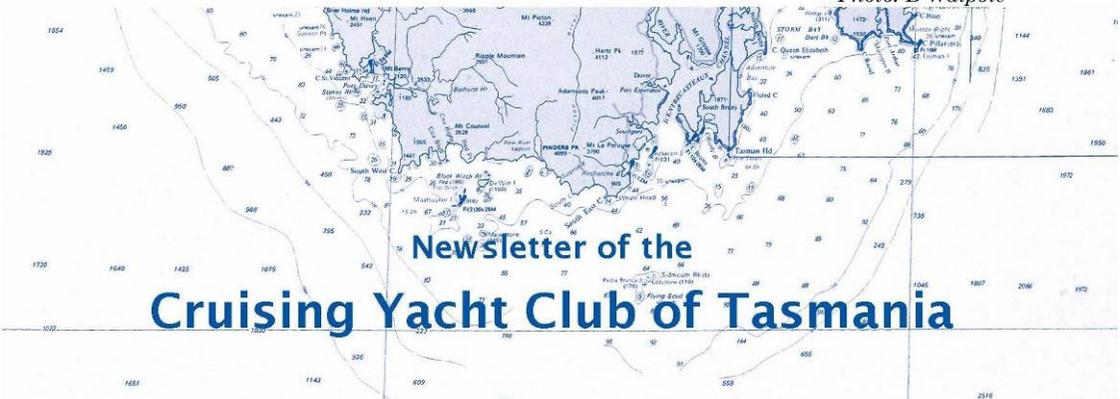


Albatross

Volume 36 No 03 April 2010



Wayfarer II during the Kettering Wooden Boat Rally, February 2010
Photo: B Walpole



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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Cruising Responsibilities

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

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

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



CYCT Calendar

April – Easter Weekend Fri 2nd to Mon 5th

Cruise to Maria Island

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

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

General Meeting – D S S – 8.00pm

Gym instructor James Kerrison will talk about some ways to maintain and/or improve our physical fitness in confined spaces and with little or no equipment.

April - Wed 14th

Committee Meeting – Mariners Cottage – 7.30pm

April – Thu 15th

Mid-week cruise – Kettering

See page 25 for details

April – Sat 24th to Sun 25th

Cruise to Huon River

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

May – Sat 1st

Donald Sutherland Memorial Navigation Cruise

One of the highlights of the Club calendar, the Navigation Cruise is a great way to hone your navigation skills in a light-hearted day on the water.

May – Tue 4th

General Meeting – D S S – 8.00pm

Details in to follow in the next 'Albatross'.



Editorial



How the months roll around. Summer is over, autumn is upon us. What does that mean?

It means Navigation Cruise, that's what.

This year, following a number of requests, the Navigation Cruise will be held on a different weekend from Mothers' Day, so Saturday May 1st is the date to put in your diary. The cruise will follow the usual format, ending by 1700 to allow participants time to get themselves ready for the prize-giving dinner at the Mermaid Café. There is one difference this year – the Club is providing a barbecue lunch ashore for all those taking part.

If you have enjoyed a navigation cruise before, you will know what to expect and will be participating again, I am sure. If you haven't, then HAVE A GO! It's a highlight of the CYCT's year and shouldn't be missed. Don't be put off if you are concerned about your navigation skills. There are general knowledge crew questions that can offset any deficiencies in the compass and protractor department. Think of it as a way of brushing up some long forgotten knowledge.

As has been the case for the last few years, the dinner that evening will be at the Mermaid Café. Because of seating limitations the dinner will be restricted to forty diners (just about the right number in the past), but if you want to attend, you must advise the Treasurer **and pay** (\$40.00pp) beforehand.

Full details of the cruise and dinner can be found on pages 17 and 18.

In April, the club is attempting to revive the mid-week cruise. These fell out of favour for reasons unknown when they were last attempted. The new plan is to have them monthly, alternating between Kettering and Hobart as the starting points. They are at least as much a social event as a sailing event, and the concept of minimum boats, maximum people will be followed. Here's a good chance to spend a day on someone else's boat. *Wayfarer II* is a definite starter for the first cruise out of Kettering on Thursday 15th April. Details on page 25

Couple of good articles this month – one on GPS and their accuracy (or lack thereof) and a summary of Mike and Sue Powell's March GM presentation.

Enjoy

Chris Palmer
editor@cycet.org.au

Commodore's Comments



Cruising

Although not a listed cruise, about 10 boats from CYCT, were seen moored at Port Cygnet, enjoying the beautiful weather, fun and frivolity of the Cygnet Regatta during the March long weekend. A good sea breeze kicked in on Saturday afternoon and we watched a very exciting finish of the races from Hobart via Kettering to Cygnet. With colourful spinnakers flying, boats of all shapes and sizes made a spectacular sight.

The Port Cygnet Sailing Club hosted a magnificent weekend with fabulous barbecues and music to entertain a very large crowd of partygoers. One CYCT member had such a good party he had to wait onshore while someone rowed around the bay, in the dark, looking for his boat. We happened to be on deck at 1.00am, fastening lines, when we were approached by a rather irate person in a dinghy, in the gloom looking for *P---11*, I believe!

On Sunday morning we watched the Junior Sailors race around the buoys in the Cygnet Sailing Club's fleet of nine Pacer dinghies. This reminded me to mention again how important it is to encourage young sailors, and I would like the CYCT to consider donating some money to the smaller clubs for this purpose.

Unfortunately this partygoer had a bit of a fall returning to his boat after the barbecue. I fell over (completely sober!) and cracked a kneecap. To pay for my sins I am imprisoned in a brace for a month. I can at least continue with my work.

Resignations

It is with regret I advise the resignations of Ian Fletcher as Vice Commodore, Jose Navarro as Rear Commodore and Wendy Fletcher as Committee Member as at 11th March 2010. I thank them very much for their contribution to the CYCT as Flag Officers and Committee Members.

Leo Foley will be acting as Cruise Director for the Easter Cruise.

Fly our burgee with pride!

Peter Makepeace

Vice Commodore's Report



Every short cruise this summer has had mostly the same boats as the long cruises, so I just don't know what people want. It doesn't seem to be organised cruises. I suggested last month that we try a more informal email technique of organising cruises, and that has now been successfully demonstrated. Paul Kerrison on Irish Mist started a flurry of emails about going to Cygnet Regatta. Now everyone knows whom to expect. To me, this is the way to go cruising in company.

I thought it would be better if we could use a website to provide the communication, but on reflection, emails offer immediacy and do not require people to actively seek information. A website backup could still be useful to encourage people who are not CYCT members to join in.

I have updated the Calendar on the website, taking it out to March next year. Of course, anything after the AGM in September is subject to change by the new Vice Commodore.

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

The weather forecast was good so I expected a good turnout. Then the forecast changed to advice of a cold front crossing around sunup on Sunday. That prompted a change of venue to Quarantines, which boats who were at Missionary said was a good move. Saturday was just magic, swimming even being the order of the day, but no barbecue because of the fire ban. Club boats in Quarantine over the weekend included Awittaka, Sagres, Alcairo, Asterix, Kokomo, Windclimber, Stryder, and Pandora, but not a single boat which is not regularly seen on cruises.

Port Cygnet Regatta

From the emails at least six CYCT boats headed for Cygnet. I hope it was the usual good time.

Easter, Maria Island, 2nd to 5th April

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

Navigation Cruise, 1 May

Don't miss out on this fun day. Even steady rain last year didn't dampen the pleasure. It starts as usual at about 1000 at the outer limits of Little Oyster Cove and ends with a dinner at the Mermaid Café in Kettering. John Bridgland has been fine tuning it for months.

Up-river cruise

A cruise upriver was being planned for the weekend of 12th to 14th June (a long weekend). Cruises on that weekend have been popular with cruisers in the past. Whether or not this cruise takes place will now be something for my replacement to decide – see below.

Resignation

As most members already know, I tendered my resignation as Vice Commodore on 13th March. This report will be my last in that capacity. I am still a member of the CYCT and hope to see you on the water and at meetings. I would like to thank everyone for their support during my short stay as Vice Commodore.

Ian Fletcher

Rear Commodore's Report



Although I did not attend the last general meeting (being on annual leave one must do what one must do), I have received from other Club members, a very good feedback regarding the guest speakers of that night. I understand Sue and Mike Powell (*Yaraandoo II*) gave an interesting talk based on their cruise to Alaska with the emphasis on the logistics, provisioning of food and spares, including the preparation of menus and their strict adherence to those menus. I also understand there were a good number of fellow cruisers (non-Club members) who also attended the presentation.

I would like to reiterate to Sue and Mike, on behalf the CYCT, our gratitude for their time and the opportunity to share with us some details of their adventure.

I had in the program, for the April General meeting, a guest speaker who will talk to us about maintaining and enhancing our own physical fitness without having to go to a Gym. Among other things, James Kerrison's presentation will give us good tips on how to achieve all that when we are confined to the reduced spaces of our vessels using no equipment or whatever is around the boat.

Sadly, to a great extent, this will be my last official engagement as Rear Commodore. As many of you will know I have tendered to the Commodore my resignation from this role.

My apologies are extended to those members who may feel disappointment for my decision but I also need to express my gratitude to everybody for their support and their encouraging words.

Easy Cruising,

José A. Navarro

April General Meeting Change of Date

**Because the first Tuesday of April falls
on Easter Tuesday, when many CYCT
members will be cruising, the Committee
has decided to postpone the date of the
April meeting by one week to
13th April
at the usual time of 8.00pm**

Webmaster's Report

Member Selection of Database Fields for Publication

There have been some major changes to the member database to allow members to select which data fields are displayed in

- the on-line list of members on the CYCT website and
- in the annual printed list of members.

The software routines that display the list and the output of searches have been altered to make use of these additional data. Until such time as a member makes selections, the default is to display everything except for the home and postal address, i.e. the way things have worked recently. This means someone can opt to have their address(es) displayed, and/or to withhold other information, e.g. home phone number, email address etc.

To make your selections, visit <http://www.cyct.org.au/Members/> and click on "Check/edit your database entry". You can make any changes or additions to the form as needed. Click on "Submit data" then click on the green "Go to publication options". You can then make your selections about publication. It may be easiest to click on "Yes to all" or "No to all" to start with and then make any adjustments. Finally click on "Submit data".

Too much traffic on the member's email list?

I have been told some people have said there are too many messages on the member's email list. It is true that there are bursts of messages related to cruises, unusual events, date changes, the Albatross etc. But on the whole these messages are short so the download demands are limited, even for those downloading over a mobile phone.

The list is managed by a software package called *Mailman* and you can configure a number of preferences related to message load.

The first is that you can ask the *Mailman* to not send you messages at all. So if you are going overseas and don't want to accumulate unread messages you can stop them.

Second, the *Mailman* keeps an archive of messages it processes, so if you do suspend your subscription you can catch up if you wish.

Third there is a feature where you can select that the *Mailman* not send you every message as it arrives but to send you a digest from time-to-time. These digests are well structured with messages on the same topic together, and a

summary of the number on a particular subject. They can significantly reduce the number of times messages appear per unit time.

The *Mailman* also allows you to hide your email address from other list members, so if you wish to keep your email address private, the option is there.

Dave Davey

GPS - can you really trust it?

From John Tylor – Coastal Cruising Club of Australia

This article is reproduced with the kind permission of the author and the CCCA. It originally appeared in the February 2010 edition of the CCCA newsletter, 'The Mainsheet'.

I know I am old but I am not completely out of date, I even program my own VCR, so why, when I see how many people rely solely on their modern electronic chart plotters, do I feel decidedly uneasy? We are told (by sincere good looking gentlemen at the annual boat shows) they are accurate to within a one metre or less. But, people on boats equipped with modern, up to date electronics still come to grief, so what is going on?

There are many reasons but a naïve reliance on the GPS plotter is one contributing factor. Despite the reassurances, most GPS positions are not as trustworthy as we would like to believe. While it is true they offer unprecedented accuracy compared with traditional methods, the problems begin when we place too much trust in these impressive devices and use them in situations where they are simply not suitable. Just because the results are displayed to several decimal places on a computer-like screen, does not make them correct. High precision does not always translate directly to high accuracy.

Most GPS manufacturers' give accuracy data in averages. For example, "for 95% of the time the accuracy will be better than 15 metres". This is pretty good, but for 5% of the time the error will exceed 15 metres. So, if your passage lasts for, say, ten hours, then on average the error will be greater than 15 metres for at least 30 minutes. The problem is you just do not know when your 30 minutes of increased error will occur. And even more interesting, how do you know when your GPS is not working properly?

If you are still reading this, good, you have a sense of survival and we can move on. All GPS receivers calculate their position based on a model of the earth's surface (called the datum) by timing the arrival of a stream of data beamed out from a constellation of satellites 20km above the earth, using the average time of travel for the microwave radio beam. This datum nearly replicates the shape of the earth's surface, but this discussion is mainly concerned with errors in the radio beams; that should be enough to frighten you for now.

There are problems with radio signals. As soon as these relatively weak microwave signals leave the transmitter they begin to lose strength. By the time they reach the receiver they are really weak and subject to internal and locally generated noise which interferes with the received signal even more. They can be weakened (attenuated) even more by, for example, wet sails. Signals can be reflected by objects like a building, ship or cliff face, and be delayed by charged particles in the upper atmosphere (the Ionosphere and Troposphere can both introduce this, called group delay). Ducting, where the radio wave bends from its direct path, increases the distance the wave has to travel. All of these make the GPS think it is further from a satellite than it is. This error really becomes significant if you are demanding more accuracy from the GPS than the designers intended.

So, for a device that relies on many assumptions, we have a lot of variables creeping in. Another variable affecting the accuracy of the GPS is the precise location of the satellite. The satellite transmits its location (ephemeris position) to the ground; if this is in error then the calculated position will be out. While the receiver's clock used in timing the signals is extremely accurate it can drift. Although individually small, these little errors accumulate and cause incorrect position displays when most inconvenient. It is also possible to lose contact with sufficient satellites to maintain an accurate plot. In this case some plotters simply revert to a ded-reckoning mode until enough satellites come back into view, then the plotter recalculates before showing a more correct location. A large ship hit a well known and charted rock because of this error; also, they did not keep an adequate lookout.

Another source of error occurs when the GPS receiver has a part of the sky masked (by a wet sail, building or cliff face for example). In this case, the only satellites available for a position are clustered on one side of the sky. This will increase the error in the reported position. While the military have the means to reduce these errors, the units we buy are not so well equipped. Remember the people trying to persuade you otherwise are usually the fellows that failed at math and physics back at school.

Here is an experiment you can try yourself. Turn the GPS (or plotter) on and let it run while the boat is securely tied to an immovable object, a wharf is good. Leave it for a few hours then study the track it produces, it will probably look like a drunk's progress. I have attached a photo of such an experiment; I left it



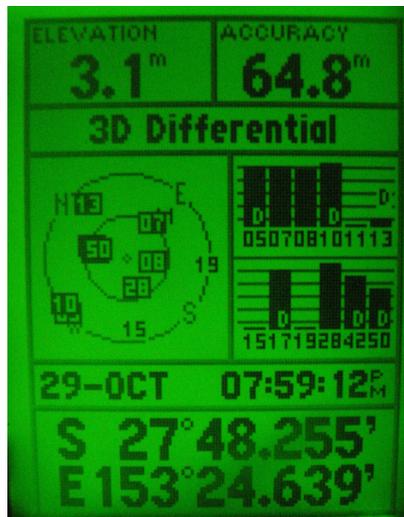
The GPS was stationary, look at the track, the house did not move.

turned on in the backyard at home. The scattered trace it produced shows the error during the two hours it was running. While the true location is probably near the centre of the rambling trace, at any instant, the GPS will think it is at any of the locations shown on the screen.

This is a measure of the lack of precision and accuracy of the device. In this case, all you can be certain of is that you are somewhere within a circle with a radius of 20 metres. While cruising up north we frequently has errors in excess of 30m, the photo shows one with a radius of nearly 65 metres – look at the top right of the screen in photo 2. These errors persisted for some minutes and while they were irrelevant out to sea, if we were trying to navigate a narrow tricky channel using only the GPS we could have been in trouble. Add this to

the errors in the charts we use and there is a disaster in waiting. See the article in December 2009 Cruising Helmsman for a discussion on chart accuracy. Do not forget that plotter manufacturers use these same charts. Putting it simply, not all charts are accurate; if you have not discovered this for yourself then you have not been paying attention to your navigation. Remember also to set the datum to the charts you are using. Both my Raytheon and Garmin GPS operator’s manuals advise me not to rely on the GPS as the sole source of navigation information, it is only intended to compliment other forms of navigation. Excellent advice from the makers!

Here is a common scenario. You decide to enter a narrow channel at night in adverse conditions; you reassure your crew that you have a GPS plotter. Let us examine the consequences. Just suppose the error circle has a radius of 65 metres just when you need your plotter the most. For instance, at



Look at the error, we were in clear water with no obstructions and a strong signal

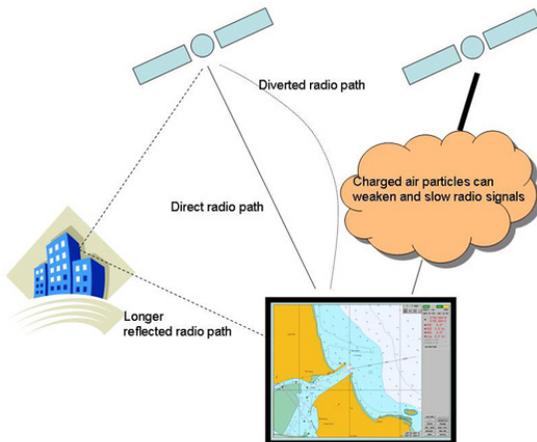
Forster and Camden Haven, the entrance width is roughly 110m and 120m respectively. The error of 130m is considerably wider than the channel. At Iluka/Yamba the entrance is 333 metres wide. While this may appear safe, the actual track in is off to one side, this puts the rocks within the error margin. So, to spell it out one last time, the GPS error (of 64.8m) is greater than the actual width of these entrances. You have no idea where you are –

you could be up to 64.8m off track and in these channels that means you are either on the sea wall or on the wrong side of the rocks. This error does not include margins for other error (including chart error) or any reduction in the width of the channel due to shoaling. Just because you have not experienced this yet does not mean it does not exist or that you will not experience this in the future. Remember too, the GPS relies on electricity and this can fail at the most inconvenient moment, so always keep a good lookout and regularly back up your position onto paper charts. Keep your plotter, just never rely on it as the only source of information for navigation.

Here is an extract from an article by D.D. McNicoll in The Australian newspaper last December 18.

“Competitors in the Sydney to Hobart yacht race have been warned not to rely on GPS navigation devices to plot their boats' positions.

Following an inquiry by race organiser the Cruising Yacht Club of Australia into the deaths of experienced sailors Andrew Short and Sally Gordon in the club's Flinders Islet race earlier this year, CYCA commodore Matt Allen wrote yesterday to all club members and Sydney to Hobart race skippers. Mr Allen said that although the full report of the inquiry had not been completed, it appeared that the loss of Short's yacht PriceWaterhouseCoopers may have been due to a navigation error caused by reliance on a GPS chart plotter.”



Some of the errors that can affect the accuracy of a GPS position. All of these affect the timing signals from the satellites

The last word goes to a letter to the editor of Yachting World in August 2008 from David Thompson of Oxford.

In part he states “...Last Easter I did my first solo passage to Falmouth. Off Rame Head my Raymarine C screen radar chart plotter packed up.This Easter I crewed one of the former Global Challenge 72 footers from the Canaries to Gibraltar. As we beat into a full gale, the navigation laptop packed up, so again it was back to paper charts. Also, paper charts give a better overview for passage planning and you can, for example, spot offshore buoys which only show up on electronic charts if you zoom in.”

Interesting terms.

Precision means having a high level of confidence that the results you are seeing are consistent. They may be precisely wrong, but they are consistent. In statistical terms there is little scatter, or the standard deviation is small.

Accuracy shows just how closely the result relates to the true location.

Reliability means we have a high certainty that the results we see are correct.



Wagging Meetings.

From a Concerned Member

The last meeting was interesting, but we needed to be home early, so we missed the last half.

Arriving home, I parked at the front of the carport, then realised I had finished using the back of the carport for a welding job, so I reversed back again. I jumped out and ran up the stairs to get some lights on before the car lights turned off. Coming down the stairs again to unload, I passed her ladyship on her way up, then noticed something large and wriggly behind the back wheel. After nine o'clock at night we had run over a 60 cm tiger snake in our own carport, only the second snake we had seen all summer.

Despite having its tail end squashed, it was still aggressive and lively. Had I not reversed back again her ladyship could well have walked on it and been bitten. The adrenaline flow kept us up for hours past bedtime.

The moral of the story is that if you are going to miss CYCT meetings or leave early...

- Don't tell anyone.
- Make sure your membership subscription is up to date.
- Park very carefully when you get home.
- Put on safety boots and full protective clothing.
- Use a torch to search under and around the car for booby traps.
- Check the temperature. If it's below 15 degrees you might be safe from snakes.
- Listen for frogs. If you hear frogs, there may be a snake hunting them. If you don't hear frogs, there may be a hungry snake hunting.



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Baked Stuffed (Popcorn) Chicken

From Commodore Peter Makepeace

Here is a chicken recipe that also includes the use of popcorn as a stuffing – imagine that!

When I found this recipe I thought it was perfect for people like me, who are just never sure how to tell when poultry is thoroughly cooked, but not dried out.

Give this a try.

Ingredients

2-3 kg chicken
1 cup melted butter
1 cup stuffing
1 cup uncooked popcorn
Salt/pepper to taste

Method

Preheat oven to 180 degrees. Brush chicken well with melted butter, salt and pepper

Fill cavity with stuffing and popcorn (mixed together).

Place in baking pan with the neck end toward the back of the oven.

Listen for the popping sounds.

When chicken's arse blows the oven door open and the chicken flies across the cabin, it is done.

And you thought I couldn't cook.



DONALD SUTHERLAND MEMORIAL NAVIGATION CRUISE

Date: Saturday 1st May 2010

Registration Time: 0940 to 1020

Start: First boat away at 1030

Location: Little Oyster Cove

Kettering



The start boat, *Pandora*, will be stationed north of the Ferry Terminal flying a CYCT burgee. Entrants should approach *Pandora* during the registration period and collect their instructions.

There will be a break ashore for a barbecue lunch provided by the CYCT. Competitors should provide their own drinks.

The CYCT does not accept any liability for any accident/ damage during the course of this event. It is the owner/skippers final decision as to whether to take part and he or she is totally responsible for the safety of their crew and vessel on the day.

The Prize-Giving Dinner will be at the Mermaid Café, Ferry Road, Kettering at 18.30hrs.

Two courses plus tea/coffee. PAYG bar.

Cost: \$40.00 pp

payable in advance to the Treasurer.

Note—Maximum of 40 diners so first in with payment, best dressed

WELCOME!

The crew of *Pandora*, the control boats and helpers extend a warm welcome to all competitors.

The International Regulations for Preventing Collisions at Sea, M.A.S.T. Regulations and common sense apply for the Navigation Cruise.

Let's have a safe and enjoyable day.

Details.

The chart used in setting this cruise was AUS 173 (2008), that is, WGS 84 datum applies without need for correction.

Be aware that some lights, depth indications, and other features differ from older charts.

Variation is to be 15⁰E for all navigation.

Speed should not exceed 6.5 knots, most legs are "Time allowed".

The organiser's timepiece is set to EST.

All times to the forward minute.

Points will be lost for wrong control (15), late or early arrival (1 per minute), and route checks (5).

All controls will be identified by flying the CYCT burgee or Australian flag on a pole.

Booking into controls.

Pass close enough at dead slow speed to advise vessel name, time, and show unopened envelope for the next section.

Starting time to Control 1.

The only formality here is not to leave the environs of Little Oyster Cove or open the first envelope prior to your designated starting time. There is no need to book in.

Answers to crew questions.

On provided sheet please, and hand in ashore at the lunch break and at the final control.

INSTRUCTIONS
NAVIGATION CRUISE

Passage Planning

Alliteration on the Letter 'P'

From Mike and Sue Powell - *Yaraandoo II*

Adapted from the presentation made at the March General Meeting, with thanks to Mike and Sue

Introduction

Plan	your voyage
Prepare	your boat your crew
Provision	food consumables spares

Plan

Let's go cruising is not the same as let's go sailing - and yet!

It is important to consider when passage planning the Who, When, What and Where?

Who?

Crew factors to consider

Relationships

Experience

Number

Personality - a happy crew is a safe crew

Competence and experience – qualifications versus time at sea

Sailing skills for passages are not the same as those for racing – e.g. cooking, versus race tactics

Pink jobs, blue jobs or perhaps purple jobs

Number of crew – crew members will be less than happy to hot bunk on a cruise – yet take it in their stride during a race

Crew numbers are relative to stores and provisions

Team work – who is in command?

Where?

Destinations and routes need careful planning in regard to time of year and weather

Information gathering from many sources can be time consuming and just a little overwhelming and should not be left until the last minute

Any passage needs attention to weather, tides and currents but what about other factors?

Bridge openings, naval exercises – fuel and water availability, public holidays, officials availability

Example - AQUIS require \$330 on weekdays but \$600 on weekends – passage planning is vital

We left Vanuatu with 1000nms to sail but we did not want to arrive on a Sunday so weather, tides and currents were essential in our passage and sail plans

When?

The ‘where’ will affect the ‘when’

Length of cruise and crew availability

Seasons

Currents and tides

Rallies and Club organised events take the pressure off Passage Planning

However, Ralph Waldo Emerson, an American philosopher said “Do not go where the path may lead; Go instead where there’s no path and leave a trail”

I prefer to think of a clean wake!

So when the time is right and you are comfortable plan your destination and passage use charts, cruise guides, web sites, travel books, radio nets, Club and or local knowledge

No use having all the information if not easy accessible

What do I need?

Navigational aids

Official Documentation

Provisions

Safety Equipment

Tools and spare components

Charts, software programmes, eg tide programmes, weather fax, radio equipment and know how to use them

Passports, Visas, Zarpes

Food, water, fuel, consumables, e.g. batteries, water/engine filters, computer paper/ink, sun tan lotion, spectacles

Suitable medical kit and medication, more extensive for longer passages ie dental kit, flares, EPIRB, radios, safety clothing

We carry morphine and have certificate issued by Commonwealth Chief Medical Officer which we have to produce during *pratique*.

Cannot take a spare of everything but an alternator, starter motor and suitable length of rigging wire and fittings we consider essential

Consider additional components instead of complete spares –ie alternator brushes

Preparation

If a boat and its crew are well prepared and maintained, then there is less cause for PAIN

Prepare the boat

Prepare the Crew

There are many books published on boat preparation and too time consuming to cover tonight

Crew training is important – man overboard drills, equipment use etc

Example - Teki Dalton joining race crew at last minute not knowing how to operate the MOB button on a GPS when John Quinn went overboard in a Hobart Race, and none of the permanent crew knew either. (Race rules changed so crews now have to have sailed together before a race).

We have a pact – we never leave an anchorage unless we are both happy and relaxed about conditions

Boat Check

Rig (standing and running)

Sails

Hull

Engine

Pumps

Electrics

Go up the mast to check bulbs, rigging points, spreaders etc

Sails – how often do you check the stitching, sliders, chafe and fray points? Do you know how to repair a sail by hand? And do you have the equipment?

Hull – through hulls, sea cocks, self steering vanes etc

How often do you turn your sea cocks?

How often do you shake the contents of your fire extinguishers? We pound the extinguishers with a rubber mallet on the first of every month.

Engine – oil, filters, fuel, spark plugs – we service our engine every 100 hrs.

Pumps – impellers and diaphragms

Electrics – connections e.g. antennas, bulbs, compatibility and do you have spares?

Merlin Calculator – only two minutes to replace the battery once the unit is opened before the software crashes!

Crew Check

Medicals

Dentist

Optometrist

Experience and training

Fitness – as we age we may not be so fit as when we were younger – employ strategies to assist your situation Electric winches, davits for ease of dinghy launching, steps to get into the boat from the dinghy etc

Make sure each crew member has correct medication and sufficient supply

Does anyone have a current medical certificate?

Experience -

- are they comfortable with night watches
- Shoal Bay naval exercise area
- outboard operation

Crew onboard orientation

- safety equipment and where stowed
- through hulls and bungs and location of pumps and how to operate them.

Allocation of jobs in an emergency situation.

<p>Watch keeping</p> <p>ocean versus coastal</p> <p>watch hours and rotation</p> <p>what is comfortable for short handed sailing?</p>

Provisioning (and stowage)

Food

Consumables

Boat spares

'What's where?' list

<p>Work out a menu and repeat for number of weeks passage – no corner stores – herbs, condiments, baking powder, yeast etc</p>
--

<p>Fresh is best – I use vacuum bagging machine and green bags and shop at markets if possible rather than supermarkets</p>

<p>Strive to be cardboard free – they are breeding grounds for cockroaches and other nasties</p>
--

<p>Remember staples are readily available – take more of your favourite brands e.g. type of breakfast food or treat bar - Night watch snacks</p>
--

<p>Consumables – record over say a month or two the number of toilet rolls you use, tooth paste, tissues, kitchen paper, shampoos etc purchase accordingly</p>
--

<p>Stowage is important!</p>

<p>'What's where?' list.</p>

<p>Plan of boat and numbered compartments</p>

<p>Date and label then rotate as stowed</p>

<p>Boat spares – self sufficiency is the key – screws, nuts and bolts, batteries, bulbs, filters, oils, glues, lines, cordage, the list may seem endless</p>
--

<p>Have you ever counted the different types of batteries you have aboard?– watch, calculator, clock, torches, cameras to name but a few</p>
--

<p>Rubbish – think of packaging and stowing and a clean wake - garbage compactor – we use 2 litre juice bottles – it reduces smelly garbage</p>

Our keys to enjoyment

Self sufficiency

Team work - support each other

Know your boat and how to use the equipment

Be patient

Don't panic or shout – practise

Team work – pink jobs, blue jobs and purple ones

Shouting never helps. Discuss first and put into operation – use hand signals

Practice – anchoring, reefing, deploying the spinnaker, dinghy launching retrieval, MOB

Go explore – the world is our Oyster and there are many Pearls - so go and ENJOY!



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Digital Television on Board

From Dave Davey - *Windclimber*

If you watch television at all, it would be difficult not to know that the switch from analogue to digital television is coming. This really means the analogue broadcasting will cease because digital broadcasting is already here - and on the water, it's a great leap forward.

Digital television in Australia (and a large part of the world except for north America) uses a system known as DVB-T, an abbreviation for *Digital Video Broadcasting - Terrestrial*. The system involves MPEG (Moving Picture Experts Group) streams for video and audio. An important aspect of MPEG data is that there is an inbuilt capability for error tolerance - a bit like the ability of a CD player to read a scratched CD and output perfect sound.

The way in which the data are transmitted is also important: COFDM (Coded Orthogonal Frequency Division Multiplex). This is a system of using a number of closely spaced carrier frequencies, the technicality of which is well very technical. But the consequences are easy to understand. These signals are very resistant to something we all know in analogue television: ghosting, or slightly more technically, multipath interference. Multipath problems arise where the signal from the transmitter reaches you *via* two or more routes, typically bouncing off surfaces, a problem when you do not have a line-of-sight path between the transmitter and your antenna. Multipath problems are common in Tasmania due to the terrain, and of course if you snuggle into a sheltered anchorage, you are not often able to see the top of the nearest transmitter. Multipath problems in analogue signals are aggravated on a boat swinging at anchor, where the antenna is moving in relation to the interfering signals.

COFDM has a further advantage: two or more transmitters at different locations can use the same frequency and interference is largely overcome. So if you are in a location where there is a nearby repeater, you do not need to hunt around to see what frequency it is broadcasting on, it will be the same as the parent.

Consequences

Digital reception is a wonder on board. Getting a signal through a typical omnidirectional amplified antenna is easy. We've had perfect reception everywhere we have tried in the Channel area, right down to Cockle Creek. And the reception is "picture perfect". No snow, no ghosts, no rolling - just perfect pictures and sound. And swinging at anchor is a problem of the past.

Receivers

The Australian Government's advertising on how to receive digital signals with dedicated digital television sets or digital set-top boxes does not need repeating here, but an alternative which is not included in the advertising is worthy of mention.

USB DVB adaptor and a Laptop Computer



If you have a laptop computer with a USB port and speakers, a USB adaptor can make your machine into a digital television. These adaptors are very small (see photo), similar to a memory stick. They can be purchased for as little as \$38. Most come with MS Windows software. You probably need to be a bit cautious if using Linux or a Mac about what brand to use, but a web search will provide compatibility lists. Their power consumption is very low, so you really only need address

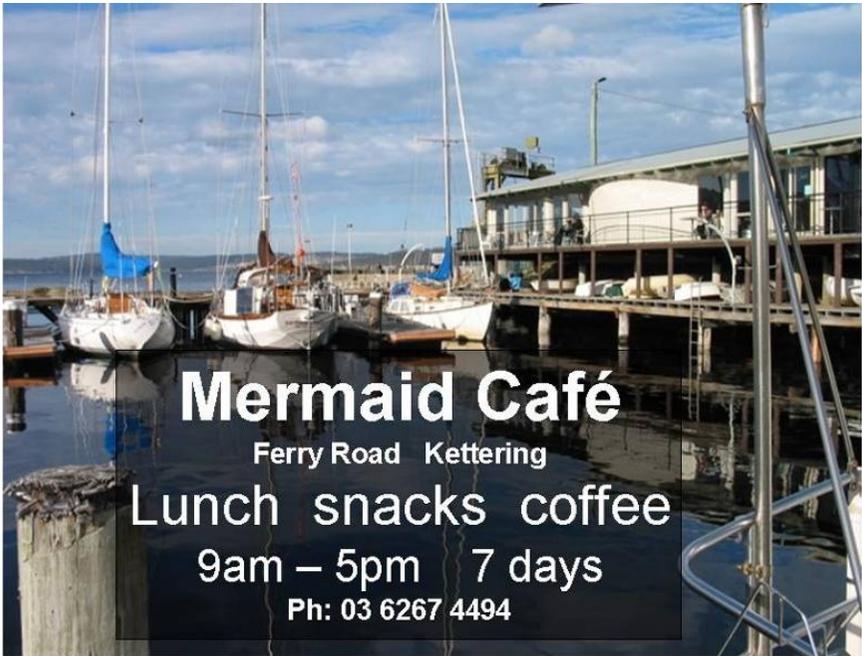
the power needs of the laptop. Of course you must provide an antenna lead (which is more bulky than the device!). You can use a USB cable to separate the device and laptop if you wish.

The software used to read from the USB DVB receiver will in many cases allow you to record the programme you watch to disk, and even to pause watching. Or you can record a broadcast to watch later, however the disk space requirements are not trivial. Many of the devices have remote controls, so they can be operated very much like a real television. Some of the devices are described as "dual". Essentially they have two decoders but share the USB port and the antenna. With appropriate software you can watch one channel and record another simultaneously.

Mid-Week Cruise - 14th April

Yes – the mid-week cruise is being resurrected for all those who don't have to punch the bundy that day.

Meet at Kettering (outside the Oyster Cove Chandlery) at 10.00am. Bring food, drink and your own PFD. Be prepared to use your boat if it is moored at Kettering. If the weather is lousy, come anyway. We will have a coffee at The Mermaid, then adjourn to the Editor's residence in Doughboy Drive, Kettering for lunch and discussions on some of life's more important questions, such as how Teflon sticks to the pan and what the best thing was before sliced bread.



Mermaid Café

Ferry Road Kettering

Lunch snacks coffee

9am – 5pm 7 days

Ph: 03 6267 4494

Going About

Constitution Dock

The rumours concerning changes to the operation of Constitution Dock reported in last month's Albatross unfortunately proved to be well founded. The main changes are:

- Restricted bridge opening hours
- Minimum of seven days mooring fees
- No living on board (unless you are from overseas, interstate or the north of the state, apparently!)

Needless to say, your Committee is of the very strong view that these changes, especially the last two, are most unreasonable and strike at the heart of a long-standing tradition regarding the use of Con Dock.

A letter has been sent to TasPorts advising them of this view and requesting them to reverse their decision and allow short term, live-aboard mooring at a more reasonable cost. Their response will be advised in 'Albatross' when it is received.

If you would like to see the letter that was sent to TasPorts, email editor@cycy.org.au and a copy will be emailed to you.

Arrival of *Berrimilla*

Wayfarer II, with Club Members Dave Davey, Annick Ansselin on board, as well as your editor plus friend Steve Millington (not yet a member, but we're working on it) had the pleasure of greeting *Berrimilla* on her arrival in the Channel at the end of her remarkable second circumnavigation via the North West Passage.

While the trip down to Southport for *Wayfarer* had its moments, bashing under power into 40+ knots, it was nothing compared to the sort of weather and sea that Alex Whitworth and Pete Crozier had experienced in the previous 24 hours. They made a grand sight looming out of the haze with a variety of national flags flying from their forestay, including one from the Kerguelen Islands. Not many people have one of those. It was a privilege to be the first to meet them.

They are now back home in Sydney, probably planning their next adventure (to the North East Passage, no less!). Read about this circumnavigation on their blog – www.berrimilla2.blogspot.com.

Wooden Boat Festival

February 11th to 14th are the dates for the 2011 Australian Wooden Boat Festival in Hobart next year.

We understand that application forms will be available some time in April, and that applications will close in October. If you own a wooden boat and plan to take part, it would probably be a good idea to get your application in sooner rather than later. Details will appear in the Mercury.

With the State Government kicking in a heap more cash, thus making entry free to the public, it promises to be a bigger event than ever.

Kettering Public Jetty

The problems of large vessels overhanging the ends of the Little Oyster Cove (Kettering) public jetty may have finally been brought to an end. Both the eastern and western ends of the jetty now sport yellow topping and signs on their faces stating they are for loading and unloading only. The jetty has recently been free of moored vessels for the first time in years.

From Dave Davey

Applications for Membership

Alan and Jan Butler

Veleva II

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

Not a CYCT Member?

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

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

We look forward to welcoming you to our Club.



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Minutes of the March General Meeting of the Cruising Yacht Club of Tasmania 8.00pm 2nd March 2010 - Derwent Sailing Squadron.

Opening:

Commodore Peter Makepeace opened the meeting at 8:02pm.

Present:

59 members registered their attendance.

Guests:

The Commodore welcomed the following guests:

Richard and Trish Lamacraft

Mike and Sue Powell

Wayne McNeice

Renata and Helmut Burbach

Alan and Jan Butler

Minutes of the previous general meeting:

The Minutes of the General Meeting held on 1 December 2009 were approved as proposed by Margaret Jones and seconded by Vice-Commodore Ian Fletcher.

Vice Commodore's Report:

Vice-Commodore Ian Fletcher advised that the community hall at Denne's Point has been converted into a restaurant and was now a good stop-over point on the way up and down D'Entrecasteaux Channel.

Ian covered the current cruise program and explained his emphasis on the cruises which had in the past proven to be most popular. He is still trying to find out what might be done in regard to Clean-up Australia Day. The Navigation Cruise is being planned for 1 April 2010. The Easter cruise to Maria Island will begin with entry to the Dennison Canal en masse on the high tide at midday on Good Friday. Ian hoped this would provide a spectacle of some note for the Club.

Ian thanked those responsible for seeing the membership list published and apologised for the delay (which was due to ensuring the privacy concerns of members who had responded to the Committee's questionnaire were respected).

Margaret Jones asked about the up-river cruise to Austin's Ferry. Ian replied that he had not seen any prior interest. Since it was evident that there was interest he promised to see what can be arranged and advise members by email.

New members:

The Commodore welcomed the following members into the Club and presented them with burgees:

Chris Fone and Sheila Berriman (*Merlin*)

Michael and Suzanne Tooth (*Rebel King*)

Gus Vans-Colina (*StormFisher*)

Other Business:

Dave Davey advised the meeting that MAST was planning to place a mark at Shag Rock at the entrance to the Pig Sties and that there were other hazards nearby that remained unmarked.

Richard Phillips advised that the arrangements to berth in Constitution dock had changed considerably and that charges had been increased, bridge times restricted and over-nighting on board is forbidden.

Robert Grey drew attention to the proposed expansion of the Fish Farm lease at Soldier's Point.

He also passed around a consolidated list of proposals for the Club to support put in response to a circular by the Committee.

Leo Foley asked members to consider supporting the Derwent Sailing Squadron at the social events planned for the following weekend.

Closure:

There being no further business, the Commodore introduced Mike and Sue Powell and invited them to set up for their presentation to follow the meeting. He then closed the meeting at 8:30pm.

Robert Grey
Secretary





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'CONTENT'

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