

Albatross

Volume 41 No 69 November 2015



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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**Send all material for publication in 'Albatross' to the Editor -
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Cover picture: Triple-screwed Quinmaran, Port Esperance, Easter 1978: Left to right, Fleur Spriggs (Clementine); Mark, Nick, Erika, Chris Creese (Neptune); Ann, Andrew & Donald Sutherland (Calavon); Doris & Stephen Newham (Alkira); Ann, Bill, ?, Janet & Andrew Hodgson (Melody). Photograph courtesy of Erika Shankley.

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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 Tas Maritime Radio informed of their location, destination and plans during the course of any cruise.

CYCT CALENDAR	
<u>NOVEMBER</u>	
Tues 3rd	General Meeting @ DSS, 7:30pm Speaker: <i>Mojombo</i> crew: Vicki Sherburd, Gary Willmott and their children Zeke and Nina: different perspectives on 5 yrs cruising the world.
Wed 4th	Committee meeting @ RYCT, 7:30pm
Sat 14 th -Sun 15 th	Anniversary Cruise to Rosebank's, commemorating the inaugural CYCT cruise on 16 th Nov 1975.
Tues 17 th	Women on Boats meeting @ DSS 5:30pm Topic: What Do I Do If ~ Discussing scenarios and solving problems, using information & experience gained during the year.
28 th -29 th	Ralphs Bay Cruise (Cruise leader: Andrew Boon (Juliet))
<u>DECEMBER</u>	
<i>No general meeting will be held this month.</i>	
Wed 2 nd	Committee meeting @ RYCT 7:30pm
Sat 5 th	Christmas BBQ in our 40th year. Access possible by boat but better by car. Coordinator: Leigh Miller. Venue: Dru Point (via Margate)
Mon 7 th	Maria Island cruise. Cruise leader Andrew Boon (Juliet).
Tues 15 th @ 18:00	Women on Boats meeting @ DSS 5:30pm Christmas Cocktail Party. Venue: DSS
Thurs 31 st	Cruise to Quarantine Bay for the club's traditional New Years Eve BBQ. Queries: Andrew Boon (Juliet)

Visit 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.
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.

Editorial



At the last meeting Lisa-Ann Gershwin spoke with enthusiasm, humour and knowledge about discovering new species of jellyfish, the alarm bells that should be resounding at high volume because of the way they are blooming excessively and what that means for the oceans, their life cycle, the things we are doing to create a perfect environment for them to flourish (like artificial surfaces of plastics and glass that like us they did not evolve with but that like us they adore). We may struggle to sail across plasticised oceans but they'll happily breed on it. They love acidifying conditions and thrive in water depleted of oxygen and don't miss a beat in overfished oceans. They're tolerant of pollution and all of this, along with climate change is enabling them to expand their range. They're capable not just of stopping our yachts but can foul the big stuff too, including desalination plants, nuclear power stations and nuclear warships. We're their best friends, and we're going to have to get with the Japanese and develop a boundless appetite for eating them. There's hope; they taste good in cupcakes. And there's despair – one species is actually immortal. I'll do my part next month in Japan and seek out jellyfish on the menus.

On the topic of marine life, it so happened that I had roped a salty seadog into helping me to slip *Samos* the day before this talk. As we watched her emerge I scrutinised her hull. She was looking good except for an unassuming squishy thing stuck to her side. This turned out to be a sea squirt but I wondered after Lisa's talk whether jellyfish polyps attach to hulls too and what else cosies up to our yachts while our attention is engaged elsewhere.

I referred to my books and for a while was under the illusion that it was a sea tulip but after a walk from Lords Beach to Long Beach, stopping to observe the jetty pilings, the romance of being gifted a sea tulip by our yacht was rudely smashed. I found no sea tulips but plenty of *pyura doppelgänger* and so a journey into the lifestyles of filter feeders and hull lovers has begun. It's a rich and diverse community that eye out our yachts' hulls.

Chris Le Cornu continues the jellyfish theme, recounting his family's harrowing experience. Read Erika's article on the club's first cruise then join the club at Rosebanks in November. We also have two tales of shipwreck and survival.

The newsletter is only as good as the contributions it gets. Thanks to those who have submitted articles. The guidelines are at the back of this issue.

Fiona Preston



Commodore's Report



We are approaching the end of our 40th year and have two significant events commemorating that milestone. The first is a re-enactment of the Club's first cruise which was to Rosebanks in Nov 1975. The second is our Christmas BBQ which is a 40th Birthday party.

Please join us for both of these events if you are able.

Conditions for Opening Day could not have been better and it was good to see many Club boats enjoying the day. I managed to get bunting tangled around the shrouds (above the top spreader, of course) and provided a bit of excitement for my younger crewmembers when I went up the mast to clear them.

We are still looking for a Vice Commodore but in the interim have prepared the annual cruising programme. If you enjoy organising events and would like the opportunity to visit new areas (as well as comfortable old favourites), please consider offering yourself as VC. We have an excellent committee and you will be supported by keen and enthusiastic cruising folk (in the organising at least!).

There is a range of cruises on the programme and hopefully some of them will catch your eye. The programme is not set in stone and if you do plan to head off somewhere not on the list, let others know by email to members@cyct.org.au and see if you can tempt someone else to leave their marina berth/mooring.

The CYCT has received an invitation to attend a Recreational Boating Industry Briefing, arranged by Marine and Safety Tasmania. Topics include life jacket servicing, cold water immersion and the updated Australian Standard for lifejackets (AS4758). I will report back on the proceedings at the November general meeting.

No more news about the Mariners Cottage.

Andrew Boon



Rear Commodore's Report



October GM Guest Speaker - Dr. Lisa Gershwin from the CSIRO came and gave us a wonderful presentation about her research with Sea Jellies. A very informative presentation and it was quite obvious that Lisa is passionate about her research!

November GM Guest Speakers – Some of you may have seen the yacht MOJOMBO moored in Constitution Dock over the last few months. This yacht is owned by Gary Willmott and Vicki Sherburd and they have been sailing this boat around the world for the last 5 years with their children Zeke 15 and Nina 13. Gary's family have agreed to come and talk about different aspects of their adventures at our November General Meeting. Vicki will focus on highs and lows of touring with a family, Gary will talk about different boats and sailing traditions, Zeke, will talk about their time in the Panama Canal and Nina about the many animals etc along the way. This would be a great opportunity for anyone with children to bring them along!

December GM – NOTE: There will be no General Meeting for December but we will have a 40th Anniversary BBQ at Dru Point on Saturday the 5th December.

Please see separate notice in Albatross re this event.

Wave Station BBQ 16th January 2016 - A couple of years ago Phil and Wendy Kennon owners of the Wave Station and members of the CYCT hosted a spit roast at the Wave Station which many members attended. Although I didn't attend, I have had much positive feedback about this event and request for another. Wendy and Phil have agreed to hold a similar event in the New Year and we have booked this in for the 16th January. Put this date in your 2016 diary as a not to be missed event, details will follow in the December Albatross.

The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails.

- William Arthur Ward

Unhappy Memories Revisited

Chris Le Cornu



Irukandji. Courtesy Lisa Gershwin

Dr. Lisa Girshwin's recent talk on jellyfish reminded me of an event that happened some fifteen years ago when we were living and working in Central Queensland and kept our boat at Rosslyn Bay Marina near Yeppoon. The Keppel Group was our most frequent sailing destination, and we often overnighted at one of the many anchorages around Great Keppel Island.

On this occasion there were four of us on board – Wendy and myself, plus Phillip, our youngest son, aged 11, and one of his friends. We were anchored at Monkey Beach, on the southern side of the island. After a peaceful night, we had swum into the beach for a walk and swum back to the boat for breakfast. Later in the morning, Wendy and I were pottering on board and the boys were jumping off the stern of the boat and swimming around the dinghy.

Phillip climbed up the stern ladder and complained that he had been stung by something. We looked him over and couldn't see any sign of a bite or sting, but splashed vinegar where he pointed. We gave him a Panadol and some water and told him to sit down and rest. Within minutes he was nauseous and vomiting, and soon after complained of the most awful back pain.

A welt appeared running from under his arm across his upper chest. I realised this was something more serious than the usual marine sting and tried calling the Island Medical Centre on the VHF. There was no response. I checked my mobile and had one bar of reception, so I dialled 000. After explaining where Keppel Island was and what his symptoms were I was told that we had to get Phillip to the beach, where we would be met by the doctor from the medical centre. As we were heading to the beach in the dinghy, we watched the Landcruiser fly over the dune and sink up to its axles in the soft beach sand. Not what you need during an emergency response. The doctor jogged along the beach and quickly administered morphine and oxygen to our patient, who was holding onto his mother and telling her how much he loved her. He was certain he was dying. The medical assistant radioed back to base and asked for the parasail speedboat to be sent around – at full speed – for a patient pick up. He also requested the rescue helicopter be despatched from Rockhampton asap for an evacuation.

Phillip and his mother were whisked away and I made my way back to our boat to reassure Phil's mate, Keilan, that Phillip would be alright. I prayed that he would. The two of us quickly up-anchored and got under way back to the marina. We had only gone a mile when I got a call on my mobile. The rescue helicopter had a trainee paramedic on board as well as its regular crew, so there had been no room for Wendy. She had been left stranded at the medical centre on the island.

We motored at full speed around to the resort beach and re-anchored. I rowed ashore to pick up my now distraught wife. Getting back to the boat, we up-anchored once more and motor sailed as fast as we could back to Rosslyn Bay. We reached the marina right on low tide and forged in at full speed. The keel bounced a couple of times on the sand bank that had built up at the harbour entrance but we slipped over and were soon back in our pen. Wendy took the car keys and ran to the car, and drove as fast as she could to the hospital in Rockhampton. I kept Keilan busy helping me tidy and clean the boat while we waited for news.

A few hours later Wendy phoned to say that Phillip's condition had stabilised but they wanted to keep him in for observation. She drove back to Yeppoon to pick us up.

When we got back to the hospital a couple of hours later, Phillip had been taken to intensive care. His condition had deteriorated while we were driving. His pulse was over 200 bpm and his blood pressure was almost non-existent. When we got to him, his skin was so cold. His arm felt like a chicken straight from the fridge. It had been touch and go, but the staff were fairly confident that he would be okay. The nurses told us that he had argued with them about what he had been stung by. He demanded they produce the book of marine stingers and he pointed to an Irukandji jellyfish. The mythology (at the hospital) at that time was that the Irukandji were only found in the tropics, and not so far south, so it had been ruled out as a possibility. Once he identified the creature, all the symptoms made sense.

The symptoms were described by soldiers at Palm Cove in North Queensland during WWII. They were so bizarre that they were referred to as a syndrome – the cause being unknown. In 1964, Jack Barnes confirmed the cause of the syndrome was a sting from a small box jellyfish: the Irukandji jellyfish, which can fire venom-filled stingers out of its body and into passing victims. To prove that the jellyfish was the cause of the syndrome, he captured one and deliberately stung himself. His son and a local lifeguard observed the resulting symptoms.

Because the jellyfish is very small, and the venom is only injected through the tips of the nematocysts (the cnidocysts) rather than the entire lengths, the sting may barely be noticed at first. It has been described as feeling like little more than a mosquito bite. The symptoms, however, gradually become apparent and then more and more intense in the following five to 120 minutes (30 minutes on average). Irukandji syndrome includes an array of systemic symptoms, including severe headache, backache, muscle pains, chest and abdominal pain, nausea and vomiting, sweating, anxiety, hypertension, tachycardia and pulmonary edema.

One unusual symptom associated with the syndrome is a feeling of "impending doom". Patients have been reported as being so certain they are going to die, they beg their doctors to kill them to get it over with. Symptoms generally abate in four to 30 hours, but may take up to two weeks to resolve completely.

Phillip spent three days in intensive care during which time three other patients passed away, which did nothing for our confidence. However, the other patients were elderly and had been extremely unwell. Phil's breathing returned to normal and the colour and warmth eventually returned to his skin. He was given a series of tests a month after he was discharged and miraculously had no lasting effects from the sting. He still swims and surfs regularly, but has strong memories of his experience, especially of his mother saying, 'Oh for goodness sake, Phillip, stop carrying on! It's just a minor sting.'

Post Script

As the doctor was preparing the morphine injection on the beach, he glanced at my wife and said, 'Wendy!'

She looked up at him and said, 'Julian!'

'Wendy!'

'Julian'. They gazed into each others' eyes.

It turned out he was an old boyfriend from university days. Just one of many she'd never mentioned since we'd met.

Phillip quickly reclaimed their attention.

'What about me? I'm the one that's dying!'

It is a very small world.

PPS

The radio problem really annoyed me. Mostly we had a good signal and the Coast Guard would record 5 x 5. Occasionally we could not be heard at all. After replacing the set and the aerial there was only the antenna cable left, so I climbed to the top of the mast with a new cable ready to feed in. The old cable refused to budge. It was not in a conduit. I went down the mast slowly, peering into every orifice to see where it was caught. Eventually I found the problem. Someone, presumably annoyed by the noise of the cable clanging around inside the mast, had tied it up – using a concrete reinforcing tie! The steel tie had cut through the cable and sometimes shorted it to the mast!



APPLICATIONS FOR MEMBERSHIP

Paul and Catriona Fitzgerald

San Miguel

This nomination 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.

NEW CLUB MEMBERSHIP LIST COMING SOON

The Register of Members is coming soon!

To prepare for this be sure to check that your database entry is up to date at <https://secure.cyct.org.au/database/check.php>.

Check your privacy settings to make sure they are not unnecessarily restrictive.

Forgotten your password? You can ask the server to send you a new one at the login page.

Any problems? Email webmaster@cyct.org.au

Happy Birthday: Cruising with the CYCT

Erika Shankley

The first edition of *Albatross*, in December 1975, mentions the CYCT's first cruise which had been held a couple of weeks previously on the 16th November. "Numerous yachts ..." the magazine reported, anchored at Rosebanks in "really enjoyable weather, made to order." ¹ Ashore, members gathered for a barbecue – a convivial habit which still persists today. At a later date, one member was heard to remark that perhaps the Club should be renamed the Barbecue Club of Tasmania!



Erika Creese & other members ashore at Rosebanks

According to the gossip column in *Albatross - Bird's Eye View* - the day was warm, warm enough to go swimming, perhaps? An exercise in survival was suggested - "how to find water if shipwrecked on a desert island with a willow-twig." ² While some members did (they thought) find evidence of water under the grassy sward, most of us only found our glasses of wine!

The day finished up with an impromptu yacht race for North West Bay based boats. However there seemed to be two views about the actual winner. As the *Albatross* recounted "...there being no actual finishing line." ³

¹ *Albatross* Vol 1 No 1, December 1975

² *Ibid*

³ *Ibid*



1st CYCT Cruise to Rosebanks; boats left to right: Neptune (Creese family), Calavon (Commodore Donald Sutherland & Anne Sutherland); Mirrabooka (Vice Commodore Kevin Ackroyd & Lyn Ackroyd); Venus (Rear Commodore Max Redmond & Jean Redmond); Pagan (Treasurer & former CCCA member Carl Mann & Renee Mann)

Bad weather was a dampener for the first weekend cruise planned for the 1976 March long-weekend. However ten boats made it to Rabbit Island for a very successful Easter cruise. Exploring the Esperance River, five dinghies were lashed abreast, an outboard at either end and in the middle. The words 'triple-screwed quinmaran' described the ungainly craft [see cover photograph ~ Ed.].

A couple of years later, eleven Club boats anchored in Mickeys Bay. There were "Top marks for seamanship to Stephen Newham in *Kilkie* (all 8'6" of her) which he gallantly sailed from North Tinpot to the Quarries." On the way he sailed through a large school of dolphins, some, he said, were "bigger than his boat!"⁴

And a few years later, five Club boats anchored below the sandhills at Five Mile Beach. The following day *Voyager* and *Neptune*, with the help of Jeff Boyes on a shore-based radio, felt their way across the Pittwater shoals on a rising tide. Passing motorists gaped in surprise when the

⁴ *Albatross* Vol 3 No 4, April 1978

two boats reached the bridge over the Sorell Causeway, making a brief landing before beating a hasty retreat!

Also on the programme was the inaugural "garbos' cruise - cleaning up the foreshore of Mickeys Bay; bird watching on Betsy Island, a boating/camping weekend on Partridge Island in conjunction with the Hobart Walking Club and several forays up river to Huonville and New Norfolk.

Club cruises were certainly memorable events.



The Gin Flag: Flown by the RN and RAN.

Kate Johnstone

On the website Naval Traditions About Flags Dale Vigar writes 'When I was in the Royal Canadian Navy I heard reference to a "Gin flag" that was meant as an invitation to other ships crews to join the ship flying the flag to come aboard when in dock for "gin". Have you heard of it?'

Apparently 'a tradition of the RN started at the height of the British Empire, was the hoisting of the "Gin Pendant". R.P.C., which means Request the Pleasure of your Company at 1800 hours, by RN warships in harbours around the world. Gin and angostura bitters at the end of the day were de rigueur. The tradition continues today, though as a general signal for gatherings aboard ships to celebrate any number of events and anniversaries where officers meet and talk "shop".'

This is a nice idea, and we could put our own version into practice at anchor. The traditional flag is a green pennant with a white centre and a glass in green on the white. We'd have to choose a flag, one we all have already, or design and make our own.

What does everyone think?





CLUB CRUISES LOGGED & PLANNED

Logged: Combined Clubs Opening Day 2015



Rounding Egeria: the view from Samos

Andrew Boon (*Juliet*) ~ The weather was as close to perfect as you could ask for on Saturday October 10, when the Combined Clubs Opening Day sail past took place. At least 20 CYCT boats were on the water and at the appointed time followed *Juliet* across the starting line and proceeded to the turning mark before sailing past *Egeria* and saluting the Lieutenant Governor. It was a fairly orderly affair, except for a runaway yacht attempting to catch up to a previous group who did a bit of barging near the final turn.



Juliet's junior crew



The view from Juliet after passing Egeria: Dalliance, Rubicon, Easting Down, Rusalka, Birrigan, Willyama and Talsiman II in view.



For the record, I saw or found out about the following boats on the water: *Aquila Star*, *Bahloo*, *Birrigan*, *C'est Si Bon*, *Dalliance*, *Easting Down*, *Foxy Lady*, *Juliet*, *Keepsake*, *Lalaguli*, *Leonie*, *Merlin*, *Minerva*, *Mistral*, *Odyssey III*, *Rubicon*, *Rusalka*, *Samos*, *Talisman II* and *Willyama*.

The fleet then anchored off Nutgrove Beach for afternoon tea. Some took advantage of the lovely breeze and got to the anchorage via Howrah in perfect sailing conditions.

Kate Johnstone (*Leonie*) ~ Maudie was keen to go in the sail past on Saturday, the opening of the yachting season. She rounded up Sue and myself to accompany her.

Our first adventure was getting Maudie's rubber duckie to a little stretch of sand on the edge of Lindisfarne Bay. Maudie had an ingenious way of carrying it on the arms of an upright trolley, the kind used for moving fridges, which she lay horizontally and pulled along with a bit of rope to keep the arms just off the ground. It worked well.

Maudie rowed out to *Leonie* which was on a mooring, we cast off and motored over to the fuel jetty where Sue leapt aboard with agility I can only now dream about.

Head sail raised, motor running, we mozied down river to join the throng, not sure where the signal boat was but *Easting Down* was clearly visible so we headed in her direction and decided to follow.

Our plans were disrupted by a long loud blast and bearing down fast on the fleet was *MRI*. We wondered how she was going to get through but she did without mishap as far as we know. Terry Linna sailed beside us for a while which was a delight, *Minerva* impressed us with a fabulous array of colour and a group of cheerfully waving friends, *Lalaguli* and *Rubicon* went ahead of us. We saw a few more Albatross pennants flying but we didn't identify them.

We were the last through of our group in our 27'er, but proud to go through and keep our nerve as two large racing yachts cut in behind us then passed between us and the *Egeria* causing quite a slop.

At Nutgrove Beach Richard and Shona from *Easting Down* kindly let us raft up and invited us on for coffee. The afternoon seemed to be gone in a flash so we pushed off, leaving *Easting Down* to head to Mary Ann Bay, and had a very nice sail up river.



Sue left us at the jetty again and Maudie drove around to the mooring. Now it was my turn to do the rowing.

We tucked the dinghy away and headed home, tired but happy. It was a wonderful day.

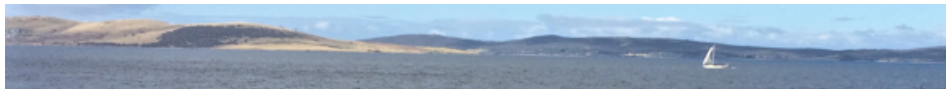
Thank you Maudie and Leonie.



Sue Dille and Maudie Bryan on Leonie

Fiona Preston (*Samos*) ~ This was my first open day as a skipper and seeking sea room we sailed near the rear of the fleet as we went around *Erigeria*. We had a spiffy mascot, Hamish, ex Macquarie Island Eradication Program, in a bright yellow jacket over his black and white everyday wear, but unimpressed with the honour, he kept his tail between his legs until the picnic began. *Samos* went about untidily, our forgotten fenders flapping dishonourably in the breeze, and we anchored on the northern edge of the fleet. It was the crew's first effort at dropping the anchor and we thought we did quite well - celebratory drinks were had. [Ed.]





UPCOMING CLUB CRUISES



40th Anniversary Cruise (14-15 Nov)



The 40th anniversary of the first Cruising Yacht Club of Tasmania shore barbecue will be celebrated at Rosebanks on the weekend of the 14th and 15th November, 2015.

Festivities will begin ashore at about 1300 hours on Saturday 14th for a late lunch barbeque. Those who wish may stay ashore for the evening or return to boats. Some may spend the night, others leave for other parts.

Sunday could see a repeat performance with anything from breakfast ashore to another lunch. This can be decided at the time.

The tide will be about half, receding during the afternoon, meaning the group will be spread along the shore. Due to expected numbers and the distance wood must be carried at Rosebanks, I suggest that those who have them carry gas barbeques ashore. This also overcomes any difficulties with fire bans.

The function is entirely BYO, including seating.

In the event that wind makes Rosebanks uncomfortable, or worse, an alternate location will be selected. I will call CYCT on Ch 16/77 at 1105 and 1205 on Saturday and confirm the location.

Roger Locke, Cruise Coordinator.

Andromeda.



Ralphs Bay cruise: Nov 28/29 2015



Ralphs Bay is described on pages 26 and 27 of *Cruising Southern Tasmania*. The main anchorages are Droughty Point, Richardsons Beach, Huxleys Beach, Maria Point and The Spit. Reports from a recent Women on Boats cruise are that there is another anchorage just north of Droughty Point, so that deserves investigation if conditions are right.

Ralphs Bay is 2 hours from everywhere. Listen for a call on VHF16/77 at 1100 on Saturday for advice on where to head for first. If conditions allow, we will spend Sat night at The Spit and have a BBQ tea ashore. Prior to that, we could spend some time digging for treasure at Maria Point. The Spit is alongside Gellibrand Point Nature Recreation Area and you can easily walk past Mary Ann Bay to White Rock Point before breakfast.


On Sunday we might head across to Richardsons or Huxleys Beach for lunch before heading for home with the sea breeze.

The relevant paper chart is AUS171 Hobart to Norfolk Bay (current edition dated 2006-01-06). Cruise leader is Andrew Boon (*Juliet*) and communications will be on VHF channel 77 after calling on channel 16.

BBQ/Cruise: 40th Anniversary and Year End BBQ at Dru Point



The Club is holding its year end celebrations and 40th Year Barbecue at Dru Point (site of original proposal for our HQ) as a final commemorative event for this special year. If any members are aware of past members who may wish to attend this BBQ event the invitation should be extended. It is a BYO event from 10.30 am until 3.30 pm and therefore no RSVP is required. The Club has booked site no 1 at the northern end of the Dru Point recreation area. Coming by boat is possible but mooring area is limited by shallow water and existing occupied moorings. There is a good jetty for dinghy access.



Who's Living on Our Hulls?



Pyura in community with mussels and oysters

At last, it's time. The gear is stowed, the course charted, and the lines released. Backing away from the Floridian dock that has been your home away from home for five months, you head your boat towards the Intracoastal Waterway and north to New England. Did you do everything necessary to prepare for the journey? Mental checklist: PFDs... flares... radio.... fuel...food... MSD... weather report... electronics.... clean hull... CLEAN HULL?

~ Nancy C. Balcom (2006)

A clean hull is a relevant addition to a passage planning checklist because depending on how well a hull is maintained it could have stowaway natives as well as unidentified strangers clinging to while cruising, be that to Port Davey or across oceans. That early biofilm of bacteria and microscopic algae create a foundation layer that attracts more evolved sea organisms such as barnacles and mussels, and, as Lisa-Ann Gershwin pointed out in her talk, she identified a new jellyfish species at the DSS. We don't know what's lurking near our hulls.

A regular hull check is relatively cheap when contrasted with the drag created by carting around an octopus's garden. Not only is it expensive maintenance and a compromised hull up ahead but entertaining a diversity of fellow life forms means paying for their trip in fuel. Worse, hulls are a vector (pathway) introducing their hitchhikers into areas cherished for being relatively unspoilt, or stressing other habitats already overwhelmed by the predations of introduced species.

In the USA, researchers working in collaboration with marina and boat owners assessed private vessels as a transport vector for exotic species and concluded that 69% of New Zealand's recorded marine species were assisted there by travel on vessel hulls. In Hawaii the percentage is 70%. There have also been 'several devastating introductions—the Japanese seaweed, *Undaria pinnatifida*, and the fanworm, *Sabella spallanzanii* — to Australian, New Zealand, and Tasmanian waters [that] have occurred via privately-owned vessels.' (Balcom, 2006).

In marinas our boats sit beside pilings and floating docks. The currents are muted, the nutrients rich, boat hulls a refuge – all extremely inviting for the larvae and algal spores of many fouling species, be they an oyster that grown elsewhere you'd be tempted to eat, a sea tulip or some other little sea squirt.

Pyura is usually known here as *Cunjevoi* and is an ascidian (sea squirt). There are several different species with *Pyura doppelgangeri*, native to Tasmania, now found from southern Queensland to Western Australia as well as in New Zealand. They are animals, ancestors of humans, actually possessed of a spinal cord and they form dense colonies usually visible at low tide attached to rocks, and other invertebrates like mussels and jetty pilings.

Adults are often a reddish-brown colour with a slightly leathery skin because sometimes sand and shell material becomes incorporated into this 'tunic'. While it might grow on other species, young *pyura* and other species, like sea lettuce, sometimes hold fast on it. Their lifestyle is elegant in its simplicity. Each individual has two siphons or holes for inhaling and exhaling water. They grow up to 15cm or more in height and around 3–5cms in diameter. They rely on external fertilisation and so they go through a swimming larvae stage first and according to *Science Daily* in 2007 they amazed scientists because over several generations they are able to correct abnormalities, and there's some thought now that this genetic sequencing might help us to do the same. A teensy 0.5 cm sea squirt living 4 km beneath the surface off South West Tasmania is a carnivorous fish eater, catching prey with a funnel.

Pyura has been found growing on farmed oysters and mussels too and so along with boat hulls it's also possible that it's been spread by discarding mussel and oyster shells into the sea.

If you think you've found an unknown species during removal of biofouling, report this to the DPIPWE Environment Branch. Unusually heavy fouling or dominance of fouling by one species are both signs that something might be amiss.

Balcom, N. 2005. Hull fouling's a drag on boat and local ecosystems. *Wrack Lines* Fall/Winter 2005 (Vol 5 No 1)

[Tasmania. Dept of Environment, Parks, Heritage and the Arts. 2009. Environmental guidelines for boat repair and maintenance. The Dept, Hobart.](#)

With Salt on Our Lips: Language and the Sea

Some of the words and phrases in the following story have slipped their moorings and are now anchored in everyday language. How many do you know? For their original nautical meaning or for an explanation of how they are used today, see pg. 28.

Bamboozled by the weather we made a wrong call and ended up baling out bilge water. There we were, being thrown about by waves when we saw a ship bearing down on us out of the fog. Even in these circumstances the skipper's foul language took us aback. In the bedlam that ensued, I'd have given anything to exchange wet weather gear and waves for bell bottoms and terra firma, spewing over the side for a binge with my friends. Well might we be in the skipper's black book for our ineptitude but his general bigwig attitude was the bitter end for me. I was going to bite the bullet and do him in. But first there was the small matter of avoiding that ship!



'Albert Ross' Dispatches

EPIRB disposal

Albert has passed on his astonishment after learning from the seagulls at the Deloraine dump about the casual disposal of an epirb, which, bumped about by neighbouring rubbish, sent out distress signals that resulted in a lot of expensive search and rescue activity. Getting rid of yours? Take it to Battery World. They'll deactivate the beacon prior to disposal.

Bom has added new swell maps and wave forecasts to skippers' planning toolbox on MetEye (Sept 2015)

Albert would like to alert you to an announcement by the Bureau. They say that 'until now, the state of the sea has retained much of its mystery' but that has changed with three new features BOM has introduced to their MetEye service, detailing the height of local wind waves (or 'sea waves') and the height and direction of two separate swell trains, of particular relevance for mariners off Australia's east coast as the confluence of the Pacific and Southern Oceans often generates swells from different directions.

These tools assist passage making by indicating how different swells and wind waves are likely to affect vessels at different times along their voyage. Now you can predict whether you'll be facing a rolling swell, choppy or confused sea. So, as the BOM suggests, 'Avoid washing up on the evening news by using these three new features on the Bureau's map-based weather viewer.' Waves are an important component of five vital weather safety checks they suggest you do before stepping on board.

More information

MetEye: www.bom.gov.au/australia/meteye | Marine & Ocean Services: www.bom.gov.au/marine

Life Jackets and Safety at Sea

According to MAST less than 10% of people who come along to their courses have checked their inflatable life jackets or had them serviced and less than 10% regularly shake their fire extinguisher to loosen the powder. They report that "a very few" have any idea of how their EPIRB works apart from turning it on.

With the beginning of the sailing season upon us, MAST encourages you to check your life jackets.

- ✓ The zips and clips for salt encrustation
- ✓ That it complies with AS4758
- ✓ If an inflatable, that the CO2 bottle is tight but not over-tightened
- ✓ Inflate jacket and leave overnight then assess
- ✓ If auto, check the mechanism
- ✓ If a vest, check the bladder is connected to the press studs correctly.

If it doesn't work, it's not a life jacket, and remember a crotch strap if you're sailing at night or in strong conditions. Children's jackets should always have them and your dog should be wearing a life jacket too.

Visit the MAST website or YouTube site www.youtube.com/user/marineandsafetytas for further information on checking life jackets.

Source: boatwise spring 2015



Poison canister warning

There's an issue not only affecting the coastal avian communities around Australia, warns Albert, and the Australian Maritime Safety Authority concur. Since February 2012 over 40 toxic canisters have washed up on Australian beaches, a potential danger to all living creatures but definitely extremely toxic to humans.

These small, unlabelled silver canisters are about 22 cm long with a tapered top and screw lid and contain the rat poison 'aluminium phosphide', described as being a white to grey solid. It's extremely hazard to humans and they've been found over a wide area of the coastline - Torres Strait, Queensland, New South Wales, South Australia and Tasmania and in the last few months Western Cape York region and in Yeppoon in Central Queensland.

When opened, the powder reacts with moisture in the air to release phosphine gas and while most have been found intact, some have had broken seals. Exposure can cause headaches, vomiting, difficulty breathing, dizziness, tightness of the chest, diarrhoea, fluid in the lungs, liver/kidney damage, and in some cases severe cases death.

The gas is also spontaneously flammable and explosive. Aluminium phosphide is imported into Australia from China and Africa, and given that they're unused it's believed they've come from an unreported shipping cargo loss

Canisters should not be moved or opened and any sightings should be reported to Emergency services on 000.

Source: @AMSA_NEWS

Two people are out sailing when they're astonished to see a hand rise above the surface of the sea.

"What's this?" cried the skipper, "It looks as if someone is drowning!"

"No worries," said his crew, "It's just a little wave."

Recipe: Celeriac Remoulade

Jackie Zanetti



The recent spate of hot weather took me back to last summer in the French Mediterranean - enjoying a chilled rosé, meat terrines, cheeses, salads, olives and baguettes for many an evening meal. One of the treats I found in the deli section of the local market was premade celeriac and carrot remoulade – so much better than your average coleslaw!

Celeriac is a root vegetable with a similar, but much nicer, taste to celery. Sadly not that widely available locally (try a greengrocer), so I'm having a go at growing it myself this summer. You could probably substitute with carrot only, beetroot, or other root veg, but the real thing is awesome.

The recipe calls for the veg to be julienned (see picture for the real deal). Ok, you can grate it, but really, what's half an hour spent contemplatively chopping fine matchstick sized slices? Consider it an exercise in mindfulness (What an idea - a mindfulness cookbook!). Celeriac discolours quickly, so make the dressing first and add in the veg as soon as you cut it up.

Dressing

- **4 Tbsp good quality mayonaise**
- **2 Tbsp Dijon mustard**
- **2 Tbsp cream, crème fraiche, or sour cream**
- **Juice of ½-1 lemon**
- **1 Tbsp finely chopped parsley**
- **I like to add a tsp of chopped lovage. If you're not growing this awesome herb ask me for some!**

Salad

- **1 medium sized (~500g) celeriac, peeled and julienned**
- **1 carrot, peeled and julienned**

Combine vegetables and dressing and serve.



Landmarks and other Coastal Features: Sandy Bay Point

There were sailing regattas and races held on the river from the early days of the colony and back in 1816 when the beaches were a lot wider the first horse race was run beginning on Long Beach, continuing around Sandy Bay Point and ending below The Beach Tavern at the northern end of Nutgrove Beach where the onlookers partied. By night, though, activities along this coastline were a lot more furtive; smuggling was rife.

Ships carrying rum and other spirits anchored in the river and some of the Norfolk Island settlers who had received land grants along the Sandy Bay/Taroona shore rowed out under cover of darkness, filled their longboats with contraband and returned to the little coves and beaches, sometimes using the rivulets like Maning, Lipscombe and Waimea (today imprisoned in stormwater pipes, their landshaping capacities curtailed) as a means of access for stashing their grog deep in the bush. The taverns built along the shore also became easy receiving points – slyly in the back door, openly out the front.

Captain Hanley anchored the *Thomas* off Sandy Bay one dark night in 1833. He'd cut deals with the smugglers, so his pockets were full and likewise the smuggling longboats would have been a heavy row back to the coves.

In the middle of the night those awake along the shore were amazed to see flames on the river. The *Thomas*, on fire, was lighting up the sky 'looking almost splendid' according to one onlooker. Eventually the *Mary* and the *Stakesby* came to the rescue of Hanley and the three crew members on board that night. As they stood on board it reached the magazine and a huge explosion shook the ship, alarming awake those on land still sleeping. Amazingly, the captain and crew escaped with their lives and got to witness that inadvertent fireworks night with the now very awake settlers of Queenborough, as Sandy Bay was then called.

'At eight o' clock on the Sunday morning the dying *Thomas* was towed burning to nearby Sandy Bay Point where she grounded in about five feet of water and continued burning through the Sabbath with crowds flocking to Long Beach to view the spectacle.' (Goc, 1997).

Suspicion over who'd started the fire swirled through the community and for days afterwards casks of rum and salt floated on the water, easy pickings for opportunistic settlers.

In 1880 'H' wrote '...anyone walking now along the beach at high water past Murdoch's fence would hardly believe that the ship *Thomas* which was wilfully burnt about 1831, and was beached at Sandy Bay Point, was available to rambles at low watermark. Many a time I have with my young companions mounted the ribs of the old ship, which stood on the sands, a place which to get at now would be in 20ft water.'

Source: Goc, N. 1997. *Sandy Bay: a social history*. GentrX Publishing, Hobart.

MARITIME MYSTERY OBJECT # 16



A brain teaser to test your knowledge of maritime history.

What was this item used for?

Object courtesy of the Maritime Museum of Tasmania

The answer will appear in next month's Albatross. **Nautical Terminology**

Nautical Terminology

Arc of Visibility: The portion of the horizon over which a lighted aid to navigation is visible from seaward.

A Radio Officer's Story



Club members Paul and Rosemary Kerrison recently visited the rugged island of Valentia on the SW coast of Ireland and came across a small memorial set on the hilltop overlooking Valentia Lighthouse and marine radio station at the entrance to a small port. The memorial to Mr Paddy Burke (1902-1988) highlights the importance of radio officers to those in peril on the high seas and this particular radio officer knew more than most what it was like to face disaster at sea.

Paddy started his career as a radio officer on board a ship in 1920 but was shipwrecked on 5th December 1929 when the *Francis Duncan* sank off the Cornish coast. He was rescued by the *Alice Marle* and went to work on the *Lucien*, but a mere five months later the radio room was washed overboard 500 miles north west of the Azores. He averted this disaster because he was not in it at the time.

Not surprisingly, he then sought a shore job, joining Valentia Radio the following year. The distress call for which he is best remembered is a broken signal that came from the survivors of the *G.H. Jones*, torpedoed north of the Azores (Punta Delgado). The weak distress call was being generated on a hand cranked radio by Eric Smith. Paddy asked that all generators be turned off at the station to better locate the signal. Eric and some others were saved after four days and John McDowell's group were picked up after eight days. In all 41 out of 42 survived. Both Eric and John returned to Valentia (1968 and 1988 respectively) to thank the radio officer who saved their lives. In Eric's case, his severely injured risk avoided amputation as a result of Paddy's prompt action.

With Salt on our Lips (continued)

Taken aback: first used in 1730 to describe a sail taken aback when, because of poor steering or a change in the wind, the breeze blows on the wrong side of the sail, impeding progress. Sometime later it appeared with a different meaning - to refer to a ship/boat taken aback when a strong gust of wind suddenly blew the sails back against the mast, causing the ship to stop momentarily. It was only in the eighteenth century that its current meaning was recorded.

Bamboozle: originated in the 17th century and described the Spanish custom of hoisting false flags to deceive (bamboozle) enemies.

Bale out: these days one might just as easily bale out of a plummeting resource stock.

Bearing down: once only meant approaching from upwind in a threatening way but has now broadened its meaning to mean 'rushing at', as well as 'exerting strength or pressure in order to pay special attention in a situation'.

Bedlam: Originally the name of a London mental hospital, St. Mary of Bethlehem Hospital, where the Royal Navy would discharge men for treatment of mental illness.

Bell-Bottom Trousers: Originally the flared trousers that sailors wore - easy to roll up when working on a boat.

Bigwigs: Originally referred to senior officers in the English Navy because they wore enormous wigs and, usually, were not much liked, hence the manner in which it is used today.

Bilge Water: Flowed out of the bilge and into the language as a slang term for nonsense.

Binge: A sailor who had cleaned out something such as a cask of rum was known to have had a binge. No explanation needed for the way we usually use it today.

Bite the bullet: Early 'anaesthetic' for sailors and soldiers – biting on a bullet during surgery.

Bitter End: Nautical in origin as the last part of a rope or final link of chain, specifically the end attached to the boat, as opposed to the "working end" which may be attached to an anchor, cleat, other vessel, etc.

Black Book: Beginning in the 1300's, a collection of maritime laws and conduct became known as the Black Book of the Admiralty. The punishments for offenses were often harsh.

Source: Oxford English Dictionary

Cruising Yacht Club of Tasmania
General Meeting held at DSS on 6 October 2015

MINUTES

Opening

Commodore Andrew Boon declared open at 7:30 pm and welcomed those attending.

Attendance and apologies

Forty nine members registered their attendance. Thirteen apologies were recorded on the attendance sheet. There were five guests including four interstate cruisers currently in berthed at Oyster Cove Marina, Kettering. (The attendance sheet is filed with the official copy the Minutes of the immediately preceding AGM.)

Minutes of the last meeting (1 September 2015)

The Minutes were published in the *Albatross*. These were confirmed and signed as a true record of the meeting pursuant to a motion by Julie Macdonald, seconded by Jan Butler.

Business Arising from those Minutes

There was none not already covered elsewhere in the agenda.

Introduction of new members and presentation of burgees

David Mitchell (and absent partner Sundra Grace) were welcomed to the Club by the Commodore and presented with their burgee. David introduced himself and his boating background and interest.

[Secretary's note: New members Kate Butorac and Anne Clarke were given their burgees by the Membership Officer on prior occasions since the last GM.]

Ratification of the AGM Minutes (1 September 2015)

The AGM Minutes were published in the *Albatross*. These were confirmed and signed as a true record of the meeting pursuant to a motion by Alex Papij, seconded by Catrina Boon.

Rear Commodore's Reports

Catrina's report was published in the *Albatross*. Specific points noted by Catrina included:

- Gary Willmott, Vicki Sherburd and their children, Zeke and Nina from the Mojombo will talk about their 5 year cruise around the world. Their journey started in Tasmania (in a different boat) and their current boat, Mojombo, is currently in Con Dock. Further details are on the website.
- Catrina expressed her thanks to those who attended the Anniversary Dinner and noted that 11 boats made use of the opportunity to overnight in Con Dock. The dinner was thoroughly enjoyable and Denis Lees talk on the Club's history was a highlight.

Treasurer's Report

Alex reported that it was a quiet month in terms of transactions. Payments and refunds from the dinner and Con Dock entries were completed. Copies of the monthly balance sheet and profit and loss statement were made available for interested members.

Comments from other Officers/Members

There were several comments from a number of officers/members as follows.

- Elisabeth Helm mentioned that 40th Anniversary caps (and other apparel) are available for sale.
- De Deegan (in Kim's absence) advised that the next WoBs session would be on passage planning.
- Leigh confirmed that the 40th Anniversary Committee is still looking for suitable photographs for the centrefold and cover of the 40 year history publication. He also reminded members of the Anniversary Cruise to Rosebanks on 14th & 15th November, and advised that the Committee is still searching for a member/volunteer with Publisher, or other relevant software skills, to assist in finally putting together the document ready for the printer.
- Hans van Tuil advised that there will be an additional technical forum in October at which John Brierley will talk on anodes and corrosion protection. (*Secretary's note: this was originally envisaged as a multi-club event but it will now be a normal CYCT technical forum. Details are on the website.*)
- Brian Walpole advised he could take up to 4 passengers on Merlyn for Season Opening Day - departing from DSS.

Commodore's Report

The Report was published in the *Albatross*. Specific comments included the following.

- Andrew noted the passing of life member Doris Newham and expressed the Club's sympathies to Ken and other family members. An article on Doris is being prepared by Erika for the *Albatross*.

- Mariners' Cottage: Andrew noted the possibility of the cottage becoming available. The Committee does not have a strong view on whether the Club should look further at the Cottage for Club use or not. He suggested that if members have particular views on this they should make them known to Committee Members.
- A number of forthcoming on-water events were noted including: (a) Season Opening - 10 October, copies of the program were made available at the meeting (and subsequently emailed to members); and (b) Nubeena and Norfolk Bay - 23-26 October, details will be advised by email in due course.
- A Cruising Program has been prepared and will be made available to members shortly, via the website and the *Albatross*. A detailed Cruising Calendar will not be issued this year but cruise information will be provided in advance on a regular basis via the *Albatross*.

A number of related events were also mentioned including:

- Living Boat Trust Women on Water Long Row. (Tinderbox via Dennes Point to either Bull Bay or Nebraska Beach, 11 October).
- Chris Le Cornu foreshadowed possible Club participation in an event around the Australia Day weekend - accompanying the Lady Nelson from Hobart to Port Huon (24 January) and return (27 January). More details to be provided in due course.

Andrew appealed to members to consider applying for the Vice Commodore position particularly now that the program preparation work was largely completed.

Next Meeting

The next GM will be at 7:30 pm on 3 November 2015 at DSS.

Close of formal business

The formal meeting concluded at 7:57 pm.

Guest speaker

Alan Butler introduced the guest speaker for the evening, Dr Lisa-ann Gershwin an international expert on jelly fish. Dr Lisa-ann Gershwin is the author of the best-selling book *Stung! On Jellyfish Blooms and the Future of the Ocean*. Lisa-ann gave a fascinating talk covering a wide range of jellyfish and broader but related environmental issues, along with some intriguing tidbits about Tasmanian and Australian jellies.

Catrina thanked the Speaker on behalf of the Club and presented the customary bottle of wine.

The meeting closed around 9:30 pm (although jellyfish discussions continued for some time thereafter).

Guidelines for Contributions to the Albatross

The Albatross thrives on members' contributions and we welcome them. Below are a few guidelines to keep in mind when preparing items for the Albatross. Please contact the editor (editor@cyct.org.au) if you have any questions or suggestions.

Articles should be submitted as a Word document. Typically, stories should be less than 1600 words and contain no more than five photos related to the article. Longer stories will either be serialised or you will be requested by the editor to reduce the length.

- Boat names should be *italicised*, not in "inverted commas" or CAPITALISED.
- Photographs should be in .jpg format. Please compress files to no more than 1Mb for emailing.
- Photos should be your own or clearly attributed. Please include a suggested caption for each photo where appropriate.
- The cut-off date for submission is the 20th of each month (there is no Albatross in January).

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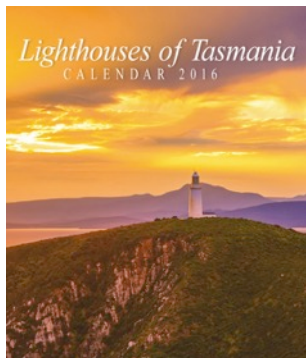
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Lighthouses of Tasmania Calendar

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“The condition of the Service is favourable. Extensive renewals of plant and equipment are required at some of the light-houses. Some of the light-keepers are far above the age at which a man may be termed able-bodied.”

Commander CRW Brewis, RN

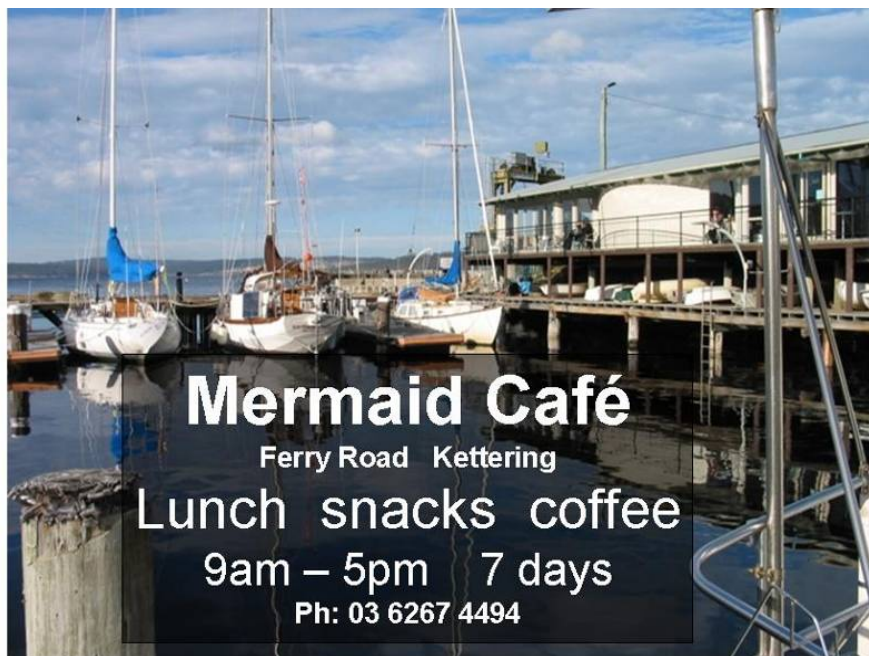
In 1911 former British naval officer, Commander CRW Brewis, toured Tasmania as part of an inspection of all Australia's lighthouses prior to the Commonwealth taking control from the States in 1915. He had close Tasmanian connections, having settled in Tasmania in 1910 following his marriage to Corrie Jeanette, daughter of local businessman and member of the Legislative Assembly, William Crosby.

Commander Brewis' report, completed in April 1912, covered all existing lighthouses and made recommendations for new ones. Friends of Tasman Island's 10th calendar in the series *Lighthouses of Tasmania* features some of these lighthouses in a celebration of one hundred years of Commonwealth management of navigational aids in Australia.

Working in partnership with the Tasmanian Parks and Wildlife Service, the Friends of Tasman Island are a group of dedicated volunteers, carrying out many hundreds of hours of work each year towards the restoration and preservation of the natural and cultural heritage of Tasman Island.

The calendar is an all Tasmanian production. Thanks to sponsorship from the Cascade Brewery Company, Australian Maritime Systems and Wildcare Inc the *Lighthouses of Tasmania* calendar is a major fundraiser.

A favourite with CYCT members, you can secure your copy of this superb limited edition calendar for only \$20 + postage and know that you are helping to support ongoing work on Tasman Island. Contact Erika Shankley 62233510 or erika.shankley@gmail.com or at the November or December meetings.



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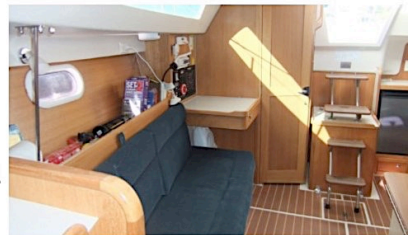
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