



# Albatross

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

**PO Box 605 Sandy Bay TAS 7006**

**cyct.org.au**

**Committee Members**

<b>Commodore</b>		
Richard Taylor	0407 441 254	<i>Easting Down</i>
<b>Vice Commodore</b>		
Greg Hitchens	0431 567 776	<i>Mystic</i>
<b>Rear Commodore</b>	<b>VACANT</b>	
<b>Treasurer</b>		
Shona Taylor	0403 249 529	<i>Easting Down</i>
<b>Secretary</b>		
Lyn Peach	6229 4850	<i>Westwind of Kettering</i>
<b>Editor <i>Albatross</i></b>		
Fiona Tuxen	0419 550 118	<i>Ocean Swan</i>
<b>Committee</b>		
Chris Le Cornu	0409 639 215	<i>Golden Dream</i>
Lew Garnham	0417 589 008	<i>Minerva</i>
<b>Membership Officer</b>		
David Mitchell	0419 565 786	
<b>Warden</b>		
Chris Creese	0400 520 588	<i>Neptune</i>
<b>Webmaster</b>		
Tony Peach	0419 383875	<i>Westwind of Kettering</i>
<b>Quartermaster</b>		
Elizabeth Helm	6229 3932	<i>Intrepid</i>

**Life Members**

Erika Shankley      Dave Davey      Chris Creese      Kim Brewer

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**Send all material for publication in *Albatross* to the editor - [editor@cyct.org.au](mailto:editor@cyct.org.au).  
The normal deadline for publication is 19<sup>th</sup> of the month prior to issue.  
Negotiation with the editor may be possible**

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**Not a CYCT Member?**

Then download an application form from the Club website or 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!

**Club Moorings:** See p. 30

**Payments to CYCT**

Payments can be made by direct deposit or transfer to this bank account:  
Name: Cruising Yacht Club of Tasmania Inc. **BSB: 06 700 Account: 2803 5573**  
Please include your name and brief details of the purpose for the payment.

<b>CYCT CALENDAR</b>	
<b><u>November</u></b>	
Tues 1st	Committee Meeting @ 7.30 pm. Venue: Blackmans Bay
Tues 6 <sup>th</sup>	General Meeting @ 7.30 pm. New Venue: The Royal Yacht Club of Tasmania (Upstairs)
Sat 10th	New Members Lunch- Quarantine Station, Bruny Isl.
Tues 13th	WOB meeting @ 5.00 pm. Venue: RYCT
Thurs 29th	Committee Meeting @ 7.30 pm. Venue: Blackmans Bay
<b><u>December</u></b>	
Sun 2nd	Day Sail-Picnic on Richardsons Beach 12noon to 3pm.
Tues 4th	BYO BBQ & General Meeting @ 5.30 pm. Venue: Tas Maritime Radio Domain
Tues 11th	WOB Christmas Get Together @ 5.30pm. Venue: TBA
Mon 31st	New Years Eve @ Barnes Bay

### **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.**

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**Editorial**

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The Summer Season Opening Day on the Derwent River saw a huge fleet of over 300 yachts from six different yacht clubs, including CYCT. All the boats either Sailed or Motored past the “**Egeria**” saluting the Governor Kate Warner AC. The Commodore requested we follow in alphabetical order, which went quite well.

It was a beautiful sight to see the colour and the fashions on the water with the crew of the Yawl “**Gypsy**” dressed in traditional white.



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Cheers Fiona Tuxen

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## Commodore's Report

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Finally, the weather has decided to recognise boat owners and daylight saving has created an extra hour on the water.

Our October meeting on the 2nd was well attended where potential members, John Sutherland, Michael Winand and Elaine Leishman were introduced as guests.

It is of some historical significance that John is the son of the inaugural commodore of our club in 1975. John has spent many a mile cruising up and down the channel and east coast with his parents and brings to the club a wealth of local knowledge. He and his family have offered to be the cruise coordinators for the Australia Day /Recherche navigational cruise together

with the KYC, this is shaping up to be a popular event and not to be missed.

Our guest speaker Mr Rex Cox gave an extremely interesting talk on " People and the Port". His knowledge and pictorial documentation of the busy port of Hobart when Cargo ships were almost the backbone of industry and a major employer where the waterfront was the hub of activity and probably the centre of commerce. Sadly, today a working ship is almost a tourist attraction.

Our cruise calendar has now been circulated with dates locked in and destinations selected. Each month as the cruise draws nearer more information will be published either in the Albatross or email, about the event, just to update you on important changes or details that you may need to know.

Our first on water event was the combined yacht clubs opening day on Sat 6th October. We planned our day and stayed at Richardsons beach the night before in preparation for an early arrival in Hobart however at around 6.30 am Saturday morning we had the good fortune to meet the French sailor Jean Luc Van Den Heede on his yacht Matmut entering Storm Bay who was participating in the single handed round the world yacht race.

At our previous general meeting Alex and Jackie from Rusalka spoke about his adventure and encouraged us as members to make the effort and meet him on his small yacht as he entered the Derwent river.

It was a beautiful morning with Rusalka, WestWind of Kettering, Objective Lune, Freedom, Stormboy and Easting Down clearly showing the lonely yachtsman what a wonderful part of the world we live in.

The opening day sail past was well planned and ran on time, all clubs followed the rules and dutifully kept in formation whilst taking the salute from our governor on board the "Egeria". From my count we had fourteen of our fleet attend, Cest Bon, Inca, Crown Venture, Aquilla Star, Ocean Swan, Kaora, Phase Three, Phoenix, Storm Boy, Dream Time, Serenity 11, WestWind of Kettering, Willyama, and Easting Down. From where I was I may have missed a few but it was a good attendance.

Our alphabetical line up was not entirely accurate however it was the spirit that counted, and I am sure everyone was motivated enough after seeing the turnout.

Our planned overnight at Richardsons beach was small but special. Crown Venture with their special guests Julie and Ian MacDonald, Phoenix and Easting Down all enjoying the balmy night and perfect anchorage.

Our next very important cruise (for the sake of a name) is our "New Members Cruise" at the Quarantine station on Saturday 10th November at around 12 ish.

An email has been sent advising you all this special day, we need advice of your attendance as it is catered for. Our new members enjoy a free lunch whilst older members pay only \$15 per head. It is a great opportunity to meet our newer members and tell them what we do, and maybe what they can tell us? Please remember that you cannot bring "man's best friend" your dog as it is a national park.

Bring your name tag!!!

On the weekend of the 13th October as the weather was looking pretty good we on "Easting Down" decided to just leave the pen and poke around down the channel with no plan or anchorage. The breeze popped up from the NorthEast with a bit of weight, so we dropped anchor on the east side of Quarantine on the Sunday night.

As unplanned things go we had the good company of, Argos of Sydney, Storm boy, Trim, Mystic, and a visiting yacht "Cirrus" owned by Stephen and Janet Boulten who enjoyed a chat, drinks and BBQ on a friendly little beach plot.

Next morning Stephen and Janet applied on line for membership to our club, that's what it is all about. !!!

Tony Peach our webmaster has done a lot of work, amongst a lot of things, in developing an "APP" for use with our mobile tablet devices. This clever APP has lots of features including a location marker which can advise other users where you are and what you are experiencing at your location. Tony will be our guest speaker at our November meeting to help educate those who use our Club Express site and all its features. This is an educational presentation not to be missed, I am sure we will all leave much the wiser after the evening.



We have been given the opportunity to distribute a first edition book called "The Shank" written by our own member Ian Johnston. It really is a "must have " and is unique in every aspect. The cruising information and photos of the south west of Tasmania written by a yachtsman for a yachtsman will make it a prize possession.

This book will be available mid December for a retail price of \$65 in a book store however our club will be able to sell this to members at a discounted price.

More information soon.

Richard Taylor  
Commodore.

## Vice Commodore's Report

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Greetings,

A brief report this month as things are just getting underway.

Richard has covered the Opening Day Parade of Sail in his report.

By the time you read this the Norfolk Bay cruise will have taken place and for the first time to my knowledge, this will have been held in conjunction with the RYCT.

All of the events on the cruise calendar will be entered on the web site by the time you get this.

Don't forget to register for the New Members' welcome on November 10-11, and make sure that you have Richardsons Beach in your calendar for December 2.

I see that the Ministry of Sound Orchestrated concert is being held on the Wrest Point lawns on December 8. If you are in the area on your boat, it might be worth your while to drop pick in the area to see what is happening.

Safe sailing

Greg

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## **Rear Commodore's Report**

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Position yet to filled.

We would welcome volunteers to help our very hardworking committee

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## **Facebook Report.**

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### **Facebook report October 2018**

#### **Closed group members only**

**Membership** One new member

Total members 122 using the group.

Richard Taylor was made Admin at committee's request

#### *Top posts*

74 members viewed and read the post about Ian Johnston's new book on the Southwest and looked at the link for discount early bird purchase.

David Mitchell's Greek sailing posts, Phil Garlick's photo of sailing in the Channel and Dinah Jones photo of a nicely painted hull were also very popular

#### **CYCT. Public Page**

Richard was made admin of the Public Page

Now has 167 people following it and 157 liking the page.

All great advertising for the club

Sheenagh and Tracey

## Cruising in the Baltic - Jackie Zanetti

A few years ago Alex and I had the idea that we would like to sail in Scandinavia (I had visions of tying up, bow-to, to a rock on an island in the Swedish Archipelago). Since we have a Swedish built Hallberg Rassy we thought it might be possible to organise an exchange, in which we would sail with another Hallberg Rassy owner on their yacht in the northern summer and then they would sail with us on *Rusalka* in our summer. We proposed the idea on a Hallberg Rassy owners' forum, but only got a few responses that didn't work out.

Then a year and a half ago I saw a post on the Women Who Sail Australia facebook page from someone in Denmark wanting to do a "hosted interchange" – essentially the same idea we had. We contacted Gitte and Hans and began a Facebook Messenger dialogue, getting to know each other and eventually deciding that we probably would be compatible enough to share a boat for a couple of weeks. It worked out for us to sail with them first as we were planning a trip to Europe in 2018 anyway.



Langelinie Harbour, Copenhagen

We arrived in Copenhagen the last week of August – just after the heatwave that engulfed Europe for the summer had ended, but there was still some warmth in the air and longish days. Our host boat, *Frivaardien*, is berthed in Langelinie Harbour, right next to the Little Mermaid and near the centre of the city – very convenient for sightseeing.



Copenhagen Fun-Fact: This powerplant burns garbage for fuel and part of its roof serves as a ski slope for this very flat country!

*Frivaerdien* is a Nordship 380, a lovely Danish deck saloon with heaps of space and light inside. After a day of settling onto the boat and looking around the sights, we set off with Hans, Gitte, and Skipper the Goldendoodle (Golden Retriever/Poodle cross) for a trip around Øresund, the body of water between Denmark and Sweden.



Skipper



Hans &amp; Gitte on Frivaerdien

The first day we had a cracking sail east, sailing in company with a group of boats participating in a yacht race from Germany. We berthed against the harbour wall in the picturesque old fishing village of Dragør and enjoyed a lunch of fried fish balls with remoulade (we ate a LOT of mayonnaise during our stay in Denmark!).



Dragør

The next day we sailed under “The Bridge” (those of you who like Nordic noir TV dramas will know which bridge I’m talking about!) and into downtown Malmö, Sweden.



*The Bridge*

We were in a marina created from an old drydock, which has been renovated with apartment buildings all around the marina, very modern, a bit cold – a very different feel to Dragør. The next day was a bit windy and we indulged in some sightseeing, Swedish ice cream (more generous serves than Danish ice cream!) and visiting other boats. The following day we made a short hop to the next harbour to the west, Lomma, a pretty harbour up a river entrance.

After a quick sail back across to Denmark to do laundry and stock up



*Malmö*

on Danish Rye bread (as opposed to Swedish Rye bread, which was inferior in our hosts' opinion!), we headed to Ven, a small island between the two countries (although technically part of Sweden). This compact and pretty island has a couple of snug little harbours, rolling countryside with fields of rye, and is home to a museum dedicated to 16<sup>th</sup> century astronomer Tycho Brahe.



*Ven Harbour*



*Ven*

Our next stop was back in Denmark, in the historic town of Helsingør, where we berthed in the shadow of the castle of Kronborg (made famous by Shakespeare in Hamlet).



*Frivaardien in front of Kronborg*



*The hero Holger Danske, who sleeps under Kronborg*



*The Little Merboy*

Helsingborg in Sweden. A big cold front came through in the afternoon, bringing wind and rain and almost drowning out the loud music festival taking place next to us along the harbour.

With the change in weather it was back to Copenhagen. The remainder of our visit was a mixture of sun and showers and short day sails. One diversion was going to see French President Macron's procession from the Kastella to the palace, complete with mounted hussars and royals. The highlight for me was seeing our Mary!

We enjoyed the opportunity to crew on Nils and Bodil's boat *Hot Stuff* (Bavaria Vision 42) for the annual 22 mile race around Saltholm Island. We weren't sure when the race started (no starter gun),



*Brigitte Macron and Princess Mary*

we missed a mark (disqualifying us), and weren't sure where the finish line was, but we had a lot of fun on the way!



*Nils, Bodil & Karsten working out the race route*

We enjoyed our time in Denmark and are looking forward to our hosts Hans and Gitte coming down to Tassie to experience our very different sort of cruising. The hosted exchange idea is a great alternative to bareboat chartering, but takes time to find compatible hosts and work through each other's expectations and requirements. It can lead to making new friends and seeing new places with the benefit of a local guide. We hope to do this again sometime in another country with other hosts.

Jackie Zanetti

Skippers are encouraged to keep Tas Maritime Radio informed of their location, destination and plans during any cruise.



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## Women on Boats.

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If you are aware of the weather (what boatie isn't?) and want to improve your own skills at forecasting, there are an enormous array of resources available. At October's WoBs session, Sheenagh Neill demonstrated the various apps and websites she draws on to create long, then short range weather forecasts in advance of travel and then the ones she uses to monitor conditions throughout a passage. Of particular interest was the BOM Antarctica weather site she recommends for long range planning :

<http://www.bom.gov.au/australia/charts/viewer/index.shtml?type=mslpprecip&tz=AEDT&area=SH&model=G>

Sheenagh advocated regular observation of weather phenomena to develop a "feel" for local conditions - watching cloud formations and seeing how they reflect what you are hearing on the forecasts, seeing how weather in the Highlands influences what we get later on the Derwent and using the vast amount of material (particularly on the BOM site) to learn just how an East Coast low forms or what a cold front is. Her recommended sites for learning about clouds are fascinating:

- <https://www.thoughtco.com/types-of-clouds-recognize-in-the-sky-4025569>
- <http://media.bom.gov.au/social/blog/895/whats-thatcloud/>

November's session will be of most interest to sailors. Ben King of Almast's will be speaking about rigging, particularly replacing wire with dyneema for standing rigging. He'll also show how soft shackles and associated deck gear are moving aboard yachts. Even if you don't plan to sail the next Americas Cup, this technology will be coming to a boat near you so it's time to learn all about it.

Cheers

Kim

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## Radio Interference

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I started boating in the mid-1960s. Life was simple. A 3 m long aluminium dinghy with a pull start 5Hp outboard, full stop. As time, money and passion increased, the boats became larger, but with the associated technical problems. Currently I try to keep 'everything' operational, and to my satisfaction. However, after ten years with the current vessel, I still have diagnosed one problem that unfortunately is not possible to rectify. If I 'broadcast' on my HF radio while the auto-pilot is engaged the vessel will immediately veer to port. The immediate solution was to disengage the autopilot prior to using the HF radio to transmit. Problem solved!

Well, I then went hunting for the cause. This required a lot of digging and finally I discovered that the flux-gate compass connecting cable and the HF radio tuner are in very close proximity to one another. Without a re-positioning of the tuner or flux-gate compass, both of which are considerable tasks, I must tolerate the problem.

While about Flux-gate compasses, several years ago I had occasion to assist with the delivery of a 55-foot-long Beneteau from Sydney to Hobart. The craft was new to the owner and he was not acquainted with the chart-plotter-autopilot interface. After about a day at sea I became concerned about the obvious discrepancy between the magnetic compass reading and the auto-helm reading.

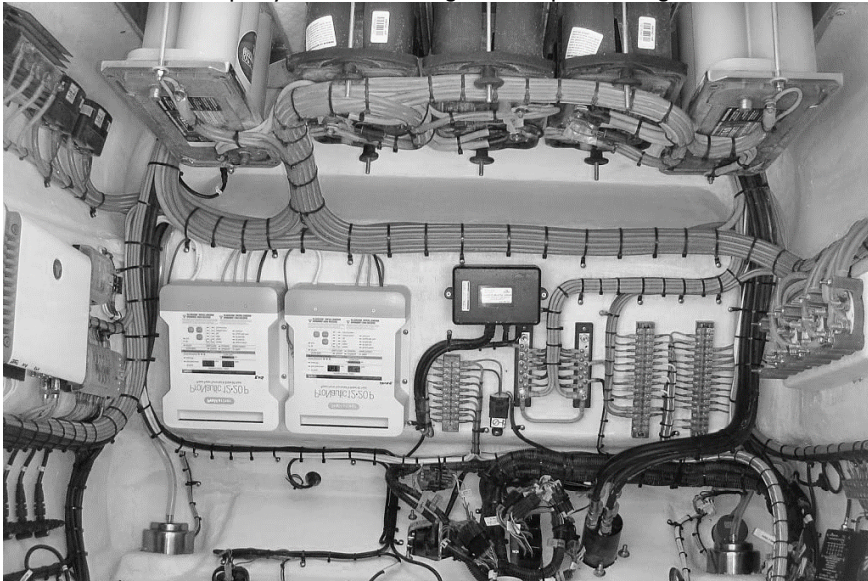


Figure 1: Removing the paralleling of dissimilar cables, in practice nearly impossible to achieve on the majority of small vessels, can sometimes intensify interference issues

Upon investigation, I discovered the locker where the flux-gate compass sensor was mounted also provided storage for a spare laptop computer. Once the laptop was re-located the reading of the two compasses was almost identical. The locker on my vessel has BIG RED PRINT advising “DO NOT STORE METAL OBJECTS HERE”.

I am sure you have all heard complaints like “my TV screen blurs when the radio operates”, my “temperature gauge fluctuates when I activate the wipers” and so on.

The causes are relatively simple, but the solutions can be annoyingly elusive. The resultant side effects could be static or distortion on an otherwise high definition television, static distortion, including hissing, buzzing, humming on the VHF and/or the HF radio and as mentioned previously erratic autopilot output.



Unfortunately, the manufacturers of purportedly ‘high quality’ boats lean more towards aesthetics and further away from functionality.

*Figure 2: What appears to be a very tidy install.*

Another personal anecdote. A couple of boats ago, on a twin-engine, fly-bridge cruiser the gear/throttle controls for both engines at both upper and lower helm stations were really starting to become difficult to operate. Poor lubricant injection points into the push-pull cable system were the cause.

I was convinced by the agent to install FLY-BY-WIRE controls. Being a sucker for the latest technology, I agreed. A month later, the “all in and working” message was received from the installer. A couple of days later, with friends aboard, abeam of Kinghorn Point, the boat at 5-7 knot and towing a lure, I left the helm and walked the 5-6 paces to the rear cockpit to confer on the fishing. My friend was just making a mobile phone call at the time. The boat accelerated to full throttle (30-35 knots). You may be surprised to learn how difficult it is to walk/run to the helm during this phenomenon. I hit the engine kill switch and normalcy returned. Hmm, less than happy, back to the marina, phone call to the installer, “I suspect a software problem, will return on Monday to re-install”. This time I attended the process in case I had to perform an “update” in future. On this occasion, I persuaded the technician to remain aboard for the trial once the upgrade was completed. We slipped the mooring lines, I engaged reverse at low speed, but when I attempted to go to forward, the boat continued in reverse. ‘Kill switches are a saviour on power-boats’. After fend-offs and a re-start, the boat returned to the berthing. After six weeks of software downloads and a lot of time on the phone to the “factory”, the cause was diagnosed as the “linear transducer mounted adjacent to the engine mechanical controls is too close to the alternator

which generates EMI”. It was recommended to bond the transducer, add “drains” to the positive side of the alternator output and spiral the ground wire for the main engine harness. The first two items made some sense to me, but being a sceptic, the spiral did not increase my confidence, so the solution was to replace the system with manual push-pull cables!

So, how do we identify EMI (Electro Magnetic Interference) RFI (Radio Frequency Interference) caused problems? There are two ways for the noises to enter the radio. They can be CONDUCTED along the power leads and other wiring into the radio, or they can be RADIATED from the noise source and its wiring into the radio antenna system, and then into the radio. Radiated noise is caused by any abrupt change in current flowing through a conductor. Current flowing creates a magnetic field around the conductor. When this current is changed this causes a change in the magnetic field. The changing magnetic field travels as an electro-magnetic wave for some distance from the conductor, and it is this travelling field which is radiated to the antenna. The causes are many, but here are a few of the more common causes.

**Mounting antennas** and receivers requires very careful consideration. For example, electric fog horn, and rotating radar antennas that have been mounted in close proximity to satellite phone and satellite TV receivers, is less than ideal. Sensitive satellite receivers should not be installed in the swept path of radar scanners. Installing receiving antennas (Parabolic dishes,



*Figure 3: Radio frequency energy travels on the surface of cables, which is why copper foil is often used instead of wires. The effectiveness of the stud and standard cable would be reduced compared to a foil connection.*

usually housed within weather-proof domes) adjacent to rotating radar transponders, in addition to potentially interfering with their operation, can overload these receivers and result in their failure. Technicians have mis-diagnosed the problem as electrical surge or lightning.

Correct conduction of electrons is paramount. Paint is an insulator, and therefore installation of electrical terminals over painted surfaces is taboo. Any terminals should be mounted over 'paint and grease free' terminals. By using a conductor paste, also known as di-electric grease, and then coating the completed installation with corrosion inhibitor will further improve



conductivity and reliability. Petroleum jelly is not a conductor though it might have very slight conductivity.

As far as alternators emitting electromagnetic interference, this can be partially correct. Almost all electrical gear, especially generators transformers and electric motors as well as cables carrying high current, have the potential to create EM and/or RF interference, However, one must add to this list, contactors, inverters, chargers, VHF and HF radios, AIS, radar, etc. If any of these items are contained within a metal chassis (enclosures), particularly HF radio tuners, and happen to be fitted with bonding connections, it's a sure bet to accept that the manufacturer designed that they be connected to the bonding circuit.

*Figure 4: " See ground connection on the rear of Westwind's radar display unit. Ground studs found on electronics are often dismissed, even by professional installers, as unnecessary. Bonding of this equipment is usually mandated by manufacturers.*

Cables that exhibit RF or EM excitation, for example the alternator output cables, should never be run parallel and adjacent to any control cables that transmit signals for any sensitive gear such as auto-pilots, especially as detailed earlier, electronic shift and throttle controls.

Where extremely low voltage conductors, such as those used in the control of remote inverters or battery condition monitors they should only use the manufactured for purpose braided shielded cables.

As well as having a separate braided ground conductor, there is also a drain wire to attempt to mitigate external interference. Failure to properly connect these conductors can lead to incorrect battery monitoring, voltage read-out or poor radar performance, including echoes, shadows and other abnormalities.

Another important part of noise suppression is bonding. Bonding or grounding should provide a low resistance path to ground for any radio frequency noise which is present. This path ensures that

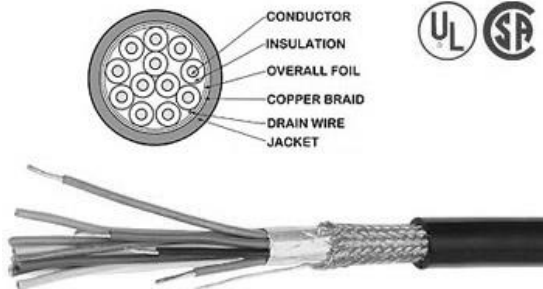
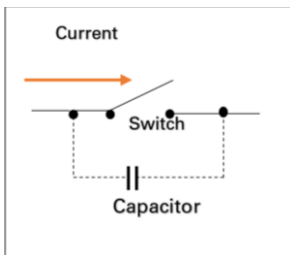


Figure 5: Multi cored cables for example used for “smart” controllers on inverters and chargers or radar installations, are manufactured with shielded conductors.



Prepared by Tony Peach

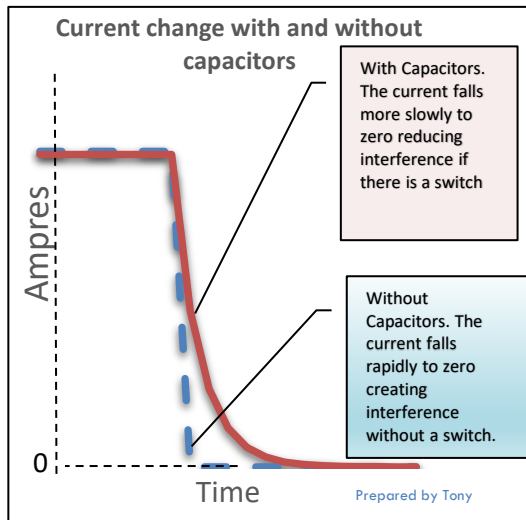
be bonded to ground. If the ground lead must be long (3 metres or more) flat copper strapping should be used. Under no circumstances should copper braid be used for long ground leads as its radio frequency resistance increases rapidly when it becomes corroded.

All bonding should tie to the main engine or engine bed, the ships ground strap which ties the engine and zincs together, or as close as possible to the through-hull bolt for the radio ground plate. If the bonding must be connected to the radio ground, it should not be connected more than three feet from the through hull bolt.

Any further than this can cause the noise to be conducted up the ground strap and into the radio.

the noise is conducted away to ground instead of being radiated.

All motors and other electrical apparatus on a ship should



Prepared by Tony

The second and more practical method of noise suppression is to eliminate the noise at the source. This is achieved by installing filtering or smoothing circuits across the noise producing device or contacts. A capacitor across a contact slows down the rapid change in current when the contact is opened.

When the bonding wire or strap is connected to the equipment, care must be taken to ensure that a permanent low resistance connection is made. Painted surfaces must be cleaned to bare metal, and the bolt securing the ground strap should have a lock washer to ensure a permanent connection. Wherever possible the connection should be soldered. A poor connection can create more noise than no connection at all.

### **Alternators**

Alternator interference can normally be recognized by its characteristic whine or high-pitched hum when the alternator is charging. The whine will vary in pitch with engine speed and vary in amplitude with the charging current.

To eliminate alternator noise (EMF), which is caused by electrical pulses that radiate from the output lead, it is necessary to apply a filter to the output. If you install a capacitor, it should be selected to handle the alternator's maximum output current.

### **Small Electric Motors**

Shipboard motor noise can normally be identified by listening to the radio receiver while activating various motors on. The culprits can be AC or DC but usually the former, and include your freezer, refrigerator, bilge pump, house water pump, macerator pump, and blowers and fans among others. A small but simple check if an individual motor is causing problems is to re-connect the terminals, use di-electric grease and ensure a good tight connection. Intermittent connections will cause noise.

Like your alternator, motor noise can also be cured by installing capacitors on the motor. The noise is usually caused when the brushes transmit current and minor arcing results. By polishing the commutator with fine emery cloth (500 grit or greater) some noise may be removed for a period.

### **Conclusion**

If you have applied all the various capacitors, bonding, correct shielded cabling and are having difficulty receiving or broadcasting when in remote locations from/to your HF radio, shut all other systems down - fridge, freezer, bilge, house pumps, depth sounders and so on. By shutting down

any potential to broadcast extraneous noise you may coerce enough clarity of incoming signal to achieve your listening goals.

Tony Peach, Web Master

## News

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Dear Members,

I'm sure you are all aware from reading the latest cruising calendar dates in our Albatross and on the club website, of the new members cruise scheduled for Saturday November 10th. In the past, this cruise has been a very popular day where existing members can meet all new members who have joined our club over the last year. All members are hereby invited to welcome the new members. It is necessary to **RSVP by Wednesday the 31st of October** for catering purposes. Please RSVP to Richard Taylor by text to his mobile 0407 441 254 or his email commodore@cyct.org.au. The menu will be seafood chowder with prawns, crusty bread and light BBQ. This is free to all new members who have already received an email regarding this function. Existing members will be charged \$15 per head on the day, cash only. You are welcome by boat or car. However, you will need to bring your name tags, a couple of fold up chairs, your own drinks, cutlery, crockery and your own special dietary requirements. This is a casual fun day with few formalities. Be there around midday at our new location at the Quarantine station work shed at the top of the hill on the right, a short walk up from the pontoon.

Please Remember, although we all love dogs, We Can Not Bring our Dogs to this function, as it is a National Park.

**Richard Taylor**



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## Report Marine Debris

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### On the shoreline

Ring the EPA ([1800 005 171](tel:1800005171)), photograph it and let them know on Twitter or Facebook. Report it to MAST ([1300 135 513](tel:1300135513)). Pick it up take it away from the shoreline, recycle, or get the company to collect their own rubbish. TASSAL has black, grey rope. HUON has white blue rope.

### On the water

Call marine pollution in as a *sécurité* to TASMARITIME, who will call it out and fish farms will collect. Record it in your log, take photos, and let MAST know on [1300 135 513](tel:1300135513). For large material report it to the EPA, especially if it's huge pipe lengths or other large infrastructure.

### Moorings

Please North Simmonds Mooring to 13m from 12.2m. This has been approved by MAST and was reported to the Committee 2months ago.

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## New Members

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### **Phillip Groom Soleil**

I was born in Hobart but grew up in Launceston. My father had a 21-foot runabout that we used on the Tamar and trailered to Hobart for our Christmas holidays down the Channel each year. When I was in my early teens the runabout was unfortunately lost to fire. We replaced her with a Walker built fiberglass H28 called Caddie and so began my love of sailing. We



sailed Caddie to Hobart a number of times leaving her on a mooring off Battery Point, exploring the Channel and then sailing her back to Launceston. I moved back to Hobart when I left school to start work and crewed on a few different yachts on the Derwent for summer racing with a couple of fun twilight seasons on an Adams 10.

I had a long break from sailing before a work colleague invited me out on his Hanse 400e a few years ago. I was hooked again and set about finding the right yacht to buy. Intending to do some solo sailing the Hanse concept of a fast cruiser with large main and self-tacking jib attracted me so I knew exactly what I wanted. In June this year I purchased Soleil, a Hanse 415, in Sydney. I've been out on the Derwent most weekends since with a few solo overnights down the channel in a variety of conditions. My aim is to gain more experience with Soleil, enjoy the wonderful cruising grounds we have on our doorstep and then head further afield in a year or two as I edge closer towards retirement.

Cheers Phillip Groom, *Soleil*

### **Michael & Elaine Nebo**

The journey to becoming a member of the CYCT.

Just over 20 years ago Elaine and I decided to travel to Thailand and crew on a 50ft sailing catamaran. We were two couple's on board heading to Sulawesi Indonesia. This was our first passage making trip.

We spent 45 days on board, really enjoyed the way of life. I was always interested in a multi hull and learnt a lot about how they sailed. This one was a powerful, lightweight and needed to be carefully managed.

On returning to Melbourne and working again, we decided on learning more about what we need to know. Enrolled in the coxswain's course with marine training in Geelong to learn seamanship skills and what was required to be in charge of a vessel.

Visiting my friends in country Victoria, Grant phones his friend who has just purchased a 46ft nordhaven trawler. Russell, the owner asked Grant to join him in Vancouver, Grant has commitments so has to decline, Elaine pipes up in the background and says we'll come, Russell asked who's that and are we serious, SURE Elaine says, talk again tomorrow. Two weeks later we landed in Vancouver, met Nelly in Prince Rupert.

Russell and Nelly were going to Alaska, he was wonderful to us, his friends were too busy, or had reasons for not being able to make the trip. He was sort of impressed that we managed to fly half way around the world to join him.

Cruising Alaska's inside passage, does remind me of southern Tasmania great scenery, then the wild salmon running, bear's in the rivers, who would knock back an offer like that!! Nelly was a perfect boat for the 3 of us, huge range, seaworthy, stabilizers. We ended up going all the way down to LA from Seattle non-stop for the return trip south.

Back to Melbourne and work again, Elaine looking at crew sights finds a job, she applies and gets a response.

So now we do it again pack up the house. Fly around via Paris to Trinidad met Don the owner at the airport. Headed to cruise inn where Spirit of Endeavour is berthed. 85 feet of Westport to look after. This was our first full-time job on a white boat although it was a small one. 300 feet of bright work to look after. This was Dons home when he was not travelling, we cruise southern Caribbean as far North as St Vincent and the Grenadines, guests were his family and friends, so we were included as family.

Next, we sailed on the sail Indonesia rally on a liberty 49 really nice way of travelling through Indonesia, Ken the owner was looking for crew that would be able to make the trip, we made it to Langkawi where the rally ended.

A few years went by and we did a few land based trips, getting restless I suggested that we should look at airfares, Elaine refreshed a crew position add she had, and a great friend now responded for a long-term crew to go from Perth to Sydney, around the top. He was happy to have a couple as he was trying to convince his partner to come along, alas this didn't work out how he wanted, we stayed with Camelot a seawind 11.60 for 5 months until Darwin, then met them in Sydney for New Year's Eve.

Camelot was Steve's learner boat, as we were cruising he was in the process of buying a lagoon 421, La mischief he names her, and took delivery in France. We joined her a few years later in Turkey for a 6-week cruise.

Elaine is keen as am I to purchase a boat of our own, the search is on, now the confusion about what we need and want can be daunting, I went to Langkawi where a 50ft Crowther was for sale, we came close but couldn't agree with the broker's requirements and the negotiations between us didn't continue.

Road trip up and down the east coast to look at yachts, we went to view an Amel in QLD, we liked this yacht, looking further south there's another one on the market in Hobart, came to inspect the boat and met Duncan and Eva who have the same yacht who were berthed a few slips down from NEBO.

So here we are, new owners, enjoying Hobart, met Richard in Kettering, who suggested we come along to the CYCT.

Michael & Elaine NEBO Amel super maramu 2000

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**Membership Officer's Report**

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**APPLICATIONS FOR MEMBERSHIP*****Cirrus***

Stephen &amp; Janet Boulton

These applications for membership will be automatically ratified within 14 days of the date of the scheduled General Meeting immediately following this publication of the *Albatross*, subject only to any member lodging an objection, in writing, to the Secretary no later than that date.

**WELCOME TO NEW MEMBERS*****Soleil***

Phillip Groom

***Nebo***

Michael Winand &amp; Elaine Leisham

***Excentrique***

John Sutherland

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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**Minutes of General Meeting held at DSS on 2<sup>nd</sup> October 2018**

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**Cruising Yacht Club of Tasmania Inc  
Minutes of the General Meeting held at Derwent Sailing Squadron  
on Tuesday 2 October 2018 at 8.00 pm**

**Opening**

The Commodore Richard Taylor opened the meeting at 7.30 pm.

**Attendance**

Forty-three members attended the meeting plus four guests (Michael Winand, Elaine Leishman, John Sutherland and Rex Cox). The attendance sheet is filed with the official copy of the minutes.

**Apologies**

Sixteen apologies were received, which are listed on the attendance sheet.

**Minutes of General Meeting held on 4 September 2018**

It was moved by Greg Hitchens, seconded by Judy Boon that the Minutes of the General Meeting held on 4 September be signed as a true record of the meeting.

**Carried****Business Arising from those Minutes**

Members were reminded to wear their name tags at Club meetings and functions.

**Introduction of New Members**

The Commodore welcomed to the Club returning member Dorothy Darden (*Adagio*), who introduced herself and gave a brief summary of her boating history.

He also welcomed John Sutherland, who has submitted an application for membership. John is the son of the Club's inaugural Commodore, Donald Sutherland. John has agreed to lead the Donald Sutherland Memorial Cruise to Recherche on Australia Day 2019, in conjunction with the Kettering Yacht Club.

**Treasurer's Report – Shona Taylor**

- The Treasurer reported that the Club's year to date surplus was \$10,770, which was \$800 ahead of budget.
- She advised that on 29 September the Club's website had sent out membership expiration notices to those who had not renewed their membership.
- She asked to be advised if any members had problems with the website, for example, notifications which they considered were incorrect.

**Vice Commodore – Greg Hitchens**

The Vice Commodore's report is in the *Albatross*. He reported that the Cruising Calendar, copies of which were available at the meeting, was published in the *Albatross*

and contained a balance of cruises between the North Channel, Storm Bay and other waters and the focus was on providing the opportunity for members to meet informally and to share cruising knowledge. He reminded members of the following forthcoming cruises:

- Open Day cruise on Saturday 6 October
- Norfolk Bay cruise from 25 – 28 October
- The Donald Sutherland Memorial cruise, which was a navigation cruise to Recherche in conjunction with the Kettering Boat Club in January 2019

The Vice Commodore advised that there was a Tasmanian Symphony Orchestra concert scheduled for early December at Wrest Point and members may wish to anchor off Wrest Point to listen to the concert.

Club member Christian Narkowicz advised the meeting that contestants in the Golden Globe cruise, which was the 50<sup>th</sup> anniversary of the original cruise, would be in the Kingston Beach area in the forthcoming weekend and suggested that Club members may wish to cruise to the area to greet them. Alex Papij and Jackie Zanetti also provided information on the boats' progress and advised that Don McIntyre from the RYCT, the race organiser, could provide further details if required.

#### **Commodore – Richard Taylor**

The Commodore presented the Vice Commodore's burgee to Greg Hitchens, a Cruising Plaque to Alex Papij and Jackie Zanetti for *Rusalka's* trans-Tasman crossing and a Cruising Plaque to Chris LeCornu for *Golden Dream's* eight-month cruise to Queensland.

The Commodore advised that:

- The position of Rear Commodore was still vacant and he urged members to undertake the role, as the lack of a Rear Commodore would severely limit the functions offered by the Club.
- A goal-setting sub-committee would be set up to formulate a three to five-year plan for the Club and members would be invited to serve on the sub-committee. One of the first tasks would be to prepare a questionnaire for members to ascertain their preferences for Club activities.
- The New Members' Lunch was scheduled for Saturday 10 November at the shed on the top of the hill at the Bruny Island Quarantine Station. This function would be limited to 70 attendees, with new members being given priority.
- A barbecue and General Meeting were planned for Tuesday 4 December at the Tas Maritime Radio Station on the Queen's Domain, commencing at 5.30 pm. Members were asked to bring their own food, cutlery, crockery and chairs.
- He would be leading the Sail Past on Open Day, 6 October, and participating boats should assemble at the Domain at 2.00 pm. Boats should line up in alphabetical order behind *Easting Down* for the Governor's salute. Depending on weather, a get-together, possibly at Richardson's Beach, would be held later in the day.

**Women on Boats**

Tracey Taylor was an apology for the meeting but Kim Brewer submitted a report stating that:

- At the September meeting Club member De Deegan gave a presentation on “feeding the crew”. Twenty-five members attended and De demonstrated several products to make cruising catering easier including green produce bags, beeswax wraps, vacuum packing, and pressure cookers.
- The next WOB meeting would be on Tuesday 9 October, where Club member Sheenagh Neill would introduce apps she finds useful for weather forecasting.

**Editor – Fiona Tuxen**

The Editor’s report is in the *Albatross*. She thanked members for their assistance in the production of her first edition and advised that she planned to allocate groups of members (alphabetically by boat name) a month each year to provide an article for the *Albatross*.

**Membership Officer**

The Membership Officer was an apology for the meeting.

**General Business**

- It was reported that the Boaties’ Market at Kettering on 15 September had been well attended and generated a profit of approximately \$330 and it was proposed that this event would be run annually.
- Club Member Ian Johnston advised that a proof of his book on anchoring on the West and South West Coast of Tasmania was available for perusal at the meeting. It had been submitted to the printer and should be available for purchase by early December.

**Next Meeting**

The next General Meeting will be held at the Derwent Sailing Squadron on Tuesday 6 November 2018 at 7.30 pm. The Guest Speaker will be Club member Tony Peach, who will demonstrate features of the Club’s website.

**Close**

The meeting closed at 8.07 pm.

### CYCT MOORINGS

**Nubeena:** Mooring number 9615 at Nubeena is a bright yellow buoy situated close to the jetty opposite the main town wharf. It is in a great position to row to the main wharf, boat ramp or beach. The depth at high tide was 5.7m, with about 21m of mooring tackle to the three heavy train wheels. The position is 43°06.265'S 147°44.346'E. The buoy is yellow with hooks for the pickup float. The mooring is a short row from the public jetty in the SE corner of Parsons Bay.

**Barnes Bay:** Mooring number **8584** at North Simmonds Bay is a Yellow buoy. The depth at MLWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6m of 2-inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8 inch chain. Simmonds Bay mooring is for up to 12.2 m vessels.

**Mooring guidelines:** [https://secure.cyct.org.au/mooring\\_guidelines.php](https://secure.cyct.org.au/mooring_guidelines.php)

**\*\* When on a club mooring please fly the CYCT burgee \*\***

The Committee would appreciate it if you noted your visit / intention to visit a club mooring by noting it on the forum for club members

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