

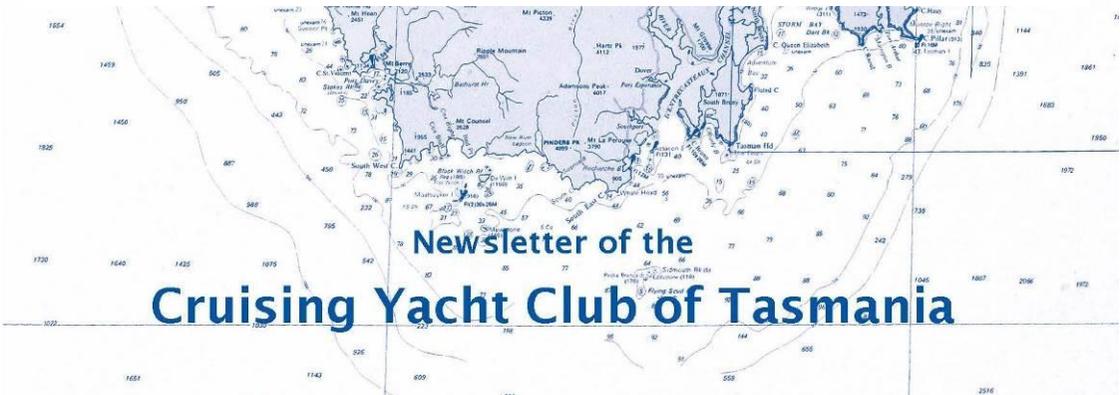
Albatross

Volume 39 No 4 May 2013



Raft-up at New Norfolk

photo by Gus Vans-Colina



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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Or to P O Box 31 Kettering TAS 7155

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Cruising Responsibilities

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

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

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

CYCT CALENDAR	
<u>MAY</u>	
Sat 4 th	Donald Sutherland Memorial Cruise followed by dinner at Pasha's Turkish Restaurant, Kettering
Tues 7 th	General Meeting @ DSS at 8pm Speaker: Kasey McAllan-Browne, Antifoul 101
Wed 8 th	Committee meeting @ Mariner's Cottage 7:30pm
Tues 14 th	Winter Forum @ Mariner's Cottage 7:30pm
Wed 15 th	Midweek cruise: @ 10:00am from Kettering/Hobart
Tue 21 st	Women on Boats @ DSS 5:30pm
Sat 25 th to Sun 26 th	Cruise to Northwest Bay
<u>JUNE</u>	
Tues 4 th	General Meeting @ DSS at 8pm Speaker: Ben Sullivan, Albatross Conservation
Wed 5 th	Committee meeting @ Mariner's Cottage 7:30pm
Sat 8 th to Mon 10 th	Queen's Birthday Combined Clubs Cruise to Huon River
Tues 18 th	Women on Boats @ DSS 5:30pm
Wed 19 th	Midweek cruise: @ 10:00am from Kettering/Hobart

Visit www.cyct.org.au and click on the Calendar tab for more info on all events.

Not a CYCT Member?

Then download an application form from the Club website – www.cyct.org.au.

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

WE LOOK FORWARD TO WELCOMING YOU TO OUR CLUB

Editorial



I believe I am in danger of becoming a boat bore to my friends! It seems that no matter where we go or what the conversation is about it somehow always turns to boats eventually. Also, I seem to see yachts wherever I go...

This month business took us overseas – coincidentally to some great cruising grounds - Southampton, UK, Vancouver and Victoria, BC. Free time was spent inspecting marinas and boatyards and snaffling up a bargain on foul weather gear (thank goodness for the strong Aussie dollar!). We even managed to time our stay in Victoria to allow us to visit a boat show held in the downtown harbour front and peruse the local boat jumble sale. It's a pity we were travelling with carry-on luggage only! And who knew there was a yachting magazine dedicated to Western Canada?

Back to local waters. This month we have some great trip reports from the autumn club cruises and Stephen Newham's Bass Straight trip. A couple of cautionary tales from Ottmar, Pat and Alan remind us to be alert, and a funny, but true Gumtree ad.



Vancouver: Taking a live-aboard yacht too far?



Editor hard at work in British Columbia

I'm looking forward to some winter cruising – hope to see you out there!

Jackie

Commodore's Report



It's nippy in the Netherlands!

Margie and I arrived in Holland at the beginning of the week after a few days in Sydney followed by a few days in the UK. We will be here for three months - our allotted time on the good ship Sirius that we co-own with Club members John and De Deegan and Peter Aston and Alison Turnure. Sirius is a 35' steel cruiser built in 1989 and powered by a 140hp Volvo. Yes, that sounds like a lot of engine for a 35' boat, but we have been assured that too much power is sometimes not enough when you are trying to get out of the way of a 90 metre, 1600 tonne barge heading your way at 10 knots. But we

don't plan to test that.

We have been through the commissioning process (the boat was stored out of the water over the winter) and are now afloat, albeit only as far as a marina berth. When the wind drops to less than 25 knots and the temperature rises into double digits we might venture forth. Even in the short time we have had here we are getting to have a great appreciation for Holland. So well organized! The public transport arrangements are just superb. But when you have a population of 22 million in a country the size of Tasmania, many things are possible. At present, we are merely thankful for the diesel heater we have on board and the low cost of wine in supermarkets.

The Donald Sutherland Memorial Cruise

By the time this issue of 'Albatross' reaches you the Donald Sutherland Memorial Cruise will only be a few days away. It is an important date in your Club's calendar and hopefully will have your support. Your Committee has worked hard to try and make this event relevant to today's boating environment and a good turnout of boats would give us some confidence that we are heading in the right direction. The response to our appeal for volunteers to help organize this cruise on an ongoing basis has not been very productive so far. Please give it some thought. It would be a small, but rewarding, way of making a contribution to the continuing success of our increasingly active Club.

Queen's Birthday Long Weekend cruise

Plans are well underway for our third QBLW cruise to the Huon. Lew Garnham is again our 'organizer extraordinaire', and if past experience is anything to go by this will be another unforgettable weekend of fun in the South. Invitations have been sent to other clubs to join us and the event is gaining a reputation as a 'not to be missed' weekend.

Oysters, boating and MAST

The recent oyster-generated outbreak of gastro shone the media spotlight for a while on recreational yachtsies and how they disposed of human waste while on the water. For a

while it looked as though the whole boating community might come under pressure to fit holding tanks. Luckily the cause of the outbreak turned out to be unrelated to boats, but it was interesting, and comforting, to hear MAST's reaction to the situation. It was measured and logical, pointing out that simply fitting holding tanks was not the solution - much additional infrastructure would be needed as well.

In MAST, and in Peter Hopkins in particular, the recreational boating community has a good ally. But to maintain that support we have to do our bit and ensure we abide by the relatively few rules that apply to us, such as using PFDs in tenders under power, paying registration fees on time and so on.

Anyone who has spent time in some of the other states will tell you that we don't want to head down the 'Big Brother', 'give us your money' road they have adopted. If we show respect to MAST and its objectives and I am sure it will be reciprocated.

Chris Palmer

Vice Commodore's Report



2013 has been a busy year for the Club. While there are several cruises planned for the next couple of months and other activities including the Women on Boats meetings, the New Members Night, The Donald Sutherland Memorial Cruise and our AGM are also scheduled for the coming months, we are not winding down because the days are shorter and the nights colder. This year's programme of winter forums is in its final stages of preparation and will be a regular activity well into Spring. Bryan Walpole has selected topics of great interest and speakers who are leaders in their fields to ensure the forums are relevant, interesting and up to date. More detail will be available soon.

It's at this time of year that our thoughts turn to the election of office-bearers. Our Club is a dynamic and complex organization and strong leadership and commitment to the many and varied roles played out in Club life is needed to ensure its relevance into the future. Work on the Committee is in fact, a lot of fun and immensely rewarding. The tasks undertaken by the Committee are allocated to its members according to abilities, available time and inclination and many other specific tasks are undertaken by Club members drawn from the membership at large. The steady increase in the numbers of new members is not only confirmation of the relevance and appeal of the Club, it is also a guarantee of vitality

and fresh talent for its good organization and administration. I would urge all members to take a little time to consider nominees who might serve the Club with ability and distinction or who themselves might like to rise to the opportunity to accept a part in the running of our Club. Careful consideration of nominees will ensure high calibre nominations which in turn will lead to a strong and effective team.

One of the aspects of Club life that I have come to value and enjoy increasingly is the rich diversity among its membership. Whichever way one looks at us, one finds an amazing mix of professional and personal talent and background. Amongst our membership are circumnavigators, national racing yachties, experienced amateur boat builders, electronics experts, airline pilots, advocates for migrants and refugees, authors, the best tomato growers – ever, teachers and youth workers, mums and dads fostering children, professional photographers, local historians, naval officers, media personalities, surgeons, bushies who can spot a red throated pardalote at fifty paces, academics and artists, jet setting corporate high fliers, home cooks who put the master chefs of this world to shame, and a goodly smattering of retirees with stories to keep us all spell-bound. And these are just a few of the discoveries I've made. As most of us are fully committed to raising families or earning incomes, finding time to discover these remarkable people is not easy. For me, the few days away on a Club cruise offers the very best opportunity in a relaxed and congenial atmosphere, to get to know and marvel at the wonderful people who are our Club. It seems every one of us has a fascinating and unusual story to tell, reason enough I reckon, to go cruising.

Alan

Rear Commodore's Report



The Easter Bunny was delighted to find a sizeable fleet at Southport and, with a large over-supply of chocolate, was able to pass Easter baskets to all in the anchorage – members and non-members alike.

April's meeting brought mixed reviews. The new caterer at DSS – Stu Addison - made his debut, providing what several described as “the best burger I've ever eaten” but there were obviously a few bugs to be ironed out in the organisation of orders. This month's menu will be a comprehensive bistro selection including pizza, fish and chips, steak and chicken. The full menu will be available later this week.

Wayne Wagg from the Hobart Photographic Society had prepared a very comprehensive talk about all aspects of photography but time did not allow for as much detail as planned.

Our speaker in May is Kasey McAllan-Browne from Akzo Nobel Paints, the largest paints and coatings company in the world and parent company of well-known brands such as Dulux, Sikkens and International. Kasey will give us a talk entitled "Antifouling 101". He has requested questions in advance so that he can ensure that he covers topics of particular interest to members. I have yet to receive any to pass on but do come prepared to utilise Kasey's extensive knowledge.

Donald Sutherland Memorial Dinner

This event, on the evening of May 7th has been well advertised but as usual, bookings are being left until the last minute. Please use the PayPal link on the Club's website and RSVP rearcommodore@cyct.org.au or phone me on 0428937358. Cost is just \$25 per person.

What better way to round off an enjoyable day on the water than ambling along from the berth to relax in pleasant surroundings with a panoramic view over the bay, glass in hand and the smells of fresh, tasty Turkish food drifting up from the kitchen? Round it off with a cup of coffee and some Turkish Delight, then wander back to a warm bunk. Not forgetting the excellent company of friends and no doubt a few humorous tales and distribution of some good prizes. All members are welcome at the dinner, whether you have been on the Cruise or not.

Queen's Birthday Huon River Cruise – June 8th – 10th

Put this date in our calendar and start organising your costume and polishing those dancing shoes! Planning is well underway for the third Huon Cruise and once again a gala night is planned at Kermandie Hotel. Franklin is preparing itself for an influx of visiting boats.

Women on Boats

The Club's programme especially for female members continues, with meetings every third Tuesday. This is NOT a course, but a meeting of women, designed to address whatever topics they express interest in. Lately this has included using gas safely onboard, basic introduction to electronics, knots-tying and a light-hearted look at flag etiquette. Last month Kim Bambrook had us all up and moving as she outlined simple ways to keep supple and to ease muscle fatigue while sailing. Dr Wilma Johnson spoke about dental emergencies and gave some good tips on what to do and what to have handy. Oil of cloves is still the acknowledged remedy for toothache (a few drops on a wad of cotton wool pushed into the cavity). And did you know that super-glue was developed for medical purposes? Carry a tube to glue a split lip or other wounds together.

Looking ahead, there is talk of a Whitsundays yacht charter and in August, Navico is sending a rep armed with operating chartplotters for women to get some hands-on experience. Come on ladies – join us!

Donald Sutherland Memorial Cruise, Saturday 4th May

Members and visitors are invited to participate in the 18th Donald Sutherland Memorial Cruise. The aim of the Cruise is to provide exercises in practical navigation, observation, and safety tasks in an enjoyable social setting.

Unlike some cruises in the past, the instructions to follow the course will be fairly straightforward. You will need to make use of a current Aus 173 chart. Having a copy of Cruising Southern Tasmania will be an advantage.

It will be a competition. Points will be allocated for not getting lost, making various observations and answering questions. Bonus points may be awarded for sailing part of the course. Some simple safety and seamanship exercises will also be assessed. Timing will not be involved.

Boats wishing to enter must register with Windclimber between 0945 and 1000. Windclimber will be anchored approximately 300m NE of the Kettering ferry terminal, will be flying a Club burgee and will be monitoring VHF channels 16 and 77. At registration, each boat will be allocated a pick-up time. At that time, entrants shall manoeuvre their vessel close enough to Windclimber to receive their instruction pack. Read the instructions, then start the first leg of the Cruise as instructed.

You may have to put a landing party ashore during the Cruise. There will be a break for lunch, rafted up with other entrants in a suitably sheltered bay, roughly between 1.00 and 2.30 pm. In addition to the practical navigation exercises, and related questions and required observations, you will be given a set of questions to complete and submit at the end of the Cruise consisting of a set of trivia questions, not necessarily related to the task at hand. Again Cruising Southern Tasmania may be an advantage, as well as the CYCT Register of Members.

Finally, please be aware that the decision to enter or continue with any part of the Memorial Cruise rests entirely with the skipper of each boat.

Dave Davey

Ph 0428 674 852

daved@windclimber.id.au

The prize for the Navigation Cruise has been kindly donated by the Oyster Cove Marina. The winning boat will receive a free slipping. The prize is restricted to a vessel of 25 tonnes or less. Prizes for the trivia questions have been kindly donated by Oyster Cove Chandlery, (\$50 open order on the Chandlery).

Prizegiving and dinner to follow at Pasha's Turkish Restaurant.

Donald J.W. Sutherland – Founding Commodore

Printed in Albatross, June, 2008 - written by Erika Shankley

(The Navigation Cruise named after the Club's Founding Commodore prompts the question – Who was he? Many Club members, myself included, arrived on the scene long after Donald was no longer with us. For those of us who did not know him personally, the following article, which can be found on the Club website, is reproduced.)

Donald Sutherland was brought up in Scotland and spent his early years "muckingabout" in his father's boat.

Donald studied medicine at Aberdeen University in Scotland but war intervened in his medical studies and took him off to Burma and India where his second love, horse riding, became a daily necessity on the North West Frontier. Returning to his medical studies at Aberdeen he met his wife-to-be, Anne. They moved away from the sea to a practice in Yorkshire where horse-riding replaced sailing as their leisure-time activity. In 1960 they moved to Norfolk in England where they set up a small country practice and sailed an Enterprise dinghy and later a Fireball. In 1966 they boarded the *Canberra* with their three children John, Deborah and Andrew for an assisted passage to Australia. The ship sailed via the Mediterranean and through the Suez Canal. The children excitedly pointed out bombed-out wreckage which was already evident from early forays prior to the Middle East War. Arriving in Tasmania they went to New Norfolk where Donald took up a position as medical officer at the Royal Derwent Hospital. At weekends they explored their new country and Donald was able to indulge in some of his favourite pastimes – looking for a boat, horse riding and fly fishing.

During their explorations they found *Boronia*, a mansion of gargantuan proportions, set on the cliff top south of Kingston. Despite its ideal position they decided that, with about eight bedrooms, stables and a separate cottage, the property was far too big. However, some time later the owner rang to ask whether they would again be interested - the house was much smaller now, she said - half of it had been burnt down. Thus encouraged, Donald and Anne and their family bought their first home in Tasmania.

There was much work to do before the house was ready for habitation. At weekends, Donald, Anne and the children drove to *Boronia*. Neighbours eyebrows may indeed have been raised to see a group of patients from the Royal Derwent assisting in the restoration - wielding hammers, saws and axes. Not long after they moved in, fire once more damaged the property. During the 1967 bushfires the cottage on the property was burnt to the ground. The fires also partially destroyed the stables and burnt out one of their cars. With the sea at their doorstep it was not long before they once more got into boating. Their first forays into The Channel were in a small dinghy and outboard and later they bought the 18 foot Hartley Trailer Sailer, *Chuckles*. Their next boat, *Hermione V* was a bit bigger,

27 feet long and 6' 6" beam. She was a character boat, built of Huon Pine with a jaunty pig-net slung beneath the bowsprit. It was in her that they were able to sail further afield and forged cruising friendships which ultimately led to the formation of the *Cruising Yacht Club*.

Completing his stint at the Royal Derwent, Donald took a job at the Repatriation Hospital. Later he did locum work in the Kingston area before setting up in private practice at Channel Court, Kingston. He then purchased a vacant block of land in John Street Kingston where he built his own surgery with adjacent chemist shop. They also bought a cottage at Howden on the shores of North West Bay where members of the *CYCT* often congregated for convivial get-togethers.



Calavon was launched on February 14 1974 and after some teething troubles was ready for serious cruising. She was seen regularly on *Club* cruises and participated in racing round the buoys with the Channel Sailing Club at Snug. It was during one of these events that *Calavon's* solid hull came into conflict with the more pliable hull of fellow member *Neptune* who called for "starboard" just short of the finishing line. However, *Calavon* never faltered and 7 tons of solid concrete hit *Neptune* square amid-ships! Luckily little damage was done except bruised egos!

Donald's first mate, Anne, died on 17 February 1983 while cruising in Port Davey on the *Eye of the Wind*. An annual trophy for the Cruising Yachtsman of the Year, made by son Andrew, was dedicated by the Royal Yacht Club of Tasmania in her honour. The incentive to sail *Calavon* diminished, but as an alternative Donald crewed on yacht deliveries to the mainland and overseas. Prior to completing *Calavon*, Donald's love for the sea saw him participate in the 1973 Sydney to Hobart Yacht Race on *Utiekah IV*.

Donald remarried in 1990 and retired from private practice in 1991. He had sold *Calavon* and was looking for a new boat. Together with his wife, Julie and John, Debbie and Andrew and their families, they purchased the wreck of the Farr 37, *Silver Minx* which had come to grief on the St Helens bar while returning from the Sydney Hobart race. They bought her and over the next 18 months repaired and refitted her, this time in John's backyard, before re-launching as *Silver Mist*. By this time illness had forced Donald to the side-lines but he came down to Constitution Dock to cheer in *Silver Mist* at the finish of the 50th Sydney-Hobart Race.

An era came to an end when Donald passed away on 26 March 1995.

Thanks to Donald's children, John, Debbie and Andrew for their help in compiling this article

Don't forget! **Entertainment Books** are now available.

Orders can be placed

1. securely online by going to:
<https://www.entertainmentbook.com.au/orderbooks/242c666>
2. or send order to treasurer@cyct.org.au
using the order form previously emailed,
3. or at club meetings.



Winter Forums 2013

This year we will continue the successful forum series of seminars at the **Mariner's Cottage Napoleon St. Battery Point.** .

The first will be on **May 14th** at **7.30**, (put it in the diary, and get the mate to remind you) and discuss the perennial puzzle power aboard and the badly behaved battery!

Greg Brooks will be along to facilitate, discuss and help solve your 12v dilemmas, and give you a basic understanding of the marine 12 v environment.

Today's craft are invariably dependant on power, very few engines will hand crank, mores the pity, and alarmingly, few can now navigate without it. This has however brought about a revolution in comfort and safety, allowing many more novices to enjoy the water, but systems are increasingly complex, sit on a bath of salt, and are often infrequently used. The complete opposite to the family car!

Most of us have experienced the nightmare of dead batteries, perplexing electrical failures, impossibly long charging times, even in relatively new boats.

Greg will cover battery types, safety, circuits, charging, and basic troubleshooting, with plenty of time for questions. It will be a primer for his more complex advanced marine electronics course.

Solar, wind and other renewables will be covered in another forum.

Later in the year we will discuss Fire aboard, (and its prevention) Skin fittings (where surveyor Pat Synge will discuss common failures and sinking), and finally the evils of getting older, stiffer, crankier, going to sea, and yet enjoying it more; with perhaps a funeral director to discuss burial at sea!

If members have other subjects, or speakers post me a note.

Bryan Walpole
SV Merlyn
bwalpole@iinet.net.au.



Here's a tip sent in by John Bodribb: For those with older cameras, who need a copy of the manual, try this website:

www.oldercameras.com

APPLICATIONS FOR MEMBERSHIP

John Bradford and Penny Bradford Pretty
CALIBAN

Sue Dille
(no boat as yet)

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

WELCOME NEW MEMBERS

Graham and Niki Breeze
KIAHLA

Mark Stephenson and Russell Wither
SPINDRIFT III

Kevin and Sharon Donovan
GAIL FORCE

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.

Introducing New Members

Mark Stephenson and Russell Wither

Mark and Russell bought *SPINDRIFT* in Darwin and sailed her there for 16 years, cruising to Coburg National park, the Eastern Kimberley and the Tanimbar Islands of Indonesia twice. We moved to Devonport in 2007 and, based at the Mersey Yacht Club, cruised to the Port Sorell estuary and the Tamar River before heading to Flinders Island. In 2011 we sailed to Hobart via Waterhouse Island and Wineglass Bay and are now based in Kettering at Oyster Cove Marina.

Russell has retired from Teaching and Mark works part time at the Information Centre in Devonport and we try to spend one week per month onboard, either cruising or doing maintenance tasks. We have been to Southport, Recherche, the Huon, the Quarries, Norfolk Bay and recently up to Schouten Island, and have spent a few nights in Barnes Bay sheltering! So we still have Cygnet, Dover, Great Taylors Bay to explore, plus a lot more. We were actively involved in the Stressbusters Cruising Mob in Darwin and look forward to being involved in a similar group, the CYCT. We find cruising in company far more rewarding with the sharing of knowledge and the socialisation.

SPINDRIFT was part built in Melbourne, trucked to Perth, WA and completed. Launched in 1979, the family sailed to Darwin and used her for about 10 years. She was then hauled out and left unattended till we purchased her in 1991. Refurbished and relaunched she proved to be strong, sailed well, and was very comfy down below for our 4 to 6 week holidays aboard. She was trucked to Devonport via Alice Springs and Melbourne, so completing her Australian circumnavigation (sort of) with the Tasmanian extension yet to be finished.



Keith and Sharon Donovan

I grew up on the south coast of NSW and learnt to sail aged 12. My father told me that when I could swim a mile without stopping he would build me a boat. After many laps of the local pool, a mile was achieved and he built an 8 ft Manly Junior. Sharon grew up in Canberra and had no connections with boats until we met. My first keelboat was bought

in 1976 when I returned from a year in Antarctica with a year's salary in my pocket. It was a Tasmanian built Philip 35. I sailed her out of Sydney between Nelson's and Jervis Bays for about 7 years. As a steel boat it was excellent to learn such things as how to approach wharves to tie up, kedging off mud banks and rocks, the inadvisability of setting a spinnaker running down Sydney Harbour when you have no crew or autopilot, and the best direction to head when a southerly storm appeared – North.

I served 22 years with the Navy and that combined with marriage and children confined my sailing to occasional crewing. After leaving the Navy in 2000, I moved to Tasmania and eventually bought my present yacht – a GRP Roberts 38 ketch called *Gail Force*. Since the Navy, although living in Hobart, my employment has been away from home and so not much sailing has been done and the yacht has spent long periods hauled out on the hard while I have been overseas. My most recent job was a year on Pitcairn Island where we met several circumnavigators who called in on their way from Easter Island to Tahiti.

I am presently winding back on my work periods and the kids have grown up. Sharon and I have resolved to spend more time sailing and becoming familiar with the Tasmanian coastline. Although I know the coastline and weather in NSW, sailing in Tasmania is new to me, and we are looking forward to gaining experience through the CYCT rallies and wiser, more experienced heads than ours.



Nant Distillery New Norfolk Cruise

Alan Gifford

“How could they make such a rich flavoured, yet silky smooth whisky in Tasmania ?” Standing in the spacious cockpit of *Merlyn*, Bryan threw the question to the three or four of us slowly sipping our way through the shared bottle of Nant Whisky. It was so good we were disbelieving of its origin. But, there was certainly no question of the outstanding quality of the precious liquor.

As the night wore on, our discussion swirled around our preference for the addition of water and for the serious amongst us, taking it straight. It has after all, over 60% alcohol - not to be trifled with.

.....

Soon after 0900 on a windless and overcast morning, twelve club boats slowly made their way to the Regatta Point meeting place to wander indifferently and seemingly out of control, as they waited for the 0930 sail off. A VHF radio role call confirmed that *Stormfisher*, *Surreal*, *Puffin*, *Innishmore*, *Merlyn*, *Mulberry*, *Lallaguli*, *Blowfly*, *Meridian*, *Neptune*,

Saltair and *Venus* were all starters. A great turn out and one which suggested certain chaos at the tiny berthing jetties of New Norfolk.

The charge to the Bridgewater Bridge was led by the stout motor cruiser *Venus*. Low enough to clear the Bridge without waiting for the span to rise she motored on through, and with the span just centimetres above her cabin top, Phillip and Barbara first heard the alarm. A quick check revealed low engine oil pressure. Mid channel



and under the Bridge *Venus* had no option but to press on to open water with the alarm screaming without mercy. The anchor was quickly deployed as the rest of the flotilla patiently waited till the span rose and rose, painfully but inexorably, to its maximum of 15.4m. Most of us felt the Bridge could well have risen a couple of metres further but as the boats scrambled through, few masts came to within two or perhaps three metres of the underside of the span, leaving some doubt as to its final height. Collectively we



breathed a sigh of relief that the wind had not reached the predicted 45 kph, that is the permissible maximum wind speed in which the Bridge can operate. As the bulk of our fleet together with a couple of other vessels finally cleared the bridge, the fearless *Stormfisher* under the command of that gallant salt Gus Vans-Colina, threw a line to

the now somewhat subdued *Venus* and took her in tow.

The River trip is a lovely experience. Rolling green hills sitting at the feet of majestic mountains behind, small communities dotted along the banks, some homes right at the water's edge complete with rustic jetties and rickety decks, and deciduous trees just on the point of their Autumn turn. So much to appreciate and enjoy, on still wave free river water. From time to time, something unusual and special would quite suddenly appear abeam, such as the Lime Kilns or the high cliffs dotted with shallow caves. Then



without warning, as we rounded a heavily treed bend, we saw New Norfolk ahead. To the amazement of all, the entire fleet was finally rafted six deep in two raftings stitched to the bank by a web of ropes. Priding ourselves on our mighty achievement most necked a bottle of something and commenced with vigour, one of the great rituals of the Club.



By 6pm all were gathered at The Bush Inn. The distilled wisdom of those present was offered unabated to poor Phillip and Barbara in the hope that someone might know enough to solve their oily problem. The night moved on as drinks and food were consumed at a hearty pace. When the less wise and indulgent

had finally spooned the last of their mud cake it was time for the "River Life" competition. On display was the Nant whisky, a basket of many goodies (thanks Kim) and the third prize, a well-balanced parcel of red wine, a spray can of RD40 and an LED light (again, thanks Kim). Something for everyone.

The competition was varied and, well, different. Some presentations displayed thought and ingenuity, such as the diorama of a typical river scene, crafted by Judy Arundell. Several others were of the four verse limerick type. Others were musical presentations and a couple told of early childhood along the river. Another told of river life for those who live among the pollution and dirt of rivers elsewhere. With his indefatigable enthusiasm for local history Chris Creese told of the river resting place of the ill-fated *Emu*.

But it was to the BIL J Singers (Bryan, Ian, Liz and Julie) off *Merlyn* who wowed the crowd and were voted best act of the night. The much sought after and expensive Nant whisky was theirs. (Best act of the day remained with Phil and Barb).



The winning drop

(photos by Julie Macdonald)

The second prize went to Sue Dilley,

our most recently joined member, for a truly stunning and unaccompanied rendition of “Down to the river to pray”. She received a very enthusiastic ovation from the forty or so present – there was barely a dry eye in the house.

And into third place swept Lew Garnham, with a hastily written but very well crafted poem. Lew, Liz and son Edward made the road trip from Lindisfarne to be with the Club. So it was also acknowledged to be a fitting reward for the effort they made.

Grateful for the easier, downhill homeward walk, the group slowly faded from the pub to walk the kilometre to the boats. But, the night was far from over and small groups in half a dozen cockpits, enjoyed nightcaps as they chatted and laughed about the events of the day, their boats, and other boats.

By morning the occasional gusts of the night gave way to a still and windless day. One by one bleary heads popped up in hatchways and the smell of eggs and bacon wafted around the boats. Most took the opportunity to check out the New Norfolk Festival and many were tempted by the raspberries and cream, fresh coffee, the produce on the many stalls and the potato whirls on sticks that were just about irresistible. All were impressed at the size and variety of the attractions on offer. No less than three full concert bands too.

With only an hour or so before we were due to cast off and head down stream, Phil beaming, announced that *Venus* would sail again. And to prove his point he hit the starter and through a mighty cloud of blue smoke we could hear the rumble of his engine. This time it kept going.

The return home was gentle and sedate. With not enough breeze to fill a sail the fleet motored downstream aided by the flow of river water on its way to the sea. We passed back through the Bridge and, in a lengthening line made our way back to town.

It was a delightful weekend. Beauty, laughter, good conversation, convivial drinks and boating. What more could we want from our friends and boats?

*Old man river
Dat ol man river
We must go cruising
Does that mean boozing
The companies amusing
We just keep rolling along*

*The jib is flapping
The burgees missing
The wind is gusting
The sounders beeping
The bridge is looming
The cars are queuing
The cruising yacht club just keeps rolling along*

*You and me we sweat and strain
As the captain shouts drop that main
Watch that mast as they lift that bridge
Get it all wrong and we land in the drink*

*The swans are flying
The rushes sighing
Leaves are falling
The winds are gusting
The squadrons spreading
But old man derwent just keeps rolling along*

*So now we are rafted
And getting plastered
The party's calling
we're all carousing
Sharing good times
But old man Gifford just keeps calling us through*

A lesson learnt?

The following is an actual advertisement listed on Gumtree in March 2013!

36 foot ex Cray Boat and Mosman Bay Mooring - \$1.75 for boat!

\$18,001.75

For Sale By: Owner

Idiot middle-aged man needs to sell boat and mooring.

My dream: to buy a boat and moor it close to home. My 3 boys can get to know boats, we can fish, tootle around the river. I can escape to the boat, do a bit of work or just sit and have a few beers with a mate. Maybe get the courage for a trip to Rotto. Imagine that, an idiot, non-mechanical, inexperienced boater who prefers reading the paper becomes an outdoorsy, knockabout, seafaring idol to wife, family and friends. "There goes Harry!"; they'll say, "He is one hell of a mariner. I wish I was like him!"

Consequently: I bought a 50 year old 36 foot ex-cray boat (\$16,000) and a mooring just near the canoe club at Mosman Bay (\$21,500). Perfect. All setup. This'll be fun. How hard can it be?

The Reality: we had one good birthday party for one of the boys. It was fun. Kids went for a swim. Had a few drinks. Came home.

Everything else to do with the boat is a nightmare. I get incredibly seasick. I knew this but chose to ignore it. I get seasick driving down to Rous Head to get on the ferry, so why I though I'd enjoy a boat is beyond me.

Then one of my friends took the boat out. Engine seized. Towed back to mooring. I am told that it will be between \$5000 and \$10,000 to fix the motor. But for all I know it may only need something simple. I am no engineer. If you are, then you will get yourself a bargain.

So, if you want a cheap boat on a great mooring, then you can get it with me. Remember I am down \$37,500 plus a new mooring on this.

You can have the boat for: \$1.75 -- not the \$16,000 I paid for it. It's got a perfectly good fridge, radio etc on it. It's in OK nick. There is a big engine there underneath the padded mattress. Check it out for yourself. For \$1.75 I'm not going to pretend that I know anything about it. It's a 50 year old Back & Mather Cray Boat. I think the boat is registered until April. It is insured. I can email details.

You can have the mooring for \$18,000 -- it's in a great position (Mooring 28 if you look it up). Very deep. Easy to get to from the Swan Canoe Club, just under the Mosman Park lookout. I believe that is about the going rate for moorings now. Why the GFC should affect the price of a bobbing yellow thing in a river in Perth is beyond me, but there you go. Apparently, because some numbnut bankers lent money to some no-hopers in

Chicago, my mooring is worth \$3,500 less than I paid for it. Adam Smith didn't see that coming did he?

You have to take both as that's the way the Marine authorities are playing this now. You can't sell a mooring without a boat. You could fix the boat and see it as a project. You can get the boat hauled away and burnt and put your own boat on it. I don't care. I'm really only interested in my next dream, not hearing about the old nightmare.

So, for \$18001.75 you are all set to live out the life that I am genetically pre-programmed to never enjoy.

You can even try offer me less. You know when you see something you want and you say "I reckon he'd take less cause he's just sick of it", well, you are right -- I am that guy. You'd be surprised at how little I care about the boat and the mooring.

And when you say "I'm going to offer him something ridiculous, what's the worst he can say? No." Try that too. Because it might work.

I had some guy come and look at it a month or so back, ready to buy. He made me take the batteries out so he could charge them up (yes, I got sick). Then he told me his mate was getting divorced, so he wouldn't be able to buy the boat. I don't want to hear that from someone as smart as you.

If I say "Yes" to your ridiculous offer, don't get cold feet. Make sure your mate is not having marital problems. Don't think what's wrong with this deal. Just do it. You can't possibly lose as much time and money on this as I have. I have done all the losing you can do on it.

I look forward to handing you the keys (if I can find them) and wishing you well on your new endeavour. Love to hear from you.



"I expect you to try to get me down on price, which is why I'm asking \$1 million. But, I'll take less."

Solo to the Tamar River and Wilsons Promontory.

Nyanda was loaded with stores etc for five weeks, and left her mooring at Oyster Cove Point on the evening of Friday 18th January, and spent that night at Patricks Bight, on the outside of Bruny. Next days were routine Southeast Coast stops: Fortescue, Maria Is, Schouten Passage. Having anchored in Bryans Corner with a northerly wind, the wind came round to southwest, so away again, talking to *Aurielle* en route. The wind and slop outside was still northerly, so it was a bash to Wineglass, getting there on dusk. Next day was a long one, to Binalong.

Working the tides becomes critical once north of Eddystone Point. By a happy coincidence, this meant a sleep in at Binalong: didn't need to leave before 10. Even so, with a nice SE blowing, the speed was sufficient that there was time when nearing Swan Island to drop the headsail and drift whilst having lunch. I hadn't realised the extent of the wind farm being built at Musselroe - it is enormous. I counted at least 40 huge towers being constructed, five or so with blades attached. The farm seemed to stretch for miles. Spent that night at Foster Inlet, Cape Portland, which is the western limit of the wind farm.

Another early start from Foster Inlet. With the wind from the east at 20 knots, it was a run with just a small headsail set. Entering the Tamar River requires a flood tide, and this was to start at about 4pm. Unfortunately this meant that much of the day was with an ebb tide which flows east and so was adverse. Also, it was against the wind, which produced an interesting sea. Some of the breaking crests were far louder than they had any right to be - quite disconcerting. Dropped sail behind Waterhouse Island for a cuppa, and then away again along the north coast and up the Tamar River, starting the motor to anchor in West Arm, Beauty Point.

The next six nights were spent in the Tamar River. Some of the highlights were:

My sister Jill and her friend joined me at Deviot and we had a lovely gentle sail up the river with the flood tide, anchoring at Gravelly Beach for lunch, before going back to Deviot with the ebb. Fish and chips for dinner!

Whilst ashore in Spring Bay, found a dinghy rudder on the beach. With the help of Tamar Sea Rescue, found the owners were the Deviot Sailing Club on the other side of the river, and returned it.

When trying to enter West Arm at low tide, went too close to a marker pile and had to wait for the incoming tide before being able to get off the mud.

Left the Tamar early on Wednesday 30th January. With a strong outgoing tide against a fresh westerly, there was a nasty slop at the heads. More running with just a headsail, but this time heading east. Anchored that evening off Homestead Bay, on the SE side of

Waterhouse Island. There was a 2 knot tide in the anchorage, and this combined with a gusty wind made it too risky to try and get ashore. Conditions were reasonable until a 20k NNW arrived in the early morning: the tide was holding *Nyanda* stern first into the wind and slop rolling around the island - yuk.

Another early start the next day: apart from some overfalls off the northern end of Waterhouse, it ended up being a lovely day. Later that day I found that whilst I had shut the forward hatch, I had not clamped it tight. Some of the solid water coming aboard off Waterhouse made its way below - not much, but enough to make a mess. The wind started as NW and ended up as SW, and with small sails set had a nice sail to Prime Seal Island off the west coast of Flinders.

There was a thunderstorm late that evening, and the anchor dragged, but there was no danger as it was blowing offshore. Up anchor in heavy rain and back inshore, only to drag again, but this time stopping when the depth got to about 11m: must have found



Prime Seal Island anchorage



Wind blown rocks, Prime Seal Island

a weed free spot. I thought the initial anchor drop was clear of weed, but apparently not.

Away again the next morning with a 20k SW. There was a nasty sea off the north end of Waterhouse, until past the Pasco Islands: a couple of crests broke into the cockpit and over

me. However it soon settled into a nice fast sail, and anchored in Garden Cove, Deal

Island. This bay is meant to be the best in SW winds, but is open to N swell. I went ashore that afternoon and saw a boat in East Cove and two in the distance in West Cove, and all seemed to be lying comfortably, but it wasn't blowing hard. Couldn't receive either Hobart or Tamar on the VHF whilst at or west of Deal, so the HF receiver was used to get forecasts from VMC.

Next day more 20k SW, so a boisterous sail to Refuge Cove, Wilsons Prom. Was there for two nights, and there seemed to be a procession of boats coming and going. One boat there the first night had been on her way to the Wooden Boat Festival, until being dismasted nearing Deal Island, getting the prop



Refuge Cove, Wilsons Prom

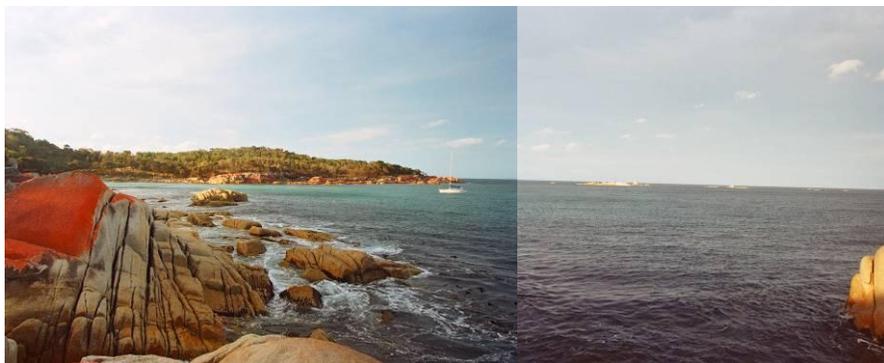


Waterloo Bay, Wilsons Prom

entangled, and being towed into (I think) Port Welshpool. They headed home under power for the Gippsland Lakes the next day, which was a sightseeing day for me, including climbing Kersops Peak (2 hours return) for photos.

The afternoon of 4th February was forecast to bring a fresh NE wind: as I didn't want to be bashing against that, an early departure was called for, so motored out of Refuge at 4am. Soon had small sails set and the motor off. Sail area increased as the SW eased, and by midday was under motor with insufficient wind to keep the main from slamming. Anchored in East Cove, Deal Island before the NE change. Windy the next day too, so *Nyanda* didn't move. Walked to the old disused lighthouse - less than 2 hours return. A couple of boats had trouble getting their anchors to hold in East Cove: one boat using warp kept dragging out into Murray Pass and after a number of tries gave up in disgust and left: saw her the next day at Roydon Is, *Nyanda* having had far more benign conditions to travel in.

From there to the east side of Badger Is: leaving there early the next day, the GPS wanted a sleep in. Earlier in the trip the fuse board switch had died of old age and been replaced. I think I got the replacement switch too hot whilst soldering it in, and it short circuited. It was the third switch that didn't like the early start at Badger, but eventually saw the error of its ways and the screen lit up. It is much easier navigating in those waters with a screen plotter. From Badger to another new anchorage - Seaton Cove, which is next to Sloop Rock, just north of Eddystone.



Seaton Cove

Sloop Rock

Left Seaton Cove with a NW wind which cycled from 25 knots for half an hour or so, then quickly down to less than 10 for another half hour, then back to 25, repeating the pattern all day. There was a northerly swell running, and *Nyanda* was surfing in the stronger winds: best speed for the day 11.9 knots. Spent the night in Wineglass.

Then to Moreys, where met up with the couple caretaking Schouten Is for P&W. Ended up taking them for a sail around the Island in glorious conditions, and have since learnt that partly as a result of that trip they have bought a trailer sailor of their own.

Routine day hops home from Schouten. Whilst anchored in North Bay went kayaking up the lagoon, and came across a wombat grazing unconcernedly on the dry lagoon bed. So there was at least one wildlife survivor of the bushfires. Home on Saturday 16th February.

For the numerically inclined: 29 days, 983 miles, 32.25 hours of motoring - using 27 litres of diesel.



Another MOB Manoeuvre

Ottmar Helm

Following our club practice sometime last year we were recently given the opportunity to refresh our knowledge. It was 3 January, we had finally recovered from Christmas activities, visitors etc. and it was our first opportunity to take the boat out. It seemed like a nice enough day, sunshine, blue skies although a bit windy (as we know now it was the beginning of the bush fires in Dunally) and we wondered why hardly anyone was out there on such a nice day (others had obviously checked the forecast). We thought we might do a spot of fishing at North Bruny and head overnight into Quarantine. On our way from Kettering to Killora we noticed that it wasn't really fishing weather; blowing like mad and no-one out there except a lonely trimaran which seemed to be having the time of its life in the stiff westerly breeze.

We soon realised it was far to blowy to drift in the channel and fish, so we crossed over to the western shore near Conningham and went between the shore and the fish farms to

be in the lee of the land as it was blowing pretty hard from the west. As we lined up the top of Barnes Bay from the southern end of the fish farms, I noticed an unusual installation in the water, just off Woodcutters Point. As we got closer a look through the binoculars confirmed that it was the trimaran we had seen earlier, except that the centreboard had swapped



Trimaran in trouble

place with the mast and the two sailors were sitting on the hull instead of the cockpit. As we approached with caution we saw a yacht approach them, throw them a life vest and then withdraw towards Kettering.

Having successfully completed our man overboard exercise the previous year, fishing a half-submerged milk bottle out of Barnes Bay numerous times, plus having hundreds of minutes of sea time between me and Elizabeth we felt cautiously confident to offer our assistance and approached with care from downwind. The two trimaran crew informed us that "a salvage vessel" was on the way from Kettering and was expected within 40 minutes. On second thought, however, they decided they would prefer watching their boat drift from the comfort of our deck, so we nosed up to them, Elizabeth stood by with the boat hook at the bow and guided one after the other to the stern were they boarded

via the duckboard. After the initial hello, introductions and a cup of hot tea, I suggested that the skipper attach a rope to his floating installation, just in case it may hit land before the “salvage vessel from Kettering” arrived. So we sorted out a few ropes from the lazarette and made a plan.

At this point I noticed *Westwind of Kettering* – Tony Peach - approaching from the North and hovering at a safe distance. The plan was made and the lines prepared. The skipper was to jump in and try to attach a bridle (two ropes at two different points) to his boat so we could keep it off the rocks. We turned a circle to approach from downwind – engines in neutral – skipper over board to swim across and attach the ropes. As I tried to keep the bow into the wind to maintain sufficient distance from the floating monument, the distance exceeded the length of the ropes and I needed to do another circle. The same thing happened the next time and the time after as the skipper frantically tried to attach and control the two lines. Given the strength of the wind we were getting rather close to the shore by now. Doing our next lap we noticed Tony on *Westwind* gesticulating, holding a rope with a buoy. We approached him, took the buoy and his good advice to drop it in front of the trimaran, then circle it - thus “rounding it up” and then dropping the end of the rope to the floating skipper to attach to the tow ropes.

This finally worked and we got both ropes on board and secured just before the floating installation became land-based. My charts were showing less than ten metres of depth and since the mast would have been that long and the sails were still up there wouldn't be much room to move. The skipper was still in the water and I was keen to head away from the land so I applied some revs - gently but steadily. Looking backwards to see whether we were making some ground - or water, in this case - I saw to my horror and amazement - that our water based installation was trying to right itself! Somehow, whether by chance or on purpose, one of the ropes was wrapped or caught around the centreboard and as all the little ponies in the belly of *Intrepid* tried to race away from the rocks at Woodcutters Point, the trusty old trimaran attempted what it had done so successfully only an hour before, to swap locations between mast and centreboard. Unfortunately, the legs of our ponies were too short and while going full steam ahead in theory we were still going towards the rocks. Tony told me later on that his anemometer was showing gusts of 45 knots at the time. No wonder our little horses were running out of enthusiasm. So was I, by the way! I suddenly realised that I much preferred only one boat to be on the rocks rather than both of us, and since I couldn't make any success out of going forward I decided to go backwards to let the tension go on the lines and instructed Elizabeth to abandon mission – a wise move as we found out later.

While we did another full circle to steady the nerves and make a new plan, Tony moved in with *Westwind* and single-handedly accomplished the rescue mission. I guess there's no substitute for experience! I finally decided to abandon the flybridge for the comforts of the inside helm-station and the luxury of being in earshot of the radio. To our relief Tony suggested on the airwaves to proceed to Kettering and take over the stricken oil-platform (that's what it reminded me of seeing it in tow behind *Westwind*) onto the wharf as he got it into harbour. *Westwind* was averaging 1.5 knots on the way across and the trimaran in tow was crabbing



Trimaran under tow

sideways as if it was trying to overtake. Any attempt to go quicker resulted in the trimaran attempting to right itself again. So we returned to Kettering, secured our boat and went to the first jetty inside the harbour to await the arrival, equipped with numerous ropes.

Before leaving the boat, I checked the engine room, since I had noticed a funny smell. My eyes almost popped out when I saw my nice, white engine room freshly redecorated with the contents of my starboard engine sump. Somewhere during the rescue mission the engine blew out the breather on the engine sump and sprayed a few litres of oil through the entire engine room. Still, it was a small price to pay, together with a few gouges in the hull from a close encounter with the "installation" on one of the fly-bys, and couple of wrecked ropes.

The rest of the mission went quite smoothly. The owner of the marina greeted Tony outside the seawall with a large tinny with a 40hp outboard, took over the tow rope and dragged the boat inside, passed us the rope which we tied to the wharf and the 40+ knot westerly blew the boat exactly where he wanted it and he secured it. The next day a diver dropped out the mast, the boat was towed to the jetty and lifted out by a truck-mounted crane.

Apparently Tony asked the owner to come to one of our meetings to give us an account of what happened, where he went wrong and lessons learned, so he could potentially help

someone else to avoid similar mistakes. Unfortunately, the owner declined the offer, so all I can offer is my report instead and my summary of lessons learned:

1. Don't panic (quote from *Hitchhikers Guide To The Galaxy*)
2. Never assume anything (the salvage vessel from Kettering never arrived –it was Tony who responded to a call from Coast Radio Hobart via the sailing boat which had dropped off the life vest – the rest got lost in translation)
3. Never assume people know more than you because they come off a sailing boat (the "crew" couldn't tie a knot or two ropes together)
4. Never treat an unplanned event with complacency; if you waste too much time it might turn into an emergency, even though it wasn't when you started
5. Don't put yourself in danger – two boats in trouble are worse than one
6. Communicate on the radio (if you have one). Had we heard the radio from the start (we don't have one on the flybridge) we would have known about the salvage vessel being a non-event.
7. Take decisive action and don't rely on anyone else to organise the rescue. (I would have attached one long rope to one single point of the boat but gave in to the owner's idea of a bridle set-up, which caused a lot of trouble.)
8. Stay calm and collected and don't wreck your gear.

I hope this report might be useful for others if they ever find themselves in a similar situation.

"Albert Ross"

The latest from our mascot:

Upon entering the slipway maintenance area I observed that a black religious gown was being worn by someone painting anti-foul to a sleek yacht. This set the imagination running. Had the church decided to take to the water as Jesus had done? Maybe this could be the answer to our weather requests as was done for calming of the seas for the fishermen?



But all this came to an end. As I drew closer the body in the outfit splattered with blue anti-foul turned out to be no less than our well known Irishman, Paul!

When questioned about the use of the black outfit he replied that he'd obtained it from the local OP Shop. It was the ideal protection except for a large blue patch upon the side of his nose !! What else can we find in the OP Shops that would be of use to the sailing fraternity?

“ 'Round Bruny or Bust” – Easter Long Weekend Cruise **A. Gifford**

Those who know more about these things than I did were pretty sure it had been a long time. In fact, the consensus was that for all the years the Club had planned to circumnavigate Bruny Island as part of its seasonal calendar of cruises, it had been achieved only once. So it was, when fifteen boats arrived at Partridge Island on Good Friday afternoon, spirits were high in the hope that this year we would break the voodoo.

However the long range forecast for the holiday weekend was less than promising. A strong westerly air stream had established itself and seas and swells had been predicted to rise to a combined height of 4-7 metres.

After our 0905 log in on Friday morning, all boats enjoyed easy sailing to Partridge Island. At the drinkies on Partridge Island late afternoon some optimism offered by a better than

expected late Friday forecast, encouraged elder sailing statesman Paul and Vice Commodore Alan to suggest an early zip around the bottom of Bruny might be possible but with the likelihood of a swelly night or two in the eastern anchorages. So buoyed by the prospect of sailing around Cape Bruny and close past the dramatic Friars, the



Fun on Partridge Island

(Photo-Julie MacDonald)

large gathering of possibly 40 souls made their way from our Partridge gathering to their boats for a good night's rest and an early start.

The Saturday morning forecast reaffirmed what the forecasters had seen coming. There was a hasty reassessment by Alan and Paul and a change of plan was discussed. By and large, Saturday would be OK with 15 – 25K westerlies and seas and swells possibly reaching 3-4 metres. But by Saturday evening things were forecast to deteriorate. Reluctantly the recommendation was for the circumnavigation to be abandoned with Southport proposed as the alternative. It was after all, to be a weekend of fun and relaxed sailing and few were keen to endure seas rising to over 4-5 metres and possibly 7 metres,

and winds in excess of 30K. As skipper Tony on *Westwind of Kettering* remarked "I'm only here for a good time".

Three hardy crews elected to give the circumnavigation a go nevertheless. *Juliet* and *Nyanda* got around the bottom in good sailing conditions by midday. *Fleur de Lys* was last to get away and felt the sting of the building winds and seas as she left the Friars. *Juliet* had a motor sail around to Adventure Bay with a slight sea but found the anchorage rolly on Saturday night. They moved to Bull Bay on the NE of Bruny for Sunday night and copped a stiff N early morning. Not so good. *Nyanda* moved back to the Channel on Sunday. The rest of us enjoyed easy sailing across the Channel to Southport and boosted the number of boats already at Deep Hole.

Saturday night was well, lively. Largely protected from pitching and slamming by the short fetch off the Deep Hole shoreline, the nineteen boats at anchor (of which a dozen or so were flying CYCT burgees) were buffeted by winds gusting to over 30K, snatching at anchors and yawing from side to side. Although the seas were choppy, it was the noise of the winds and lashing squalls that made sleep difficult and more than once the dim lights of boats dotted throughout the anchorage told of crews standing anchor watch in the gloom. On occasions the squally rain gave way to clear skies to allow the full Easter moon to light up the bay. Unfortunately, during the night *Andromeda's* dinghy overturned. The outboard motor had been submerged for probably some hours and one oar had gone adrift.

But by morning an easing of conditions allowed most to catch up on disturbed sleep till two Easter bunnies equipped with a fast inflatable very floppy ears and bags loaded with Easter eggs, greeted every boat in the bay to spread a little goodwill regardless of affiliation. To Kim and Rosemary, from all of us at Deep Hole we thank you. It was showery and cold but your Easter spirit was warm and generous.

Easter Sunday was for most, a day of relaxation, socializing, beach BBQ's and for the crews off three lucky boats, a dinghy trip up the Lune River. Members from *Westerly*, *Irish Mist* and *Vailima* explored the reaches of the Lune to the bridge marveling at the



Exploring Lune River

(Photo Julie Macdonald)

magnificent scenery and the grand old houses hidden in their bush settings while the towering mountains behind stretched away into the wilderness beyond, the mightiest of which were capped with a fine dusting of new snow.

Conditions eased for the remainder of the weekend and by Monday most boats slipped away quietly to head north to home ports and for some, new anchorages to enjoy.

Thanks to a few we can now rewrite the record book. But for the rest of us our time in Southport was, as it always is, a time of great camaraderie and awe for the unspoiled beauty of the area.

A special thank you must go to Paul and Rosemary Kerrison who provided radio co-ordination throughout the weekend. They kept an efficient and professional listening watch on all boats within their care which ensured good organization and reassurance to all.

The Club boats known to be cruising over this year's Easter Long Weekend were:

Circumnavigation:

Meridian, Fleur de Lys, Westerly, Irish Mist, Sheenanstar, Vailima, Andromeda, Nyanda, Odyssey III, Pandora, Scarlett, Honeywind, Intrepid, Juliet, Westwind of Kettering and Casimu.

Others known to be cruising:

Ocean Child, Serenade, Puffin, Xantia, Yarrakai. This list is probably not all inclusive.



Gas – Good Servant, Deadly Master

Alan Gifford

This talk was given at Women on Boats in March.

These days, most vessels use LP (liquid petroleum) gas for

- cooking,
- refrigeration and/or
- heating (though this is potentially harmful especially if butane or propane – small canisters of gas – is used as it gives off carbon monoxide which kills. It is odourless, colourless, and deadly within hours).

It is very portable, gives clean high heat, can be refilled everywhere, is very economical. It is very safe if installed correctly and used with respect.

BUT gas is highly explosive, and it is much heavier than air, which means that when there is a leak it sinks to the lowest points of your boat, and it accumulates, unseen,

unsmelled and unknown. Over time the buildup can be enough so that when a spark generated by an item of electrical equipment (a light, an engine alternator, a pump) or someone has an ignition source, the accumulated gas will explode. The explosion can engulf an entire vessel or literally blow the decks off the hull. The resulting fire will generally be well beyond the fire-fighting resources found on most boats - and that's if you are alive to deal with it.

How can an explosion be averted? Quite simply in two ways.

(1) Have your gas equipment and lines installed by a licensed and boat friendly technician – regardless of the cost.

(2) Develop several habits when using gas and don't be persuaded to overlook them. Never allow gas to flow freely from stove tops or other appliances. Always have the ignition source alight **BEFORE** you turn on the gas appliance so the second gas flows, it is ignited. When you have finished with your gas appliance turn off the gas at the bottle immediately. This can be done by using the tap at the top of the bottle **OR** by using an approved switching mechanism (a solenoid) which allows you to do so from the galley.

Gas has a strong and distinctive odour added during refining which helps detect its presence. Do not ignore the smell. If you detect the smell, turn off the bottle and vigorously ventilate the boat. Gas can be picked up by a bilge pump and removed that way. Investigate the source of the leak (**NOT** by using matches etc) and if you cannot locate it, leave it for a technician. Don't use the installation.

Critical points

- The bottle must be **housed** in a secure, weather proofed location, strapped in firmly and free to leak and ventilate over the side without any chance of flowing into the boat. Gas bottles/canisters should never be housed inside the boat.
- **The bottle** must be approved and date stamped. Bottles cannot be refilled by law, if out of date.
- All gas lines must have **shut-off taps** capable of isolating supply to each appliance.
- Do not use stoves **as heaters**.
- The overall installation must include a gas sniffer or **detection sensor** which sounds an alarm and automatically shuts off supply at the bottle. (Common brands include: DVK Monitor Systems P/L; Sentinel Systems and others)
- Appliances with **gas pilot lights** eg: refrigerators are highly dangerous where petrol is used or stored.
- **Turn off** the gas detector and close the tap on the bottle when the boat is left for any length of time.
- Do not alter or service the installation yourselves. It is illegal and highly dangerous. All work must be carried out by a **licensed, authorized gas fitter** who will issue a compliance plate/certificate at the completion of the work.

- Check the installation visually several times each season. Have a technician check the installation every **five years** and replace hoses and regulators every five years. Hoses wear quickly when fitted to moving part such as gimbaled stoves.
- **Petrol** is best stored and secured in the chain locker where it can vent and spill harmlessly overboard.
- All appliances must be fitted with **flame failure devices**.

Detecting a gas leak.

There are three simple ways you can check for leaks.

- (1) Regularly **sniff around** in the bilges and cabinets near gas lines and appliances.
- (2) Use a very **sudsy soap and water mix** and brush it generously around every joint and fitting and look for tell-tale bubbles of gas.
- (3) After you have finished with your stove for the night turn everything OFF as normal, including at the bottle. If there is no leak in the installation the **pressure** remains in the pipe and next morning, light a stove burner without turning on the bottle. There should be sufficient gas for the burner to ignite and burn for a short time. If the stove does not ignite you have a leak. But remember light the match or automatic lighter first.

ANSWER TO LAST MONTH'S MARITIME MYSTERY OBJECT



This is a Rudder Yoke. Steering ropes or lines run from holes in the ends of the yoke arms allowing steering from nearly anywhere in the boat. It allowed the boat's helmsman to sit way aft while looking forward and steering the boat by pulling on the tiller lines.

Do you have a mystery object you'd like to share? Send a picture (and the answer!) to editor@cyct.org.au

MARITIME MYSTERY OBJECT #3



What was this item used for?

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

Answer in next month's Albatross.

Object courtesy of the Maritime Museum of Tasmania.

Crossing the Tasman SeaPat Price

Before reading further, have a look at this Youtube clip. You may see *Pendulum*. Of interest, the clip was taken from a catamaran called *Nitro*. A smaller, by size, brother of Bruce Arms' *Big Wave Rider*, owned by Bruce's brother.

http://www.youtube.com/watch?v=caCn_H6zLmQ

Now how did that all happen? Readers might be aware that the yachts *Star* and *Pendulum* departed from Hobart in April 2011 bound for Opuia in the Bay of Islands in New Zealand and both had some challenges.

When *Pendulum* was approaching Cape Reinga (the NW cape of NZ), a major low had formed in the Tasman Sea. At the cape, *Pendulum* was headed by gale force winds and an adverse, westerly setting current. Getting around the top of NZ and down to a haven or Opuia was not a possibility. Looking at the chart, there did not appear to be a hiding place on the west coast.

When in trouble, get advice. By HF radio I contacted Russell Radio and was warned to watch out for shipping in the area! OK. Shipping was not my main concern. I also spoke with John and Sue aboard *Aurielle* who were at Bellerive and enjoying sundowners with Rod and Brenda from *State of Mind*. New Zealanders, they telephoned a NZ fisherman friend who knows the top of NZ and explained my situation. Local knowledge and advice was relayed. The first advice was, what ever you do, move from the shallow water area at the top of NZ as the wind and current can create highly dangerous conditions. That got my attention. As if the forecast storm warnings had not!

We were advised to get down to Twilight Beach, some seven miles down the west coast of the NZ north island, and anchor outside the breakers. Now it was just on dusk. We took off like a cut cat and arrived at Twilight Beach around midnight, anchored, and in reasonable conditions slept. Sort off.

Next morning, we saw two other boats anchored about a mile further south so joined them, one being *Nitro*.

We spent 3 days here as the wind reached screaming pitch but were in manageable comfort as *Star* battled a couple of hundred miles to the west.

GOING ABOUT

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

MAST's Cruising Tasmania guide

MAST have recently added a page to their website called Cruising Tasmania, containing a range of information for visiting cruisers.

<http://www.mast.tas.gov.au/domino/mast/mastweb.nsf/v-lu-all/Recreational+Boating~Cruising+Tasmania?OpenDocument>

Dover Hotel: destroyed by fire 17th April

Many cruisers have enjoyed a drink and a meal at the Dover Hotel. Unfortunately it was largely destroyed by fire on 17th April. The owner has been reported as saying that he will rebuild.



Recipe – No Bake Hazelnut Slice

This month's recipe comes from Marilyn Graham. Great idea for those of us with no oven on our boat!

125g butter
¾ cup condensed milk
2 tablespoons golden syrup
250g pkt milk arrowroot biscuits, finely crushed
1 cup flaked almonds, roughly chopped
1 pkt hazelnut chocolate, chopped
60g cophia



Place butter, condensed milk and syrup in small saucepan. Stir over low heat until butter is melted, simmer for 2 minutes.

Place biscuit crumbs into a large bowl, add almonds and butter mixture and mix well. Grease and line a slab tin with baking paper. Press mixture evenly and firmly over the base of the tin and refrigerate while preparing the topping.

Combine chocolate and cophia in a small saucepan, stir over low heat until melted and smooth. Pour chocolate mixture evenly over crumb base. Refrigerate until set. Cut into squares when firm.

Cruise of the Year Award: Call for Nominations

The following information details the requirements of the 'Cruise of the Year' award and eligibility for Cruising Plaques. These awards, when given, are presented at the Annual Dinner. Members are invited to nominate themselves or another Club member for either of these awards. **Nominations for the 2012-13 year due by 1 July 2013.**

Cruise of the Year Award

The premier cruising award of the CYCT is the Cruise of the Year award. This is a nominated award and is not necessarily awarded each year.

The Cruise of the Year sub-committee has recommended the following guidelines when considering nominations for the CYCT Cruise of the Year.

- I. The award is to be given to the most outstanding cruise of the year by a Club member in a Club boat. However, under exceptional circumstances a cruise by a Club member taking full responsibility for a non-Club boat may be considered;

2. It is not essential that an award be made in any year if no cruise is considered worthy;
3. Nominations for the award to be requested, and all other known cruises to be considered. The Vice Commodore should prepare a shortlist for presentation to the Committee;
4. The boat and crew should be appropriate to the cruise concerned. This criterion is intended to cover such aspects as the seaworthiness of the boat, the experience of the crew and the planning involved. It would preclude the award being made for a voyage classed un-seamanlike;
5. The crew capability should be sufficient to undertake the cruise in a seaman-like manner but it is envisaged that providing this criterion is met then a weaker crew be more favorably considered than a stronger crew;
6. Motive power. It should be recognised that the challenge to the crew of a sailing boat is substantially greater than to the crew of a motor boat in respect of handling ground tackle, navigation and exposure to the elements etc;
7. Whether the cruise is breaking new ground or is in waters previously visited by any crew member;
8. A portion of the cruise should have been taken during the current Club year;
9. The crew should (preferably) have lived on board for the period of the cruise;
10. An article for the Albatross should be encouraged as a sequel to the award, but is NOT mandatory for the award. This is the case where an article in Albatross has not previously appeared;
11. Nominations should be sent to the Secretary.

Cruising Plaques

Cruising Plaques are awarded to Club boats doing significant cruises. It would be an automatic award to those who fulfill the following criteria.

1. The boat must cruise beyond the state boundaries or circumnavigate Tasmania;
2. The plaque is only awarded when the boat returns to her home port. (Note - this does not include a boat purchased interstate and delivered to her new home port in Tasmania);
3. Only one plaque is awarded for any particular cruise irrespective of the length of time taken to complete the cruise or the distance sailed;
4. The plaque is only awarded after the owners have written an article(s) for the Club journal or spoken about the cruise at a Club meeting;
5. The plaques are not awarded for events organised by other clubs, nor are they awarded retrospectively;
6. It is feasible that a boat winning the Cruise of the Year could also be eligible for a cruising plaque.

General Meeting held at the Derwent Sailing Squadron
on 9 April 2013

MINUTES

1. **Opening**

Meeting was opened by Acting Commodore Alan Gifford at 8 pm.

2. **Attendance**

56 members signed the attendance sheet; there were seven visitors and guests, and six apologies.

3. **Minutes of the last meeting (March 2013).**

Were in the April *Albatross*. These were confirmed and signed by the A/Commodore.

4. **Introduction of new members and presentation of burgee**

The A/Commodore welcomed several new members to the Club and presented their burgees; they introduced themselves and their boating history (see *Albatross*). They were:

Stuart Mackley and **Sally Holt**
Fiona Preston and **Michael Pemberton**
Andrew and **Gwen Eakins**

5. **Rear Commodore – Kim Brewer**

Forthcoming events:

May 4, Donald Sutherland Memorial Cruise Dinner will be at Pascha's Kettering, \$25pp.

July 14, Mid-winter BBQ at Waterworks Reserve Site 2.

The Annual Dinner August 3rd at Theatre Royal Hotel, \$50 pp

Forthcoming meetings; Antifoulings 101 in May (questions to Kim beforehand please)

June – Albatrosses as bycatch, Dr Ben Sullivan.

July – Chris Wilkie and Margaret Beasley (former CYCT members), cruising Japan.

6. **Treasurer – Wayne McNeice**

The Club's finances are in a sound position; we are ahead of budget due, in particular, to growth in membership & the Wooden Boat Festival event.

Entertainment books are now available for purchase and the books themselves will be available later this month.

7. **Editor – Jackie Zanetti**

Jackie sent her apology. She reports:

On *Albatross*: things going normally. She will be traveling but will organize the next issue remotely. As usual, she calls for material!

On the **New Members' Night**: each year new members and the committee meet at Mariners Cottage – Jackie is organizing this year's event; more details later.

8. **The Donald Sutherland Memorial Cruise – Dave Davey.**

The DSM Cruise on May 4th will emphasize observations rather than technical navigation, and is designed to be fun. There may be a bonus for actually sailing! As **Webmaster**, Dave noted that the PayPal system on the Club website is available to pay for both the DSM Dinner at Pascha's and the Annual Dinner at the Theatre Royal Hotel.

9. **The Kermandie Cruise, June**

Alan Gifford noted that this cruise has been great fun in the last couple of years; he hopes Lew Garnham will organize it again this year but Lew is out of contact at present.

10. **Vice-Commodore & Acting Commodore – Alan Gifford**

The **Recherche Bay** cruise was a good weekend despite poor weather and consequently small numbers (4 boats).

A number of boats – at least six – have been to **Port Davey** this season.

Sixteen started on the **Easter (Bruny circumnavigation)** cruise plus at least 7 club boats that were out on the water but not part of the organized cruise, so the club had at least 23 vessels on the water over that holiday. Three boats made it around Bruny – having a lumpy night in Adventure Bay – the others went instead to Southport.

The **Nant Distillery New Norfolk Cruise** is set for 13-14 April. The prize of a bottle of Nant Whisky will be awarded to the best entry in the River Life competition – entries can take any form, judging (by crews of club boats) will be done at the dinner, Saturday night in the historic Bush Inn. Alan has some 10-12 starters listed – please let him know plans. There was discussion of air draft below the Bridgewater Bridge – 15.4 m, which coincides with the height under the navigation span of the Bowen Bridge, but if in doubt contact Alan or the authorities.

Midweek cruises will start April 17th, and Alan asked for volunteers to bring their boats - let him know by email and he will coordinate.

Women on Boats Julie Macdonald is coordinating these events, which are going well. The group is taking control of the program and amongst other things is planning a Whitsunday charter.

The **Anzac Day cruise** will be to Nubeena and Port Arthur 25-28 April.

11. **Formal business closed** at 8:35 pm and we broke to rearrange furniture and charge glasses.

12. **Guest Speaker**

Rear Commodore Kim Brewer introduced Wayne Wagg from the Hobart Photographic Society, a sailor for over 40 years as well as a photographer. He spoke with a focus (sorry) on compact cameras for the cruising yachtsman. At sea during the middle of the day is a harsh environment, with movement, harsh

lighting, reflective surfaces. Compact cameras have many amazing features but do have small sensors, and therefore some limitations. (New “compact system” cameras have sensors as big as in Digital SLRs). Wayne’s talk was about “how to get off auto” – amongst his messages were

*Read the manual!

*Get used to your camera’s controls, by *using* it.

*Experiment, and

*he made a number of points about composition.

The Society is holding an exhibition in the waterside pavilion and Wayne urged members to have a look. Also, to visit the Hobart Photographic Society website.

Kim thanked Wayne for his talk.

13. The meeting **Closed** at 10:12 pm.



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Roller furling

"And on the eighth day God created roller furling, and He saw that it was good." So begins the Book of Jib, a little known book in the Bible, in which God cast His gaze down from the heavens and beheld the labours of the many sailors as they raised and lowered and, with great difficulty, flaked their headsails, always in a grassy area which was supposed to be free of the droppings left by the dogs of Hell but never was found to be so.

God then took pity on the humble workers of the foredeck and inspired His prophets Harken, Schaefer, Hood, and Profurl. To these He gave insight so that they might develop a device that would lessen the burden. For many years did the men of the sea rejoice at their newfound innovation. But soon they forgot that the miracle of roller furling was a gift from God and instead began to believe it of their own making. They added automatic motors, and applied it to the mainsail as well, which constituted a breach of ancient law, the manual hoisting and lowering of the mainsail being a sacrament. They furled sails hither and yon, inside the mast or the boom, trying to hide the shameful practice from the eyes of God.

God, being then displeased with the arrogance of man, jammed the furling units, leaving the sails exposed to the gales, which tore at them and made the sailors cry and gnash their teeth. The sailors brought down their tattered rags from aloft, and with heads hung low did take them to the sail maker, whose prices soared higher than the stars in the firmament. And with a mighty shout their checking accounts were laid to waste. The sailors did then beseech redemption. "From this day forward we shall flake our mainsails and mizzens about the boom like men!" And God saw that it was good.

