

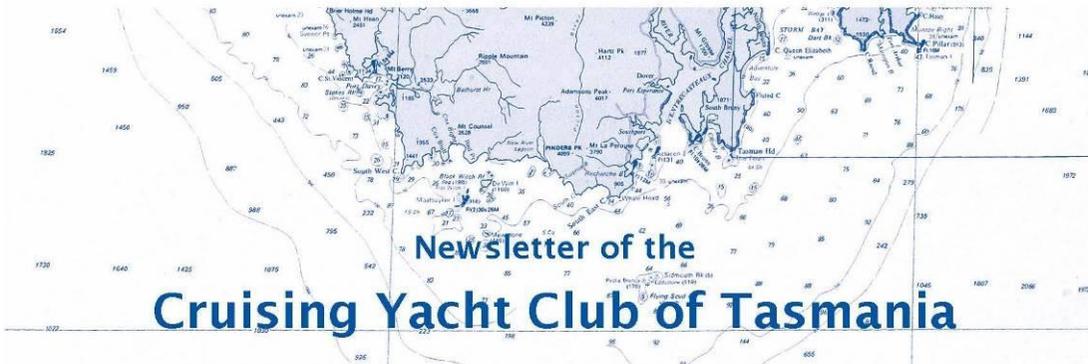
# Albatross

Volume 36 No 11 December 2010



Norfolk Bay raft-up. Show Weekend

Photo: Liz Garnham



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

# THE CRUISING YACHT CLUB OF TASMANIA INC.

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## Life Members

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Send all material for publication in ‘Albatross’ to the Editor -  
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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

### **December – Tuesday 7th**

Visit to the Maritime Museum 7pm – 8.30pm

Followed by drinks in the Foyer.

### **December – Saturday 11<sup>th</sup> @ 12 Noon**

#### **CHRISTMAS PARTY**

Austins Ferry Yacht Club following attendance at the opening of the Bridgewater Bridge. BYO BBQ.

### **December – Wed 15<sup>th</sup>**

Committee Meeting at Mariners Cottage – 7.30pm

### **December –Fri 31st**

New Year's Eve cruise to Barnes Bay area.

### **January - Sat 1<sup>st</sup> – Mon 3<sup>rd</sup>**

Mickey's Bay and Sandrock Bay

### **January – Sat 22<sup>nd</sup> – Wed 26<sup>th</sup>**

Dover – Recherche Bay – Barnes Bay

### **February – Sat 5<sup>th</sup> – Sun 6<sup>th</sup>**

Green and Snake Island Cruise and Clean-Up

### **February – Fri 11th to Mon 14<sup>th</sup>**

2011 Australian Wooden Boat Festival

### **February – Fri 25th - Sun 27th**

Port Esperance. Dinghy exploration of the Esperance River.

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An up-to-date version of the Calendar can be obtained from  
<http://www.cyct.org.au/Calendar/>



## Editorial

Hardstands are booked solid, sailmakers have work piled up until well into January, mechanics are unavailable and forget about getting the fridge gassed this side of Christmas. It's that time of year – when everyone suddenly remembers the long list of jobs that were meant to be done over winter but somehow were never completed. I love seeing marina car parks over-flowing and owners staggering down to the boat with gear. It all spells Summer.

Our winter list (well, autumn actually) was to sew a new mainsail cover and more importantly to get clears made to enclose the new hard dodger. I had visions of us spending the winter snug behind expansive windows, enjoying the view in slippers. As I have an industrial machine and could make a respectable fist of it, I can't bring myself to pay a professional. So the cockpit has been a fridge all winter and looks like remaining "unenclosed" for the next few months as work goes from steady to frantic. However, enjoying the luxury of Wayfarer's magnificent wheelhouse at Alexander's last weekend has got me motivated so I will have to make the time. That's the wonderful thing about visiting other boats – you always come away with inspiration and ideas.

We hope to do a little sailing in the New Year but can only envy those going further afield. Two summers ago we spent three weeks in Port Davey then cruised the Channel as our introduction to Tasmanian waters. This year will again see many inter-State and a few foreign registered boats here for the Wooden Boat Festival. Keep an eye out for these fellow cruisers and don't be shy about whipping over in the dinghy to welcome them (even the Queenslanders!) to Tassie and to offer a coffee or information. Offering to swap books is always a great conversation-starter and you'll no doubt meet plenty of interesting types with stories to tell. All of our best cruising memories are people ones.

Have a wonderful Christmas and a summer of fair winds and smooth seas.

**Kim Brewer**

*editor@cycet.org.au*

## Commodore's Comments



I was a bit surprised to realise as I write this that only a little over two months have passed since the last AGM and the formation of the current Committee. So much seems to have happened in that time.

We have had our first Forum / Seminar (still haven't decided on the final name) covering pre-season checks. It was both well attended and successful, and the second is being planned. We may also slip in a quick 'feel comfortable with your VHF' session before Christmas so those crew members who are not so confident using the ship's radio can get some practice without their words actually going to air.

We have had three cruises, including one to Tassal's Roberts Point fish farm. This proved to be an extremely interesting occasion, and those Club members who were fortunate enough to be part of the guided tour left feeling somewhat overwhelmed by the high-tech nature of the operation and, importantly, the emphasis on having as little effect on the environment as possible. Thanks to Kim Brewer for the initial contact with Tassal and to Lew for making it happen. And to Tassal, of course, for their excellent hospitality.

At the last GM, two important proposals were passed by the membership – one to install a Club mooring at Nubeena (our first) and the other to approve the arrangements whereby members can apply for a subsidy to approved boating and safety related cruising courses. Your Committee looks forward to members taking full advantage of both these opportunities.

### Emails

In my last report I mentioned that emails had become an important method of communicating between members. However, the Committee decided to make one important change to the arrangements that have been in place for many years. Now if you reply to an email that has been sent to all members, your reply will now only go to the original sender – not the whole membership. The previous arrangement had led to a proliferation of emails that were not always

welcome, and on at least one occasion, the unintended dissemination of personal emails. If you want your reply to go to all members, the 'Reply to all' option should fix it.

### **Membership Cards**

The Committee believes that opportunities exist to obtain discounts on boating related products from some retailers, and will be pursuing this possibility over the next few months. Some form of ID may be required to access these discounts, so we have dusted off the box full of membership cards still unused from goodness knows when. They will be available to members at future GMs. Details of discounts will be announced in future editions of 'Albatross'.

### **Christmas....**

....is fast approaching (does it ever approach slowly? - perhaps when you were a kid) and our Club Christmas Party on December 11<sup>th</sup> is important for two reasons this year. First, it is an opportunity for members to get together and enjoy the fellowship of fellow cruisers (and embellish a few old tall tales) and secondly, it coincides (quite deliberately) with the re-opening of the Bridgewater Bridge to river traffic with an air draft of more than a few feet. Details are yet to be finalised, but we hope that we will be able to be present in force in our boats at the opening before retiring to the Austins Ferry Yacht Club for our socialising. Please try and be there – details to follow.

Finally – on behalf of your Committee, best wishes to all members and their families for an enjoyable Christmas and a safe and happy New Year.

Kind regards,

**Chris Palmer**  
*commandore@cyct.org.au*



## Vice Commodores Report



I would like to thank our Commodore, Chris for his excellent supportive work in keeping a good hand on the tiller'. It is not easy at the top. Also a compliment for Alan Gifford on the excellent first Forum at Mariners Cottage that was very informative and well attended. Chris Creese has also made a 'clanger' for the CYCT bell on which an appropriate ropework lanyard is now attached. Kim's Albatross is flying well as are other committee members' works'.

Dave Davey has been very busy with web modifications, a click on the email address will generate a letter to the recipient. The CYCT Members Cruise Link is now up and running. Just log into Members Resources and then Members Cruise Link. There are some very intriguing cruises mooted already! Take photos, submit to Dave and now they randomly appear on the pages. Who wants to read when great pictures are there for viewing!

The mooring at Nubeena is being finalized with its bottom weights and specially designed buoy with self retracting mooring rope (and a short emergency fixed one). It should take a 15 metre vessel and a total rafted yacht weight of 25 tons! There is always more wind then chain so all moorings have limits. It should be ready in early December for your enjoyment. I thank CYCT committee for their considered input. See the Mooring Guidelines in this issue.

It was an extremely successful cruise to *Norfolk Bay* with 11 boats participating. The use of email and the radio was excellent for management. Even as two boat groups formed, no issues were raised. The plan to use a cruise photo for publicity went very smoothly, with the photo and article appearing in the *Saturday Mercury*. We had several new members attend the General Meeting as a result.

### Upcoming Cruises

#### **Saturday December 11<sup>th</sup>**

Christmas Celebrations at the Austins Ferry Boat Club are well afloat and in hand.

Bridge Opening Committee meetings are being held with Jenny Alger, John Gard, (Manager MYCT) and Graeme Foale. Important issues include the limiting the number of boats attending, time the bridge is open, considering traffic disruptions, correct protocols etc. You will be kept informed regarding participation when matters are finalized.

**December - Friday 31<sup>st</sup> – Monday 3<sup>rd</sup> January 2011**

New Years Eve in the Barnes Bay Area with extended cruise South following.

**January – Sat 22<sup>nd</sup> – Wed 26<sup>th</sup>**

Dover – Recherche Bay – Barnes Bay

Mid week or weekend cruises are to be arranged, weather dependant. Your CYCT Members Cruise Link will assist in this. I hope all members have the excellent CYCT publication 'Cruising Southern Tasmania'

This is the last Albatross for the year, I WISH YOU ALL A VERY CALM RELAXED CHRISTMAS reserving LOTS OF ENERGY TO ENJOY AN EXCITING NEW YEAR.....BOATING!

**Norfolk Bay Cruise****21<sup>st</sup> -24th November 2010**

With strong squally winds, rain, snow, with approaching lows and fronts, it seemed that the scheduled cruise would be cancelled. But this is Tassie and Show Day was just that, with sunshine and light winds that finally forced *Storm Fisher* and *Minerva* to motor to the Iron Pot by 1100H. *Irish Mist* was soon there but *Windrush* was rushing. Her chocolate cargo was confirmed. With head winds again, we had to continue motoring.

Paul's suggested break at SE corner of Sloping Main had seven boats in two rafts. By 3pm there was wind for *Storm Fisher* and *Minerva* to sail to Connelly Bay. *Awattaki* looked magnificent with her fine bow curling the calm sea like a butter knife.

Ten boats anchored at Connelly Bay; *Awattaki*, *Between the Sheets... Again*, *Dream Time of Darwin*, *Irish Mist*, *Minerva*, *Odyssey 3*, *Puffin*, *Reflections*, *Storm Fisher*, and *Windrush*. *Dreamtime* was the host boat for ALL of us. Thank you Terry and Gillian.

Friday wind finally arrived and many sailed north of King George Island and into the Murdunna end of the Sound to anchor and BBQ. Others went to the intended final destination, Ironstone Bay and ashore for theirs. Being late and in secure anchorage we decided to stay as two separate groups and ride out the forecast strong W to SW change.

Saturday morning wind of 18-24 K, saw reefed yachts sail well into Eaglehawk Bay. *Talisman II* and *Minerva* anchored in the shelter of Sawdust Bay, some others went to Taranna for shelter where Hobart member's cars ferried them to and from the BBQ. An excellent afternoon at Sally and Tony's home. Thank you!

A full moon and still waters set a quiet final night before all boats were homeward bound, and a good Sunday sail. We did taste 'some' chocolates, but there is another story to be told!

## Tassal Fish Farm Tour

13<sup>th</sup> November 2011

The booked morning appeared totally unfavorable at 6.30am with strong southerly winds and rain forecast. *Wayfarer II*, *Vailima*, *Puffin* and *Sea Echo 2* were sheltering in Alexander's. Optimism prevailed. As winds reached 35 knots off Blackman's Bay, Tassal confirmed possible assistance with a punt if dinghy use was dangerous.

At the farm close by at 10 am, the weather was clearing, and we happily anchored in calm waters to the lee of the land. Soon *Sagres* and *Get a Life* were alongside with *Wayfarer II* arriving with other boat crews, as did *Asterix*. With dinghy loading adjusted, we all arrived in the middle of the complex. When *Rebel King* suddenly appeared and anchored, the skipper was punted across quickly.

We were all jumping with the fish at the excitement as we were met by Jamie Bester (Tassal Bruny Island Operations manager), Tim Hunt and Ray March and finally 'Oyster' (Kilpatrick) who had to gaze at the monitoring screens and not the lovely view. We were told that the waves on the interconnecting walkways can be waist deep...calm prevailed. A very well conducted informative, myth dispelling enjoyable tour.

After checking the fish, seeing them fed and 'somebody' sampling their diet (as the guide did), we feasted. The BBQ salmon burgers and many other product samples are highly recommended. What a great outing, good enough to have again next year. I'm booked!

After more rafted socializing, many departed for home. Others faced a wet future as the mystic Sunday morning rain from the heavens fell heavily on them. I must thank Kim for her initial discussion with Tim Hunt of Tassal and Tim's patience with the pressured organizing to make a promised event happen! This was their first yachties tour with timing and logistics being fluid till we were all on board. The numbers were set at 20, 23 booked and 20 arrived...perfect!

More on both these events further on in the Albatross.

## Rear Commodore's Report



Although absent I thank the guest speakers for their contributions at the November general meeting. By all accounts they were all interesting and informative.

Our trip to the "Big Island" involved touching base with old wooden racing power boats at Narrandera; walking marinas at Lakes Entrance, Metung, Paynesville; and Port Albert where we visited a very impressive Maritime Museum. This museum has its own controlled atmosphere storage.

Our next general meeting is at the **Maritime Museum**, Argyle Street at 7 pm. On Tuesday 7 December. Concession cost is \$5 .

Following our tour, we will have a short meeting to pass the minutes of the November meeting. Nibbles, wine & juice will be available in the foyer.

### CHRISTMAS PARTY

This will be at Austins Ferry Yacht Club (see details on following page).

For those who are sailing/motoring to the Bridgewater Bridge Opening there is ample room for anchoring off the Club House. Dinghies are able to tie up on the ramp. There is a launching ramp for boats.

Parking area is nearby and there is plenty of room for children to play ball games

Some activities will be organised for children. (See next page.)

There are a possibilities for on water activities if you bring your "rubber duckies" or dinghy.

**REMEMBER** BBQ TUESDAY, 1st FEBRUARY AT MARINER'S COTTAGE

***Happy Christmas and New Year to all. Have fun in your boats!***

## MARITIME MUSEUM VISIT

*TUESDAY 7 DECEMBER*

7 pm to 8.30 pm

Cost per person \$5

The visit will end with a short meeting

and

**DRINKS & NIBBLES**

## Gambling on the Show Weekend

Chris Hussey on “Windrush”

Those in the Club who’ve been on Show Weekend outings in the past all know it can be wonderful, or you can weather massive overnight gales and wake up to snow on the deck (2008). 2010 was a winner of a year – some good sailing interspersed with motoring, accommodating seas and winds, and the best part of all: on shore conviviality shared on a daily basis.



not the first occasion over the four days that people enjoyed fishing at some stage, although we doubt Paul caught the prawns we admired on his plate at lunchtime!!

Thursday most of us motored to be around the Iron Pot by around 11am. Easy to see by the accompanying photo why we at least began this crossing by motor! We all proceeded vaguely in company to Sloping Main for lunch, rafting up in a couple of groups out of the wind. A delightful casual hour spent chatting and generally catching up, admiring the lunch of others.

This was



Of course, there is always endless discussion about the forecast, the prevailing wind now, and where it will be in the morning, and therefore, where will the best place be? A number of the Club made Lime Bay their destination, while most others went on to Connolly Bay for Thursday night. Once moored, in lieu of an onshore barbeque, Terry and Gillian welcomed us all on board “Dreamtime of Darwin” for drinks and shared nibbles. I think I speak for everyone when I say the company of this club is second to none. As well as comfortable conversation, catching up with old friends and meeting new people, it is a fact that when your boat drags, the dinghy brigade is soon there to help reorganise the anchor and make sure all is as it should be.

Predictably, the catering in this club is copious, so not many people felt the need for dinner as we retired to our own boats to watch a glorious sunset.

Friday dawned fine and calm, and the boats made a wonderful picture on the intensely blue water. We all took our time, some went walking, some watched the locals. One interesting vessel motored by with a man and his three children aboard. Now, most of us would hesitate to take as many children on the water by oneself, but the design of this vessel with plumbing pipe “outriggers” on either side, based on Indonesian fishing canoe design, gave them all a wonderfully stable ride in their narrow boat right across the bay to go visiting at one of the shacks. Some people gathered on “Odyssey III” for coffee, and again, company is always an advantage when you need to rectify a problem – this time, the gas! While we were all generally watching life go by, half a dozen dolphins returned to entertain us with their grace and charm. We think they were feeding, as they had been around the boats much earlier in the morning when very few were awake, and they were still circling in one area as we started motors and hoisted sails, destination: the Murdunna end of picturesque King George Sound. Quite a good breeze took the boats along a path north of King George Island into this most delightful anchorage, where it didn’t take us long to moor and go ashore for an extended barbeque looking out over the excellent scenery.



Talisman II crossing Fredrick  
Henry Bay

As predicted, the change came through, and there was quite a stiff breeze for the sail on Saturday to Eaglehawk Bay where the plan was to lunch ashore at Sally and Tony Creese’s place. Fabulous idea, but not a secure anchorage for so many boats in the prevailing wind, so although a few remained near the jetty and others in the relative protection of the tiny area of Sawdust Bay, most of us sailed around to Taranna. The dinghy trip ashore was just about as exciting as the sail down, but we eventually all got ashore and

thanks to the Duttons and others were ferried around the coast to the Creese's place. What foresight in choosing this as our destination, given the squalls that came over - thankyou, Sally and Tony. We were all able to stay comfortably warm and dry while again enjoying the convivial company on through the afternoon. Sad to say, though, this might have been the first CYCT BBQ ever without the chocolate ritual, but we were assured they were being kept safely for next time! Ah, but when exactly would that be?

Back safely on board we just kicked back and enjoyed the scenery – fabulous views, dramatic skies as the last vestiges of the squalls passed away in the setting sun, the “Lady Nelson” moored further down the bay, and finally a full moon rising – we are so fortunate living where we do.

Sunday dawned to quite a pleasant day, and farewelled by another pod of dolphins, we all turned homewards through a variety of conditions. None were too demanding, although things were a bit frisky near Betsy Island. Judging from this picture of Talisman II in Frederick Henry Bay, one could be forgiven for thinking otherwise!

Past the Iron Pot and into the calm waters of the Channel with gorgeous views of the reflections from the adjacent shores of Bruny Island. We'd heard a rumour there might be company at the Duck Pond, and sure enough – another onshore gathering of four of the boats from the weekend together with “Kokomo” - so easy to while away more pleasant hours together, sharing, among other things, chocolates!!

You've got to keep your ear to the radio to know where the final chocolate destination might be!! And this reminiscence would not be complete if I didn't say how especially wonderful it was to see “Awittaka” with Lindy and David out on the water again this weekend. What a fine picture she made as she powered past us on her way south for the night on Thursday. It's been a long time since we've seen Awittaka's fine lines on the water, and I'm sure I speak for everyone when I say it was just great to catch up again with them, and to enjoy the company of everyone.



*Stormfisher* enroute to Taranna



Awittaka



*Windrush*

## Return to Blue Water Cruising

Chris and Peter McHugh are just back from a season's cruising in New Caledonia on *Honey Bee*. This marks a return to the cruising life after a ten year break - and in a new boat.

We rejoined the CYCT 2 months after purchasing our yacht 'Honey Bee' in late 2009, wanting to become re-involved in the local cruising scene. Apart from a few years trying unsuccessfully to renovate a tired cruising yacht, we had been out of boating/cruising for 20 years.

We started sailing in the mid-70's, while living in New Zealand, by buying an 18 foot trailer sailer which we sailed on Lake Benmore & around Banks Peninsula. Christchurch friends had a 21' bilge keeler & our friend, Graeme said "Just follow me" as we headed out to the Lyttelton Heads. A bit scary for novices! We survived our initiation & bought a 24' steel keelboat in Auckland in 1977. Plans were to sail this boat to Devonport, Tasmania, Peter's home via the Western Pacific Islands.

Graeme & Peter worked on the boat in Auckland - NZ requires that any NZ yacht going offshore has to meet certain safety requirements. This applied in 1978 & it is a lot more comprehensive now. They both survived their first offshore passage. Graeme returned to NZ & I joined Peter in Fiji. Cruising was fairly basic back in the late 70's & early 80's - cruising yachts were smaller & many did not have refrigeration or even radios. Letters were sent back to family when one arrived in port. From Fiji we sailed to Vanuatu, New Caledonia & down to Sydney & were told on arrival that duty would need to be paid there as we intended keeping the yacht in Australia. After coming up with the required duty, we sailed down to Devonport & kept her there for 2 years before upgrading to a 30'yacht, also made of steel.

Our 30' yacht, which we renamed 'Aerandir', had been cruised along the NW coast of Tas & to Flinders island by her previous owners. We had ideas to do more Pacific cruising so modified her interior initially thereby increasing her storage capacity. We owned 'Aerandir' for nearly 10 years & did 2 Pacific cruises in 1982 & 1986. Both times we were away about a year as we sailed to NZ in summer & then out to the Pacific. By 1986, we were a lot more experienced, suffered less seasickness & enjoyed the cruising lifestyle more as we had made the yacht more comfortable eg good dodger over the cockpit. A year ago both our former yachts were still on the outer marina at Kettering - both still looking in good shape. Between our cruises we moved to Hobart and started exploring the wonderful local cruising waters from Kettering & became members of CYCT.

In 1990, with two very young children, jobs and a mortgage, we sold Aerandir and dropped out of sailing.



*Honey Bee* under Mt Rugby

'Honey Bee' is a 12 metre Van de Stadt Caribbean cutter rigged steel sloop. She was built in 1992 in Queensland & cruised in Queensland waters initially before competing in the Darwin to Ambon Yacht race in 1996. 'Honey Bee' & her first owners continued cruising, visiting S.E. Asia, then sailed through the Indian Ocean, Red Sea & up to the Mediterranean. She cruised back to Australia via the Caribbean & the Pacific including a visit to NZ, returning to Queensland in 2004. The first owners kept

all manuals for equipment & also receipts for gear bought on their travels which has been very informative & useful for ongoing repairs & maintenance. Sometime after the circumnavigation, 'Honey Bee' was sold to a Tasmanian who was diligent keeping up her maintenance, but due to changed plans, only kept her for a few years.

We have found 'Honey Bee' an ideal cruising yacht for two people to handle. She weighs 9 tons, so is light enough to move around when tying up to jetties, etc. She has slab reefing, a roller-furling headsail, wind vane & autopilot. For comfort, she has a substantial dodger & a practical layout below for sailing & living aboard. Her stove is not gimballed but we have found the fiddle rails effective keeping pots in place at sea. After buying HB, we moored her at Cygnet & familiarized ourselves with her by cruising the local waters between Hobart, Bruny Island & Norfolk Bay. 'Honey Bee' is big enough to take 2 to 3 friends away which we did several times, including a spontaneous trip to Cloudy Bay, South Bruny; a trip exploring the Eastern coast of Bruny Island & we joined CYCT for the New Year cruise to Mickeys Bay.

Late January 2010, we ventured further afield for our first trip to Port Davey & were relieved to arrive at Breaksea Island after a day out in a 3 to 4 metre swell.



Crew of *Honey Bee*, *Charon* & *Athena* on Mt Milner

Fellow CYCT cruising yachties Richard & Wendy from 'Charon' & Phil & Jane

from 'Athena' (both of whom we have met since joining CYCT) also made the trip to Port Davey that day. Our 3 week stay in Bathurst Harbour & Port Davey exceeded our expectations. The scenery was truly magnificent. & there is a great range of sheltered anchorages. We were also blessed with superb weather for most of our stay so enjoyed many walks, river trips & swims. It was fun to meet up with our CYCT friends for socializing, walks & river trips but it was also peaceful to enjoy beautiful secluded anchorages on our own.

After reading John & Sue Cerutti's article about their circumnavigation around New Caledonia in the October 2009 Albatross, we became inspired to follow their example & explore the island ourselves. Peter had already retired & plans were for me to finish work Christmas 2009 in time for more summer cruising in Tasmanian waters & then head further north early April. We had been to New Caledonia before at the end of our Pacific cruises but apart from Noumea, the capital, we had only explored some of Baie de Prony in the Southern Province on our last Pacific trip in 1986. Our plans were to do a short trip away from Tasmania initially & so a cruising trip to New Caledonia would give us the experience of a Bass Strait crossing, coastal cruising in NSW & New Caledonia plus the opportunity to do an ocean passage – something we hadn't experienced for 24 years!

I found it harder initially to make the change to the cruising lifestyle, especially after living in the same home for 20 years & leaving behind the former life of home, family, work & social networks in Southern Tasmania. We were lucky (maybe) that our daughter, who is still at Uni, lives at home & can feed her cat! Although we now get messages asking "when will we be home" – interesting for the offspring to make these requests rather than the parents! I would encourage other would-be cruisers to get out & have a go – it may be hard to relinquish those ties of home, etc but it will all be there when you return. The cruising lifestyle can be harder than living in a house eg going ashore in the dinghy for shopping or even a concert in Sydney if the weather is rough but the positives do outweigh the negatives. Cruising certainly keeps you fit & agile just living & sailing on a boat, plus there are walks ashore to explore or keep the boat restocked with food.



Anchored in Blackwattle Bay, Sydney

The whole trip has taken about 7 months & overall, it has been a successful & enjoyable cruise.

Missing the Tasmanian winter was a bonus especially living aboard for an extended period. Bass Strait lived up to its reputation on our trip north & we both had thoughts of "I wish I was in the garden" when being horribly seasick,

but arriving in Eden on a beautiful fine sunny day was wonderful & we were soon keen to be on our way north. We continued to have a mixture of weather on our travels but have had some exquisite sails, travelling reasonably fast in very comfortable conditions. It was rewarding to complete the ocean passages & have the added bonus of visiting & exploring an international destination. Exploring New Caledonia from Ile of Pines in the far south to the Belep Islands in the far north was an interesting experience & we will write more about our cruise there later. Bass Strait was much kinder on our return to Tasmania – a fairly smooth downwind run with no water over the decks. Even cooking & eating was enjoyable! Hopefully future extended cruises are not too far away for us.

Chris McHugh  
SV Honey Bee  
St Helens  
October 2010



Enduring another New Caledonia sunset at Iles des Pins

### **A Few Profound Imponderables To Dwell On Over Long Summer Evenings**

Why is it when you transport something by car its called shipment, but when you transport something by ship it's called cargo?

Tell a sailor that there are 400 billion stars and he'll believe you, tell him a deck has wet paint and he has to touch it.

How much deeper would the ocean be if sponges didn't grow in it?

Do the Australians call the rest of the world, "up over"?

**APPLICATION FOR MEMBERSHIP**

—————  
**Damien Hope and Kate Johnstone**

*Blade Runner*

**John and Marie Pforr**

*Four Two*

**Robyn and Cynthia Coffey**

*Gitana*  
—————

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



**Welcomed last month –the Salmon family together long enough for a photo**



**Welcomed in October. Mike Boyden. Apologies for not including your photo in the last issue, Mike.**

## WELCOME NEW MEMBERS

Jon Nevill and Sophie Kim

*Ocean Child*

Chris and Lulu, Alex and Kim Jones

*Puffin*

*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.*

## New Member Profiles – Jon Nevill



My boat *Ocean Child*, a Van de Stadt 36 Seal design, was built by Adam Baker in Brisbane in 1995. Adam's father owns a small shipyard there. I purchased the boat from Adam in May 2010.

While I have owned a kayak for a few years, I have no other boating experience and at this stage I don't even know how to raise the sail, let alone sail the boat. However I suppose it isn't too difficult.

I would like to visit Flinders Island as soon as I learn to sail. Then New Zealand. Sophie needs some encouragement.



*Merea* Van de Stadt 36

## The Jones Family

The Jones Family on Puffin are excited to be new members of the CYCT. We are Chris, Lulu, Alex (13) and Kim (11). I have only been sailing for 5 years and our last yacht was Iolanthe, a lovely Clansman 30 sloop. Whilst sailing in Port Davey earlier this year on my friend Colin's Jeanneau 39i, I went aboard Lew



**Kim, Chris and Alex Jones**

and Liz Garnham's Nauticat and decided this would be the next boat for us. The only one for sale on the Eastern seaboard was in Westernport Marina which I purchased in August this year. Lew helped Colin and I sail it back from Westernport in a 5 day trip that included 2 nights stuck at Deal Island in 30-40kt winds.

Puffin is a 33 foot fibreglass Ketch pilothouse motorsailer with a 90 hp Ford Lehman. Nauticats are built in Finland for the North and Baltic Seas so are ideal for Tassie conditions. Mine has an inoperable Eberspacher diesel heater that will be one of the first maintenance tasks. And the Mizzen and headsail seem to be the original 25 year old sails so I am not going to win any sail races!

We are looking forward to gaining more sailing experience with the CYCT and to family events for the kids. I have a mooring in Orford which I am happy to make available to members.

At the moment Puffin is on a temporary mooring in Bellerive but I am looking for a marina berth. My job is in Educational Software and involves travelling a lot, so I am writing this from Singapore. But when not overseas, I look forward to meeting you around the Tassie waterways and enjoying a nice wine or beer.



*Puffin. Nauticat 33*

## **Radio Operators Forum**

**Tuesday 14<sup>th</sup> December**

**Mariner's Cottage**

**7.30pm**

The next in the series of forums designed to introduce new members to an aspect of boating and to give others the opportunity to increase their knowledge and skills.

Andrew Boon will lead the discussion and answer questions.



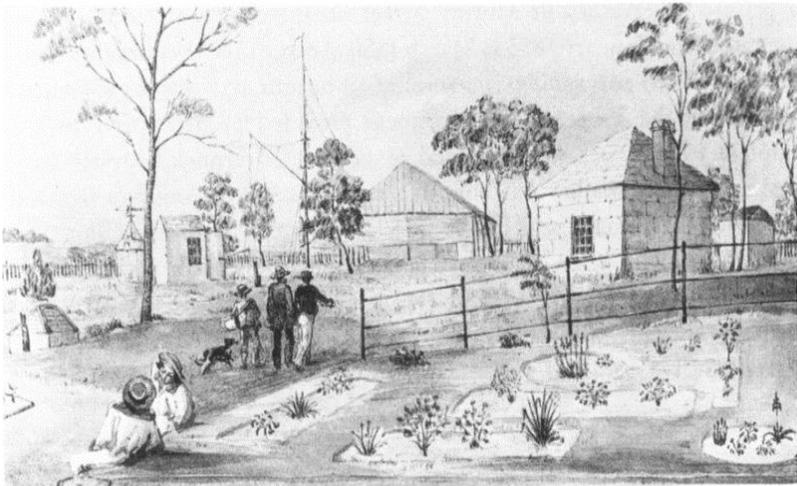
Topics will include when and how to use Ch. 16, how to call a Mayday and Pan Pan, silence periods and how to conclude a transmission.

## Astronomy in Tasmania

Expanding on his talk about Tasmania's role in astronomical research, CYCT member John Greenhill gives some history of the field and a description of the newly opened telescope on Bisdee Tiers.

Rosbank Observatory was built in the grounds of Government House in the early 1840's. It was the first observatory in Tasmania and was initiated by Sir John and Lady Jane Franklin. Sir John later died on the ill fated expedition to open the North West passage from England to the Far East. The main purpose of the observatory was to determine precise time by solar observations but it was also used for weather, geomagnetic and astronomical observations. Determination of the time was critical to the safety of shipping since an error of 4 seconds in time corresponds to an error of up to a nautical mile in longitudinal position.

### Rosbank – Tasmania's first astronomical observatory



After the departure from Tasmania of the Franklins the “bean counters” took over and closed the observatory in 1854. Fortunately the critical tasks of

Rosbank were soon taken over by an emancipated convict watchmaker Francis Abbott who built his own amateur observatory in Liverpool St. He kept time, weather and astronomical records on an unofficial and unpaid basis for 25 years. He became a member of the Royal Astronomical Society of London and published many papers in their journal. Schoolteacher and accountant Alfred Biggs of Launceston also made important contributions to astronomy. In 1874 he assisted visiting US astronomers observe the transit of Venus from “The Grange” in Campbelltown.

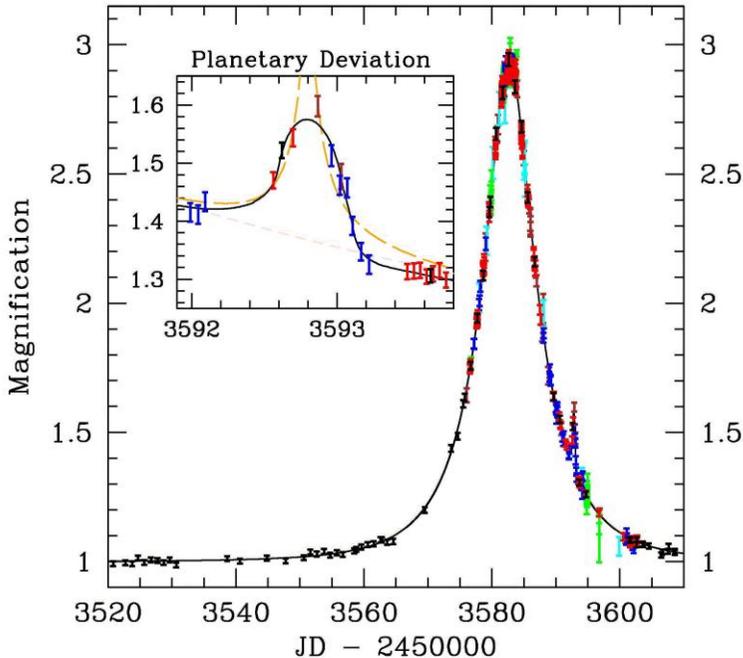
### **Francis Abbott and his observatory in Liverpool St**

The need for local sources of optical instruments during World War 2 led indirectly to a renaissance in astronomy. Research into optical design commenced in the Physics Department at the University and optical munitions were manufactured at the Optical Annexe on the Domain. A senior US astronomer t Canopus with the objective of building several large telescopes in Tasmania and elsewhere in Australia. In the late 1960's several large mirrors were purchased and he helped the leader of the Optics group, Mike Waterworth, establish the Mt Canopus Observatory with a 1-m telescope in the Meehan Ranges near Hobart.

The Mt Canopus telescope has made many important contributions to science including the discovery of, and study of changes in, the atmosphere of Pluto, detection of solar cycle type behaviour in cool dwarf stars and observations of neutron stars and black holes. Perhaps the most exciting work is the search for exoplanets – planets about stars other than the sun.. There are several techniques for detecting and measuring exoplanets - Dopple wobble, Planetary transit and Microlensing. The first exoplanet was discovered less than 20 years ago Since 1991 more than 500 have been discovered. At Mt Canopus we use the microlensing technique which is currently the only way to detect planetary systems similar to our own Solar System. It is therefore an essential tool for solving the centuries old debate on how the Solar System came to be formed. The other techniques are very successful in finding exo-planets but most of these are very massive or very close to their parent star – quite unlike those in the Solar System.

Stars move relative to each other and occasionally one moves directly in front of another. When this happens the foreground star magnifies the light from the background star. This brightening can last for weeks or months. We call this effect a microlensing event. Hundreds are detected each year and details are posted on the web. If the foreground star (called the “lens”) has planets there is a further brief brightening (called a “spike”) lasting hours to days. At Mt Canopus we measure the brightness of these events typically every hour for the duration of the event looking for planetary “spikes”. Astronomers from France, USA and several other countries come to Mt Canopus for 4 months each year to help with the observations. We do this in collaboration with telescopes in South

Africa and Chile so that we can get around-the-clock coverage of the event. If a spike or spikes are detected mathematical modeling enables us to determine the mass of the planet, its distance from the parent star and its likely surface temperature.



### OB390 light curve with planetary spike due to 5 Earth mass planet

So far we have help discover about 15 exoplanets including several not much larger than Earth. The light curve which led to the discovery of a planet 5 times the mass of Earth is shown above. We also helped find the first, and so far, the only known exo-planetary system similar to the Solar System. Others are similar to Neptune, Saturn and Jupiter. It may takes several years before we and our collaborators discover a truly Earth-like planet and determine just how common are planetary systems like our own. It is already clear however that most stars have planets and that there are probably more than one hundred thousand million planets like Earth in our “Milky Way” galaxy. Many of them will be in the “habitable zone” where water is liquid and so may be able to support life as we know it. In perhaps 20 years it should be possible to study the atmosphere of some of these to test for the signatures of life as e.g. the

presence of oxygen or methane. The discovery of life elsewhere in the Universe would be of profound significance to the way we view ourselves.

For some years we have been concerned by the pollution of the night sky at Mt Canopus by light from commercial developments and new housing estates. The cost of moving to a dark site would cost several million dollars so it looked as though our research was about to end. Then we had a lucky break. Project Canopus had failed in the 1970's due to lack of funds and most of the mirrors were sold by Ted Dunham's heirs in the 1990's. One 1.27-m (50") mirror remained, unbeknown to us, in the Dominion Astronomical Observatory (DAO) in Canada. DAO assumed it belonged to UTas and in 2005 offered to sell it for us. The Dunham family representative was a New York lawyer so I trod very carefully! I persuaded him to let us use the proceeds of the mirror sale to upgrade a spectrograph at Mt Canopus which had been designed by Ted. The mirror was bought by a Canadian businessman who was also an amateur astronomer. He asked me to recommend a good site for the new telescope he was building with the mirror. I told him of our planetary research and he offered to site it in Tasmania. The University was delighted with this offer and agreed to build a new observatory to house it. A public appeal was opened and has already raised nearly half a million dollars. We investigated many dark sites in Tasmania and chose one in the Bisdee Tiers just east of Spring Hill near Jericho. The building and telescope are nearing completion and we hope to start observations there late in 2011. Mt Canopus will then be closed.



The new telescope will be nearly 60% more sensitive than the Mt Canopus 1-m as well as being on a darker site and will have much better instrumentation. Our Polish microlensing colleagues have donated a very large camera worth perhaps \$500,000. This will enable us to measure many microlensing events at the same

time. We will be able to measure tens of million stars each night. Mt Stromlo Observatory has also offered us a large modern spectrograph. The new Bisdee Tier Observatory has the potential to play a major role in the exciting new field of planetary research and in many other areas of astronomy.

# SUMMER PHOTOGRAPHY COMPETITION



**A memorable sunset or friends laughing together in the cockpit? A beach BBQ or a child's first fish?**

**What does cruising mean to you? Send us the perfect summer shot and win!**

**As many entries as possible will be published in the Albatross**

**Charge the batteries and get clicking!**

**Entries to be submitted to the**

**[editor@cyct.org.au](mailto:editor@cyct.org.au)**

**by January 30<sup>th</sup> 2011**

**Prize pack sponsored by**



## My Mate, Murphy

*Honey Bee's* passage to New Caledonia held a few surprises for Chris and Peter McHugh

The Second Law of Thermodynamics says something like: "spontaneous natural processes increase entropy overall". Sailors have known this for a long time. For example, a gentleman named Alfred Holt reported to an 1877 meeting of an engineering society: "It is found that anything that can go wrong at sea generally does go wrong sooner or later, so it is not to be wondered that owners prefer the safe to the scientific"

Of course, Murphy has the definitive view on this: "Anything that can go wrong, will go wrong".

There are several corollaries to Murphy's Law, such as:

- When something does go wrong, it will do so at the worst possible time.
- Failsafe equipment doesn't.
- Foolproof equipment isn't.

A cruising boat is a very complex work in progress, so it is no surprise that it provides continual proof of Murphy's Law on an almost daily basis. Our recent trip to New Caledonia was to provide many classic examples.

Let me emphasise from the start that we had a wonderful 7 month trip. The weather was great (mostly!) and the cruising grounds were superb. *Honey Bee* is a fabulous boat. The *Carribean* is a great Van de Stadt design, she was well built by Horst Diegman in Queensland and impeccably maintained by her two previous owners. Despite having been sailed around the world, she really was ready to go again. (In ads, "Proven blue water cruiser" usually means "completely worn out", but not in this case). For us, she is the perfect off shore cruising boat – not too big, not too small, tough, but adequately fast and well set up to sail.

Primary navigation on *Honey Bee* is handled by a small Asus Eeebox running standard charting



Compact and customized – the Eeebox Navigation computer

software. This is an excellent small PC that runs off 12 volts and draws very little current. It does, however, need a separate screen and we have a 19 inch flatscreen in the nav area that is visible from the cockpit. It requires an inverter to feed it the 240 volts it needs. A GPS connects to the PC and so we can always see exactly where we are. The Eeebox also runs our Pactor modem, enabling us to send emails and receive weather info by HF radio.

We have back ups for this. A laptop with the same software and a spare GPS is ready to go. A second elderly laptop is again loaded with charts. We also have a huge collection of paper charts and a hand held GPS with heaps of spare batteries tucked away in a water proof container.

On our way north to New Caledonia, we recorded our tracks on the nav software. In particular, when we entered St Helens, guided by the Marine Rescue boat, we recorded the track both in and out. On our way south again, at the end of a dream run across Bass Strait, we chatted to St Helens Marine Rescue to confirm that the channel hadn't changed in the previous six months.

Confident with our bar experience and our recorded track, with one eye on the water and one on that magic red line on our chart, we crossed the bar easily and headed up the winding channel. Just as we reached Pelican Point, where the channel is narrowest and shallowest and just starting to run hard with the outgoing tide, there was a beep from the nav area. The inverter was showing a red fault light and the computer monitor was blank. The GPS and the computer knew where we were and where the deepest section of channel was, but they weren't sharing.

At this point, there were all sorts of possible outcomes, including being stuck on a mud bank for hours while the tide receded around us. Fortunately, Chris kept her cool and throttled back until we were almost motionless in the tide run. I dived below, grabbed a spare inverter, plugged it in, plugged in the screen and we were back in business and on course within a minute. There are channel



Playing "Follow the Leader" at St Helen's Bar

markers in this area, but knowing where the deepest part of the channel is makes a lot of difference when there is much less than a metre below the keel.

All pretty trivial, but the same problem in different circumstances could easily result in the loss of a boat. Imagine losing all your electronics entering a difficult port in the dark in bad weather. There is still a lot of room for basic pilotage techniques and not confusing the pretty bright pictures on the screen with reality.

A more challenging problem initially showed itself when we arrived at Port Davey in February. I'm told that a good way to psych out the opposition in racing is to surreptitiously deposit a small fragment of stainless steel on their deck somewhere near the mast. It certainly worked for me. It was several weeks, which included a trip up the mast and a very thorough examination of the rig, before discovering that it was actually a piece of a shattered thimble from a wire strop in the boom vang. Hardly a rig threatening problem and on return to Hobart, I replaced the strop and all was well, so we thought.

A month later we dropped the mooring in Cygnet and headed north. Apart from a wild ride across Bass Strait, we had an uneventful trip to Sydney. We stayed at Blackwattle Bay for a couple of weeks getting a few things done in preparation for the Noumea passage – new sail cover and an upgrade of our Pactor modem so that it would work with our new Icom HF. I rang Customs and booked to clear for Noumea in 4 days time. A few days passed and the forecast evolved, as forecasts do. I cancelled the Customs appointment and we set off up the coast, intending to clear from Coffs Harbour into a more reasonable weather pattern. Two days later we were running nicely up the coast, with a comfortable breeze from behind. The boom was way out over the rail and I was sitting back enjoying the ride. Then I noticed a strange mark on the boom, just above the vang attachment. I wandered forward, intending to wipe it off. There was a crack in the boom, both sides, extending from the vang bracket one third of the way up. Clearly the earlier vang problem had been a symptom of deeper misuse of vang tensions.



Houston - we have a problem!

At this point we were exceptionally glad that we weren't on passage to Noumea, a couple of hundred miles from the coast. I was starting to think that our New Caledonian trip was off. We turned hard to port and sailed into Newcastle and the welcoming Newcastle Cruising Yacht Club.

The next morning, I had the boom off and by early afternoon it had been taken away by Geoff Lander of G&E Stainless & Aluminium, with comments about how busy he was and the likelihood that it would be well into the following week before he could look at it.

Did I mention that months earlier we had promised some friends a sailing holiday in New Cal and, by now, their Noumea arrival was less than 2 weeks away. I've always known that making commitments like this when sailing is, like getting drunk, always a bad idea, but, one thing leads to another and there you are.

The next afternoon, my mobile rang and Geoff said that he quickly got sick of our boom cluttering up his workshop, so he fixed it. We were in business again. We got to Noumea 24 hours before our friends flew in.

Some months later we were in the Port Moselle marina when a French Ovi came in after a wild ride up from NZ and tied up next to us. Their boom was in two pieces on their deck.

Honey Bee has an old but very good gas oven and carries two 9 kg gas bottles. Just before leaving Sydney, one emptied and, as there were no refill options within walking (carrying 9kg!!) distance, I opted to swap for one of the many swap & go bottles nearby.

On arrival in Noumea, we realized that the French gas fittings were different and only one person had the fittings to fill Aussie bottles, albeit, slowly and expensively. We did a refill of a bottle (5,000cfp – about \$60!) before setting off to Ile des Pins with our friends. After two very social weeks we cruised back into Moselle, put our friends on the plane and started loading up for an extended cruise right around New Caledonia, following in Aurielle's footsteps, if in reverse. The swap bottle emptied at this point, only 3 weeks after we started using it. Oh well, 4 people on board and lots of coffee drunk and good meals cooked. We refilled it (for 5,000cfp) and set off.



Boom repaired at Newcastle and now ready to tackle the Pacific

Two months later, we were back in Moselle and preparing for the passage home. French wine,

New Cal beer and French breadsticks were loaded. Our original gas bottle was nearing empty, but it was only 2 weeks absolute max to Coffs Harbour. Why refill a bottle here, with all the complication and expense, when we could do it for half the price in Australia and the swap bottle would easily last the whole trip.

A week of comfortable sailing put us 100nm off the NSW coast just as a cold front with a strong SWly arrived. We were still managing to cook and were half way through cooking dinner when the stove went out. Ah, that explains the slight gas smell around the stern of the boat. The swap bottle had been merrily leaking its contents out into the world since we switched it on. It was at this point, slogging into the SWly, with dinner half cooked, that Biggles blew through at masthead height in his Coastwatch plane demanding all the bureaucratic crap that we had provided to Customs a week before by email. He probably wondered why I was so short with him.

It was cold drinks and biscuits for the next 24 hours until we got to Coffs. The hot meal and exquisite coffee at the Coffs Yacht Club were savoured.

For the price of a beer, I could tell you about leaking hatches, seized wind generator bearings, cherry pips and the toilet, a wind gust & a life bouy in the water or a spilt beer & a lost carpet. For the price of two beers, I might enlarge on the issue of a small leak in a holding tank.

As I said, it was a great trip. Problems build character and provide lots to talk about with other yachties, as well as forcing you to interact with local communities in ways that would never happen if you were flying and staying at hotels. They are only a minor part of the colourful tapestry of blue water cruising.



Peter McHugh  
SV Honey Bee  
St Helens

Honey Bee 'boomless' at Newcastle Cruising Yacht Club

## How to recognise drowning – it's NOT like shown on TV!

*Have you ever witnessed someone drowning? Would you recognise it if you did? Leisure sailors spend all their sailing time in and around water, so knowing when someone is drowning is a vital skill. According to marine safety specialist Mario Vittone, it's nothing like what you see on TV, so learning to recognise it could save a life. In this excellent article, Mario explains:*

The new captain jumped from the cockpit, fully dressed, and sprinted through the water. A former lifeguard, he kept his eyes on his victim as he headed straight for the owners who were swimming between their anchored sportfisher and the beach.

'I think he thinks you're drowning,' the husband said to his wife.

They had been splashing each other and she had screamed but now they were just standing, neck-deep on the sand bar.

'We're fine, what is he doing?' she asked, a little annoyed. 'We're fine,' the husband yelled, waving him off, but his captain kept swimming hard.

'Move,' he barked as he sprinted between the stunned owners. Directly behind them, not 10 feet away, their 9-year-old daughter was drowning. Safely above the surface in the arms of the captain, she burst into tears, 'Daddy.'

**How did this captain know – from 50 feet away – what the father couldn't recognize from just 10?**

Drowning is not the violent, splashing, call for help that most people expect. The captain was trained to recognize drowning by experts and years of experience. The father, on the other hand, had learned what drowning looks like by watching television.

If you spend time on or near the water (hint: that's all of us) then you should make sure that you and your crew know what to look for whenever people enter the water. Until she cried a tearful 'Daddy,' she hadn't made a sound.

As a former Coast Guard rescue swimmer, I wasn't surprised at all by this

story. Drowning is almost always a deceptively quiet event. The waving, splashing, and yelling that dramatic conditioning (television) prepares us to look for is rarely seen in real life.

The Instinctive Drowning Response – so named by Francesco A. Pia, Ph.D., is what people do to avoid actual or perceived suffocation in the water. And it does not look like what most people expect. There is very little splashing, no waving, and no yelling or calls for help of any kind.

To get an idea of just how quiet and undramatic from the surface drowning can be, consider this: It is the No. 2 cause of accidental death in children 15 and under (just behind vehicle accidents). Of the approximately 750 children who will drown next year, about 375 of them will do so within 25 yards of a parent or other adult. In 10 percent of those drownings, the adult will actually watch them do it, having no idea it is happening.

**Drowning does not look like drowning – Dr. Pia, in an article in the Coast Guard's On Scene Magazine, described the instinctive drowning response like this:**

1. Except in rare circumstances, drowning people are physiologically unable to call out for help. The respiratory system was designed for breathing. Speech is the secondary or overlaid function. Breathing must be fulfilled, before speech occurs.
2. Drowning people's mouths alternately sink below and reappear above the surface of the water. The mouths of drowning people are not above the surface of the water long enough for them to exhale, inhale, and call out for help. When the drowning people's mouths are above the surface, they exhale and inhale quickly as their mouths start to sink below the surface of the water.
3. Drowning people cannot wave for help. Nature instinctively forces them to extend their arms laterally and press down on the water's surface. Pressing down on the surface of the water, permits drowning people to leverage their bodies so they can lift their mouths out of the water to breathe.
4. Throughout the Instinctive Drowning Response, drowning people cannot voluntarily control their arm movements. Physiologically, drowning people who are struggling on the surface of the water cannot stop drowning and perform voluntary movements such as waving for help, moving toward a rescuer, or reaching out for a piece of rescue equipment.
5. From beginning to end of the Instinctive Drowning Response people's bodies remain upright in the water, with no evidence of a supporting kick. Unless

rescued by a trained lifeguard, these drowning people can only struggle on the surface of the water from 20 to 60 seconds before submersion occurs. (Source: On Scene Magazine: Fall 2006)

This doesn't mean that a person that is yelling for help and thrashing isn't in real trouble – they are experiencing aquatic distress. Not always present before the instinctive drowning response, aquatic distress doesn't last long – but unlike true drowning, these victims can still assist in their own rescue. They can grab lifelines, throw rings, etc.

Look for these other signs of drowning when people are in the water:

- \* Head low in the water, mouth at water level
- \* Head tilted back with mouth open
- \* Eyes glassy and empty, unable to focus
- \* Eyes closed
- \* Hair over forehead or eyes
- \* Not using legs – vertical
- \* Hyperventilating or gasping
- \* Trying to swim in a particular direction but not making headway
- \* Trying to roll over on the back
- \* Ladder climb, rarely out of the water

So if a crew member falls overboard and every looks OK, don't be too sure. Sometimes the most common indication that someone is drowning is that they don't look like they're drowning. They may just look like they are treading water and looking up at the deck.

One way to be sure? Ask them 'Are you alright?' If they can answer at all, they probably are. If they return a blank stare, you may have less than 30 seconds to get to them. And remember, children playing in the water make noise. When they get quiet, get to them and find out why.

Disclaimer: The views and opinions expressed by the author are not necessarily those of the Department of Homeland Security or the U.S. Coast Guard.

*Mario Vittone has 19 years of combined military service in the U.S. Navy and Coast Guard. He is a marine safety specialist with the U.S. Coast Guard. For more interesting information about marine related subjects, go to his website, <http://www.mariovittone.com/>.*

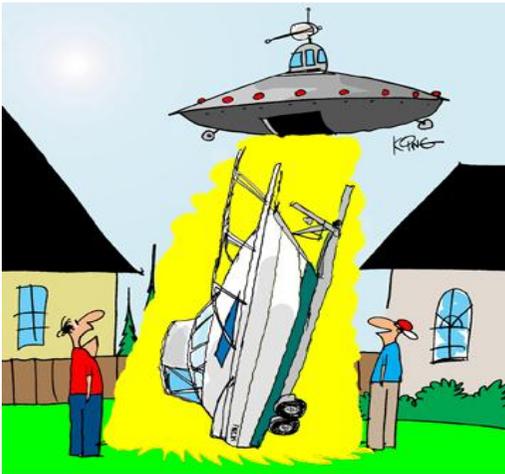
**Knock Knock  
 Who's there?  
 Yacht!  
 Yacht who?  
 Yacht a know me by now!**



*"It's come to my attention that one of you got behind on your work because of looking at boats on the Internet."*



*"I know my building is on fire! But I'm bidding on a boat on the Internet, and I'm waiting to see if I got it or not. I can't leave now!"*



*"And I just canceled my 'Alien theft' insurance."*

"Hi sailor", said the barmaid,  
 "you look like you're a little  
 down."  
 "That I am lassie", said the  
 sailor, " It saddens me to say  
 that I serve under a very tough  
 Captain!"  
 "That's a shame sweety, how  
 bad does it get ?"  
 "Well lassie, recently I  
 complained that there were  
 roaches in me bunk. The  
 captain gave me three demerits  
 for keep'n pets!"

## Farming the Channel

So you like a bit of fresh Tassie salmon? Well, imagine finding yourself surrounded by over a million hungry fish! Twenty CYCT members spent a fascinating couple of hours on a Saturday afternoon touring Tassal's Bruny Island farm, learning more than most of us probably wanted to know about the breeding, feeding and processing of Atlantic salmon before sampling the end product.

In drizzly conditions, yachts anchored close to the Roberts Point facility and a convoy of dinghies descended on the farm where manager Jamie Bester, with Ray March and Community Relations co-ordinator Tim Hunt, introduced the group to their lively stock.

These rectangular pens, the 'system farm', each hold up to 75,000 'smolt' salmon, growing them from an initial weight of approximately 150 grams to about 1.4kg. The fish are fed with scientific accuracy, initially up to ten times per day and are bathed periodically in fresh water to control fungal gill diseases, dramatically reducing the need for antibiotic treatments common



overseas. Lights underwater mimic the seasons and control maturation so they do not breed.

A sample is weighed periodically and at 1.4kg the fish are moved into those huge circular pens we're familiar with. In the '120s' (120 metres circumference) fish continue to grow until the 'hogs' are about 5kg. TASSAL harvests fish on site aboard a self-contained harvest vessel, where fish are pumped aboard, stunned, bled and iced.



Tim Hunt and Jamie Bester answering a barrage of questions

TASSAL staff gave us a polished introduction to the process before demonstrating the weighing procedure, with the opportunity to examine gills and see how the health of the population is assessed. The

sustainability message came across loud and clear - managing the environment carefully is good for the company bottom line as well as for the consumer's stomach. Nets which were painted with antifoul are now 'hoovered' by a TASSAL-employee-designed machine, feed rates are scrupulously managed so no pellets fall past the feeding fish to be wasted on the seabed, feed hoppers are coated in fish oil, rather than paint and by-product is treated to extract oil and turned into compost. Compliance is assured by regular government auditing and we were assured that dive surveys show the seabed under the farms is as healthy as anywhere in the Channel.



Ray March doing a gill check with Liz Garnham

After watching the business end of the feeding process, where showers of pellets rain down on pens of leaping fish, we were ferried to the feed barge to meet the guy with his hand on the computer mouse, remotely controlling

the operation. Seated in front of computer screens high up in the feed barge with a panoramic view over the Channel, "Oyster" Kilpatrick uses cameras both over the pens and underwater in them to watch pellets

falling and, taking the tidal flows into account, adjusts the rate and spread of distribution. Beneath him are the huge hoppers of feed in the form of pellets, which are blown down PVC hoses to each pen. A far cry from when Jamie and Ray started working with salmon and had to heave feed-sacks into boats and empty them by hand into pens.



TASSAL's feed barge with a capacity of 180 tons and an annual budget of \$16 million dollars.



"Oyster" Kilpatrick feeding the multitudes from high up in the feed barge

Also housed in the barge is a purpose-built dive room where the 3-4 man dive teams are based. TASSAL has an extensive diving operation, sending divers to depths of up to 18 metres to clean “morts” (dead fish) in each net and repair damage. It’s thanks to their vigilance that escapes are much rarer and fishermen don’t get the bonanzas they used to.

Another barge trip back to the system farm and we found Tim had been busy preparing lunch. Soon the party was consuming delicious, freshly-BBQed salmon burgers and sampling the smoked product. TASSAL staff were bombarded with questions– the complexity of the farming process seemed to interest everyone and most seemed to be convinced that the company were making impressive efforts to produce a healthy and sustainable product. Opening the farms to tour groups is a new move for TASSAL and after the enthusiasm our group showed, it may become a regular feature. In our case, as sailors it shed light on fellow users of Tasmanian waters, but opened to other visitors this venture could bring Tasmanian salmon to a greater, appreciative market. If you missed out this year, make sure you get in early for 2011, when I’m sure a second visit will be planned. As a *very* frequent visitor to the TASSAL shop in Salamanca I don’t need any convincing. I’m off now for my fix!



Tim Hunt cooking up a storm



Lunch on the farm



Jamie Bester explaining the diving operations

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## Cooking With a Thermos

Not all of us are blessed with the luxury of refrigeration, oven and oodles of 240V power running blenders and breadmakers. A request has come in for recipes and ideas for simpler cruising cuisine. Any recipes can be passed onto the Editor by email or at December's meeting but meanwhile here are a few thoughts:

### Cooking With a Thermos

*Great for open sea, when the galley may not be the most comfortable place to hang out and prepare a meal.*

Choose a thermos with a narrow mouth. Fill the thermos with boiling water, then pour out. Place 1/4 cup of organically grown whole brown rice, oat groats, hulled barley, wheat, or lentils (either individually or in combination, e.g., lentils and rice) in the thermos. Refill with boiling water. Screw on cap. Lay the thermos on its side. If you leave it standing up, only the bottom will cook. By starting at night, you are assured of a hot breakfast the next morning (or next watch). It does not take eight hours to cook but will be kept ready to eat the next morning or even later. This simple recipe will cook in about three hours. If you add salt, do so only after the food has cooked (food salted first will not cook properly). Also, don't use more than 1/4 cup of grain, or you'll find it hard to get out. You can also enjoy this simple dish with fruit, etc. After you have enjoyed your meal, wash the thermos bottle immediately, as it will be harder to wash after it dries.

### Egg substitute

Worried about running out of eggs at Port Davey? Substitute a teaspoon of vinegar in baking or try this:

**One egg** : Combine 1 teaspoon of unflavored gelatin with 3 Tablespoons of cold water and stir until dissolved. Then add 2 Tablespoons plus 1 teaspoon of hot water and stir. When using your own recipes, decrease the liquid called for in your recipe by about 1/4 cup to compensate for the added water from the "egg."

**Pressure cookers** are indispensable on any cruising boat, saving gas, keeping a meal hot and in a sealed container when on passage – and they can be used to bake breads and cakes when used with a trivet. A loaf of freshly-cooked beer bread will always win a few brownie points – and looks of envy.

## Beer Bread

220g plain flour

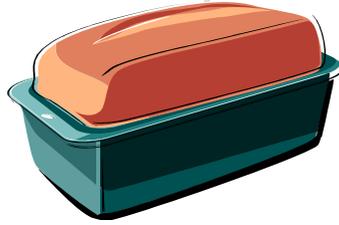
185g wholemeal plain flour

4 ½ tsp baking powder

1 ½ tsp salt

5 tblsp dark brown sugar

330ml can or stubby of beer



Combine flours, BP, salt and sugar. Pour in beer, stir until a stiff batter is formed. It may be necessary to mix with your hands. Scrape into a round cake tin and place on trivet in pressure cooker with water up to the trivet. Cook under pressure for about 20 minutes..

## Pikelets and Pancakes

No-one should go to sea without a good pikelet recipe. Great for unexpected dinghy arrivals and for breakfast when the bread is finished, or add milk and less BP to make pancakes. These were always our “landfall” treat as we neared the end of a passage with few supplies left. I remember friends, rained out on their Christmas cruise and very bored, going ashore to the local shop, where one kept the proprietor occupied while the other memorised the pikelet recipe from a cookbook. So that you won't have to go to those lengths, here's my favorite:

1 cup plain flour

1 tsp baking powder

¼ tsp salt

1 egg

¼ cup sugar

¾ cup milk

25g melted butter or marg. I have even made these with oil.

To save dishes I melt the butter in the frying pan I'll be cooking in. Meanwhile mix flour, sugar and BP in a bowl. Make a well in the flour and pour the melted butter in, then the beaten egg. Mix to the required consistency with milk. Wipe excess oil from the frying pan and drop spoonfuls in. Play with the heat – they should be turned when the surface begins to form bubbles.



There must be plenty of tried and true recipes and provisioning tricks out there. Drop me a line and help other members get the most from their galle.

## What Where and When?



*From Chris Creese comes this historic photo. Can you name the location and the yachts?*

### **Treasures of the Bilge**

Now is the time to clean out those deep, dark lockers and find a good home for some of that STUFF and make room for MORE!

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# **General Meeting of the Cruising Yacht Club of Tasmania**

**Held at the Derwent Sailing Squadron**

**On 2 November 2010**

## **MINUTES**

### **Opening**

Commodore Chris Palmer (Chair) welcomed attendees and opened the meeting at 8:05pm.

Present

The attendance sheet is attached. 22 members registered their attendance. 10 visitors registered as attending.

Apologies were registered for 15 members.

### **Minutes of the previous meeting.**

The minutes of the meeting held on 5 October 2010 were approved by affirmation.

### **Commodore's Report**

Commodore Chris Palmer thanked Vice-Commodore Lew Garnham for producing an effective article which was published in the Mercury. He also thanked Alan Gifford for arranging a very successful training seminar which was well attended. Chris mentioned that the next seminar would be aimed at meeting the needs of partners on boats.

### **Cruise calendar**

Vice-Commodore Lew Garnham reported on the Norfolk Bay cruise which had been well attended and thanked Tony and Sallie Creese for hosting members to a BBQ.

Lew drew attention to the plans on the website and emails in respect of the tour of TASSAL's fish farm operations at Robert's Point on 13<sup>th</sup> November and to plans for a cruise to the Quarries or Randall's Bay on the following weekend.

### **Social calendar**

The report by Rear Commodore Margaret Jones was read by the Commodore and is attached. Briefly, details of all events will be in 'Albatross' and the next event planned is a visit to the Maritime Museum on Tuesday 7 December at 7:00pm. The visit will be followed by a short meeting in situ to complete formalities, drinks and nibbles.

The Christmas party will be on 11 December at Austins Ferry Yacht Club. It is hoped the opening of the Bridgewater Lift Span will precede the party on the 11<sup>th</sup>.

### **Treasurer's report**

Treasurer Paul Dutton gave an overview of the Club's financial status. His report is attached.

### **Editor**

Editor Kim Brewer appealed for more articles on Club activities and the exploits of members.

### **Wooden Boat Festival Sub-Committee**

Keith Wells appealed for volunteers to put their names on the roster for manning the Club's stand during the Festival which is to be held on 11-14 February 2011. He is looking for memorabilia, charts, photos, CDs and like material suitable for display.

### **Club apparel**

Past Commodore Leo Foley passed around a catalogue so that members could express their preference for a Club polo shirt. The shirt selected will have a professional logo.

### **Proposals**

The Commodore explained that the Committee sought approval for two proposals the details of which had been distributed by email and placed on chairs at this meeting – see attached. He then invited Vice-Commodore Lew Garnham to speak to the first proposal.

A proposal to place a Club mooring at Nubeena. The proposal was passed by a large majority on a show of hands.

Commodore Chris Palmer spoke to the second proposal.

Proposed rules for the subsidisation of training. The proposal was passed by a large majority on a show of hands.

**New member**

Commodore Chris Palmer welcomed Wayne McNeice into the Club and presented him with the Club's burgee.

**Webmaster**

The Commodore invited Webmaster Dave Davey to give a presentation on the Club's website.

At the end of the presentation, Cheryl Price put a motion of appreciation for Dave's work in creating a very professional and user friendly website. The motion was accepted by enthusiastic applause.

Close

There being no further business, the Commodore thanked members for their support and expressed his hope that visitors would be encouraged to become members. He then closed the meeting at 9:00pm.

Erika Shankley then introduced Andrew Boone as guest speaker whose topic was his hobby charting Bathurst Harbour.

**Rob Grey  
Secretary****Australian Wooden Boat Festival - February 11th to 14th 2011****Volunteers needed...**

**...to help out at the CYCT stand and explain the benefits of joining our Club to as many people as possible!**

**Qualifications needed—A BIG SMILE!**



**If you can spare some time  
— please contact Keith Wells  
on 6267 1168 or email  
keithwells@clearmail.com.au**

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## CYCT MOORING GUIDELINES

The establishment of a marked permanent mooring at Nubeena is intended to extend the safe cruising of CYCT members. Planned use may be posted on the CYCT web site but this does not give exclusive use.

The mooring number is 9615, jetty end bearing about 95degrees T.

### CONDITIONS OF USE

1. The use of the mooring is always at your own judgment and risk. The CYCT accepts no liability for damage caused to vessels using the mooring or any damage caused by any failure of the mooring. You must have adequate insurance for your boat and third parties.
2. Prior to use you should inspect the mooring tackle for any defects which are to be reported to the CYCT Warden as soon as practicable.
3. All moored vessels are to display the Club burgee.
4. Non club boats may be legally requested to vacate the mooring. If the request is refused then you are entitled to contact MaST or the Tasmanian Police.
5. Your use of the mooring is on the understanding that up to two other Club vessels may raft alongside (if conditions allow), the largest being central. Anchor if you do not wish to share.
6. Vessels using the mooring shall not exceed 15 metres and the total weight of vessels moored must not exceed 25 tons.
7. If practicable, contact the owner prior to rafting.
8. Rafting should occur in a safe secure seamanlike manner avoiding personal injury, or damage to vessels and property.
9. Rafting/mooring use should be discontinued if conditions are likely to deteriorate with risk to vessels, property or persons. Safety is paramount.
10. The mooring is for short term use only. Boats may not be left unattended on the mooring overnight. or when weather conditions may deteriorate.
11. If you go ashore while rafted, you should be contactable by mobile phone or VHF.
12. The CYCT committee reserves the right to levy a fee for mooring use.



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