for the maintenance of the financial health of the Club. Specific responsibilities include:

- Receiving income from subscriptions, advertising in 'Albatross', interest and payments for social functions
- Banking and reconciling bank accounts
- Reimbursing approved expenses and paying supplier invoices
- Preparing monthly financial reports and annual report (P&L and balance sheet)
- Obtaining quotes for insurance
- Arranging for the annual audit

### **Editor – 'Albatross'**

The Editor is responsible for the preparation of the Club newsletter eleven times a year (no issue in January). This involves receiving (soliciting as required) contributions from Club members and others and formatting them into an appropriate format for printing. The Editor liaises with the printer (currently UniPrint) on all matters relating to the printing of the publication.

The Editor is required to include certain notices and other administrative information in various issues as determined by the Committee.

**Membership Officer**

The two major tasks of the Membership Officer are to maintain the record of members' details and to compile the CYCT Membership book to be printed and mailed with the December 'Albatross each year'. This means:

- Maintaining the data base on the web site
- Keeping paper records of application forms up to date and passing application information on to the Editor for printing in 'Albatross'

The Membership Officer also works with the Treasurer to manage the records of payment of Club subscriptions

**Warden**

The Warden is responsible for the maintenance of the Club's physical assets, including Mariners Cottage (leased from National Trust/HCC). The Warden is also responsible for the maintenance of Club Honour Boards and photo albums.

**Webmaster**

The Webmaster is responsible for the maintenance and operation of the Club website. This includes:

- Maintaining a secure database of member details
- Managing Club email aliases
- Managing the content of the website

Note – The Club is currently seeking a Webmaster assistant to help with the creation and management of content for the website.

**General Committee Members (x2)**

The two general committee members do not have specific duties, but are encouraged to help the other members in whatever capacity they can. They may also be requested to undertake specific projects for the committee. For the last two years, one of these positions has managed the Forums program.

**The Cruising Yacht Club of Tasmania Inc**  
**Nominations for Office Bearers – 2013 -14**

The Annual General Meeting of the Cruising Yacht Club of Tasmania Inc will be held at the Derwent Sailing Squadron at 8.00pm on Tuesday 3<sup>th</sup> September 2013

At that time all positions for Office Bearers will be declared vacant. Please use this form to nominate one or more people to fill these positions.

We (nominator).....(signature).....

And (seconder).....(signature).....

being financial members of the Cruising Yacht Club of Tasmania Inc hereby nominate the following member(s) for the position(s) indicated for the 2013 – 14 financial year.

POSITION	NOMINEE'S NAME IN FULL	NOMINEE'S SIGNATURE
Commodore		
Vice Commodore		
Rear Commodore		
Treasurer		
Secretary		
Editor		
Membership Officer		
Webmaster		
Committee (1)		
Committee (2)		
Warden		
Quartermaster		

Return to The Secretary, PO Box 605, Sandy Bay, Tas 7006  
 by Friday 23<sup>rd</sup> August 2013

**Recipe – Anytime Muffins**

Jackie Zanetti

A cold day at anchor, bananas going brown, morning tea time approaching... no matter what the question, muffins are the answer! Here's a basic muffin recipe that can be customised to whatever is available, sweet or savoury. Try a savoury version for a light lunch. It's quick, it's easy, and will make you a champion in the eyes of your crew!

1.5 cup self-raising flour (220g)  
 ½ cup sugar  
 -----  
 ¾ cup milk  
 1 egg  
 ½ - ¾ cup vegetable oil (I usually use ~ ½ cup)



Additions such as dried or fresh fruit, nuts, chocolate nibs, vanilla, cinnamon, etc.

Grease two 6-hole muffin tins. Mix flour and sugar (omit sugar for savoury muffins). Add any additional dry ingredients (eg. spices, nuts, chocolate). In separate bowl combine milk, egg and oil and whisk lightly. Stir in any wet ingredients (eg mashed banana, berries). Combine wet and dry and mix lightly. Fill muffin tins to no more than two-thirds full. Bake 20-25 min or until brown on top. Makes approx. 8-12 muffins.

Note that I haven't given any amounts for the add-ins. That depends on whether you're adding wet or dry ingredients! You'll have to play around a little to get the right consistency – too wet, add a little more flour, too dry, add a little more milk. If using cheese or pesto, then cut down on the oil.

***Combinations / ideas:***

Sweet: Banana

Grated carrot & walnut

Apple, oatmeal & cinnamon

Lemon zest, vanilla & yogurt (instead of milk)

Oatmeal, dates, & walnuts

Savoury: Cornmeal, canned corn, capsicum & cheddar

Grated zucchini, spring onions, bacon & cheddar

Dried tomato, olives, pesto, & feta

Grated pumpkin, feta & pepitas



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**General Meeting held at the Derwent Sailing Squadron  
on 2 July 2013**

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## MINUTES

**1. Opening**

Acting Commodore Alan Gifford opened the meeting at 8.00pm

**2. Attendance**

Fifty seven members registered their attendance, there were twelve visitors and guests and eight apologies, including those of the Commodore, Secretary and Webmaster. The Rear commodore is Acting Secretary for this meeting.

**3. Minutes of the previous meeting.**

The minutes of the previous meeting held on 4<sup>th</sup> June 2013 were confirmed and signed.

**4. Business arising from those minutes (not elsewhere on the agenda).**

None.

**5. Introduction of new members and presentation of burgees**

The Commodore welcomed Brett and Heather Doubleday to the Club and presented their burgee.

**6. Rear Commodore's report – Kim Brewer**

Site 2 Waterworks Reserve is booked for the Mid-winter BBQ on 14<sup>th</sup> June from 11am onwards

Anniversary Dinner is to be held at the Theatre Royal Hotel on 3<sup>rd</sup> August. Guest speaker will be Rob Pennicott. Members were urged to pay via Paypal. Members will be advised by email on procedures for entering and leaving Constitution Dock.

**7. Women on Boats – Kim Brewer**

Kim Brewer announced that a one-day diesel engine course for women will be held at Franklin Marine on July 28<sup>th</sup> and a second course, open to all on August 11<sup>th</sup>. The next Women on boats session will focus on chartplotters and will be held on August 13<sup>th</sup>. A rep from Navico will bring chartplotters for a practical demonstration.

Kim thanked Ian and Julie McDonald for making their yacht Westerly available to a group of women for a weekend. Skipped by Julie McDonald and with Kim Brewer offering guidance, Five women sailed to the Duckpond on Saturday afternoon and returned on Sunday to Bellerive Marina, practising sail handling and manoeuvres under power. Kim congratulated Julie on her successful boat-handling and the four participants presented Julie and Ian with a \$60 voucher from Bellerive Yacht Club as a gesture of thanks.

8. **Treasurer's Report – Wayne McNeice**

Wayne reported a healthy financial situation and said that he would accept subscription payments on the spot.

9. **Editor's Report – Jackie Zanetti**

The photo competition closes tonight. The entries will be displayed at the Annual Dinner and the prize of a bottle of Nant whiskey will be presented then. Jackie made a plea for articles and photos.

10. **Forums**

In Bryan Walpole's absence, the Rear Commodore commented that the forum on Fire with Scott Laughlin was very interesting, with 15 members attending. The next forum will see Patrick Synge speak on the topic of "Holes in Hulls".

11. **Vice Commodore – Alan Gifford**

Alan complimented Lew Garnham on his excellent organisation of the Queen's Birthday Weekend Huon River Cruise.

Alan urged members to consider standing for Committee positions at the AGM in September.

12. **Other business**

The formal business concluded at 8.25pm.

13. **Guest Speaker:**

Kim Brewer introduced guest speakers Margie Beasley and Chris Wilkie, who left Hobart in "Storm Bay of Hobart" in 2002. From March 2006 to July 2007 they cruised Japan and their talk was entitled "Cruising Japan: The Route Less Travelled". Chris opened the talk with an explanation of how they successfully sailed and lived together as a couple. Each has a specific task: Margie taking care of navigation and passage planning while Chris manages boat maintenance. He described how they began by sailing locally; building confidence and developing a philosophy of "so far – so good". As they cruised further this evolved into "don't have a plan – and stick to it".

Margie's spoke next of "Japan via the Back Door" and how their view of Japan as sailors differed from the usual Western tourist's experience. They found charming tiny fishing harbours, beautiful scenery including the iconic cherry blossoms and the best vegetables they have ever eaten. Anchorages were rare

and they usually moored in harbours and marinas, which were very cheap for foreigners, or free.

They survived two typhoons in well-constructed harbours and found the forecasting excellent. Among their many delightful photos were shots of the places where they took advantage of unique opportunities to do boat maintenance, including slipping on a deserted island slip, varnishing on a bamboo wharf and using a crane to haul out on a wharf.

Chris and Margie answered questions about Japanese bureaucracy and check-in procedures, visa requirements (they extended their 3-month visas with visits to Taiwan and Korea and a trip home to Australia) and local costs (very affordable as they were off tourist routes and not staying in hotels).

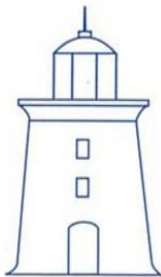
According to these very open-minded travellers, the best of Japan was the people and their practical kindness and generosity.

14. **Next meeting**

August 6<sup>th</sup> at DSS.

15. **Close**

Meeting closed at 10.00pm.



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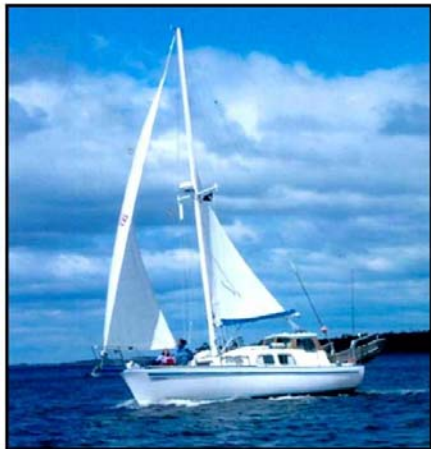
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