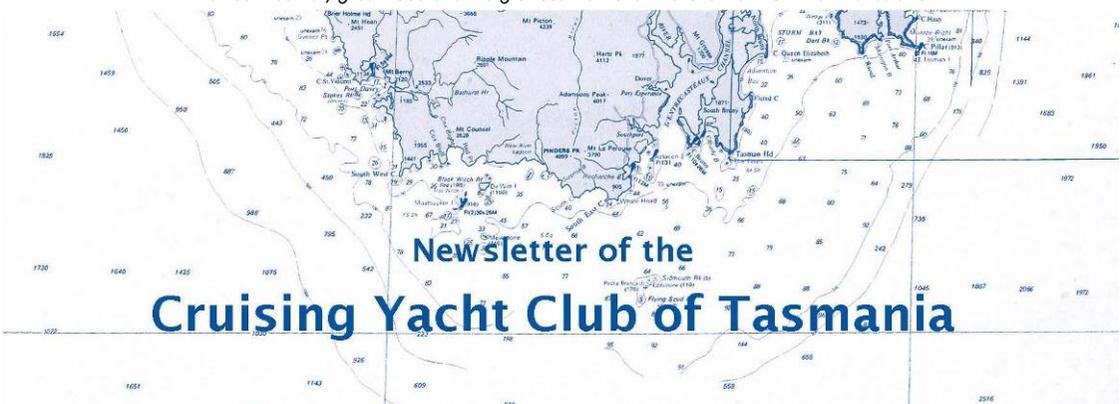


Albatross

Volume 40 No 1 February 2014



Perfect weather, great food and the glorious view over the Channel from the Wavestation



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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www.cyct.org.au

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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
<u>FEBRUARY</u>	
Tues 4 th	General Meeting – BBQ @ DSS 6:00pm \$15, RSVP by 31 Jan
Fri 7 th – Sun 9 th	<i>Cruise: Great Taylor Bay</i>
Tues 11 th	Committee meeting @ DSS 7:30pm
Tues 18 th	Women on Boats meeting @ DSS 5:30pm
Sat 22 nd – Sun 23 rd	<i>Cruise: Alannah Dinner Cruise</i>
<u>MARCH</u>	
Tues 4 th	General Meeting – @ DSS 8:00pm
Sat 8 th – Mon 10 th	<i>Cruise: Cygnet 150th Anniversary Regatta</i>
Tues 11 th	Committee meeting @ DSS 7:30pm
Tues 18 th	Women on Boats meeting @ DSS 5:30pm
Fri 21 st – Sat 29 th	<i>Cruise: Freycinet Peninsula and Schouten Passage</i>
Sat 22 nd – Sun 23 rd	<i>Cruise: Ralphs Bay</i>

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



“Summertime, and the livin’ is easy...” Finally, after a cool and windy spring the weather gods have given us some great cruising weather. It’s been great to see so many boats out and about and the marina looking so empty! We shared Mickey’s Bay with 19 other boats one night in early January!

This month’s Albatross includes a few trip reports, a couple of technical articles and a new (and hopefully regular) feature called “Gearbox”. It’s a place for you to show off your latest bit of gear or to share your DIY solution in a few words (and a picture please!).

As usual, I am down on my knees pleading in my most persuasive voice for your contributions to the Albatross. While I dearly love my regular contributors, I know there are so many more of you out there with something to say! If you find it interesting chances are someone else will too.

I’m looking forward to catching up with some of you on the Australia Day cruise (our first club cruise since last winter!).

Jackie



Commodore’s Report



No report from our commodore who is off sailing the east coast and Bass Strait this month!

Vice Commodore's Report



Cruise Calendar

The Australia Day Long Weekend Cruise to Peppermint Bay followed by a couple of relaxing days on Bruny Is. marked the end of the Christmas-New Year break and the serious beginning of our cruising programme for 2014. January was a typical January with a few hot days, a few cold days, a few windy days and a healthy dose of lethargy. Most Club member appreciated the opportunity to spend time with friends and family. The family day at Coningham in late November was a non-event due to unpleasant weather conditions and not surprisingly, no-one turned up.

However, there are some great cruises coming up in February. Grab your social calendar and jot them down. The details are in your Cruising Calendar and on the Club website. Great Taylor Bay - what a world-class cruising destination that is, The Alonnah Dinner Cruise – a first for the Club, a rave review nose-baggery and oodles of room for lots of boats behind the break-wall. Then in early March is the historic Cygnet 150th Anniversary Regatta Cruise. It's an exciting and varied programme.

Edition 4 of Cruising Southern Tasmania

You would not believe it if I told you of the hundreds of hours a small group from the Club has dedicated to the re-writing and editing of the soon to be published Fourth Edition of this outstanding cruising guide. Chris Palmer, Andrew Boon, Julie Macdonald, Jackie Zanetti and Dave Davey have laboured long and hard to produce an excellent guide. They researched widely for accurate detail, cruised to many locations at their own expense, read and reread the text to ensure accuracy with the sole aim to produce what will be a highly professional, amazingly informative and stunningly presented guide. Not only has all the current detail been checked and up-dated and new club member photos added, but the guide will include Norfolk Bay, much of Tasman Peninsula and Freycinet Peninsula to Wine Glass Bay. Club members will enjoy a discounted price and it is hoped copies will be available in February. This edition will lift the bar.

Ask a member

Last year we introduced the idea of club members who are experienced sailors, cruising with newer or less experienced members to help them feel more comfortable with the fine art of sailing. The Club is blessed with many experienced and capable sailors both male and female. I would be delighted to introduce newer members to more experienced members if a little assistance is required. Contact me by phone or email. Please feel free to make good use of this resource; it's one of the real benefits of Club membership.

Alan

Rear Commodore's Report



Happy New Year to you all! I hope that despite the indifferent weather, some boating was had and that much more will be enjoyed as summer really gets into gear. Ours comprised a return crossing on the Spirit of Tasmania for a week in Melbourne. Looking forward to getting some wind in the sails over Australia Day weekend.

December Christmas Party

We have to thank Philip and Wendy Kennon for inviting us to share their property "The Wavestation" at Middleton. They also managed to turn on a magnificent day and lounging on the verandah with that wonderful view across to Bruny or under the shady oak on the lawn was so inviting. Roger and Patricia Locke took up station in front of the spit-roast from 8am and kept watch all morning until it was served at 1pm - slow-roasted turkey and beef. Dave Davey and Annick Anselin had volunteered the previous day to cart all the firewood and Chris Creese transported a ute-load of chairs and tables from the storage unit. So if you enjoyed the day, remember that you have those members to thank for their hard work.

Four very brave gentlemen put modesty aside and displayed their considerable talents for the entertainment of all. I don't think there could have been a dry eye in the house after their unique rendition of "Three Bells". If you missed it Well, words can't explain.

February General Meeting

As usual, February's meeting will be a BBQ to be held at DSS and will be provided by the new in-house caterers.

Date: Tuesday February 4th

Time: 6pm

Venue: Derwent Sailing Squadron

Cost: \$15 per person

A selection of salads, bread and condiments will be available with sausages and steak. Vegetarian options will be provided but please ask for this when you RSVP. Drinks will of course be available from the Bar.

PLEASE RSVP BY FRIDAY JANUARY 31ST

Come and catch up with what everyone has done over the Christmas period and see what is planned for the rest of the summer. I would appreciate copies of any Christmas BBQ photos or shots of members' activities over December and January for inclusion in a slide show during the BBQ.

The regular meetings will commence in March.

Christmas BBQ at Wavestation

photos: Wendy Kennon



Pat & Roger Locke with host, Philip Kennon, tend the spit roast!



*Philip Bragg, Ian McDonald, Pat Price, Peter McHugh, Penny Lade,
Alan Giffard, Peter Aston and Chris Creese*



Julie Macdonald, Marilyn Graham & Chris Barwick



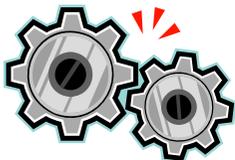
Alan Gifford, Philip Bragg, Barry Jones and Damian Hope displaying extreme depths of (hitherto undiscovered) talent

New Years Eve in Quarantine Bay

photos: Peter McHugh

An informal group of club members gathered in Quarantine to see in the New Year.





The Gearbox

This is a new feature that I'm trying out for the Albatross, but it will only continue with your contributions! Please let me know about your latest or favourite bit of handy gear for the boat or galley. It doesn't need to be expensive or unique.

Rangefinders

Our latest toy (and Christmas gift to each other) is a laser rangefinder that we bought from a golfing store. I often have a hard time judging how close other boats (or rocks!) are and whether we have enough swing room in a crowded anchorage – the rangefinder is a quick and easy way to check. Also it can be used to measure distance to landmarks to see if the boat is dragging.

Rangefinders start at about \$200 and generally the more expensive ones have longer ranges and better targeting ability. Ours is a Bushnell V3.



Holding Tank Installation On *Alida*

Hans van Tuil

There has been a lot of talk lately about the discharge of raw sewage into the sea. I suppose the regulatory noose inevitably had to tighten, and in this case change is probably justified.

We fitted a holding tank to *Alida* during her refit 4 years ago, not only because it was easy at the time, but mainly because we felt it was bad etiquette discharging sewage overboard when at anchor, especially when other boats were close by or people were swimming.

The tank we made for *Alida* was very simple. Some designs I had seen for tanks seemed to me to be a plumber's nightmare with a complexity of hoses, valves and pumps leading to who knows where. Our tank has given us next to no trouble and cost less than \$200.

I offer the following idea to anyone who wants to retro fit a simple holding tank.



Naturally, you will need a place to locate it. The tank doesn't need to be very big. Ours measures about 600 long x 400 high x 300 deep.

We have a space under the side deck, directly behind the toilet where there was room to fit the tank. It is important to have the tank up high so it can be gravity drained.

I made the tank from fibreglass, using a craft wood mould. I made it about 5mm thick and painted the inside with epoxy to seal it. I fitted baffles inside but removed them again later as they caused problems.

The principle is basic: just cut the toilet outlet hose and insert the tank somewhere between the two halves. When the outlet sea cock is closed, sewage builds up in the tank, when it is opened, it runs out. Of course there are a couple simple additions you will need to build in to ensure it works properly.

We fitted a deck filler cap directly above our tank which allows a pump out if necessary.

There is also an inspection opening in the lid of the tank in case I need to see inside.

The tank needs to be well ventilated. One vent won't do as you need a flow of air. I drilled a 6mm hole in the deck filler cap for my main vent and have a small plastic hose at the other end leading outside to provide the flow.

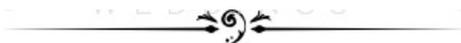
It is important to use the correct sanitary hose as cheaper hose can seep odours.

The outlet hoses are connected to the bottom of the tank by two through hull fittings.

Most problems associated with holding tanks seem to be caused by a build up of scale in the hoses. We try to avoid this by emptying the tank every time we go away. Keep the outlet sea cock closed at all times so the tank never dries. After the last use for the weekend, we discharge the contents and flush a couple of litres of salt water through the tank to clean it.

We then close both sea cocks and flush through a couple of litres of fresh water (we add a cap full of chemical). This sits in the tank all week and treats next weekend's sewage when we repeat the procedure again.

I hope these ideas may be useful to club members and welcome anyone who is contemplating fitting a holding tank to their boat to come aboard and see ours in action.



APPLICATIONS FOR MEMBERSHIP

Robert Stott and Vanessa Smith
JANET ANN

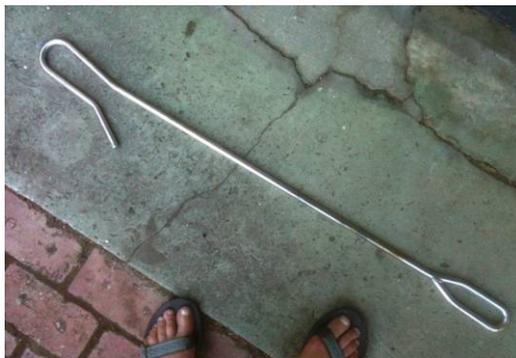
These nominations will automatically be accepted within 14 days of the next General Meeting immediately following this issue of the Albatross, subject only to any Member lodging an objection in writing to the Secretary no later than that date.

Mystery Object

Andrew Boon

Thank you to all members who replied to my email seeking information on the mysterious steel implement that I found in *Juliet's* lazarette locker. I'm still not absolutely sure what it is, but I have had several good suggestions.

To recount: the implement shown in the photo is about 1.1 m long and is very well made from 13 mm stainless steel rod. A heavy duty implement for an 11.6 m boat.



Of the serious suggestions, Kim's sounds reasonable:

“Presuming *Juliet* did some cruising in the Med, this could be version of what is called the "Finger of God" - an implement to lift and hold a chain which has been laid across another. This is a very common situation as boats (often handled by not terribly competent skippers) come in to stern or Med-moor to quays. Almost every day someone lays their chain on top of yours and then how do you untangle it, especially if you want to leave before they do? Usually they are smaller cast-metal hooks on a length of line. You slide them down the chain then heave up to take the weight while the second chain is dragged away from underneath. We preferred to anchor off!”

Possible, especially as I think the 'handle' would fit over one cheek of the bow fitting. But the usual hook is so much smaller and lighter!

Les has a different application:

“I have something similar which is used when tension is required to be maintained on say a headsail while a replacement sheet is attached. A rope is attached to the eye and the hook is hooked into the clew of the sail. On taking up the tension a new sheet can be attached to the clue of the headsail, the tension taken up and then the hook is released. The only thing that gives me some doubt is the large size of this tool. Mine is about half this size.”

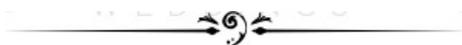
Again, the robust construction makes you wonder.

Of the rest, Roger and Keith suggested it might be for picking up mooring buoys (engineers think alike), as did Lew and Hans. Maybe it's a boathook for a tug?

Barry suggested it's for recovering chain from the bottom, Suzanne offered a rope hook and Paul thought it might be to hold the self steering wind vane out of place when not in use (I'm sure my vane wouldn't support it!), but the two I like best were from Robert – a cray hook – and Yvonne – for removing fish hooks from large fish. I'd suggest you look out for *Indian Summer* and *Scarlett* and follow them when you see them: they obviously find much larger seafood than I have ever seen!

Andrew Boon

Juliet (written in Wineglass Bay en route to Flinders Is)



The ABC's of boating (cont'd):

Motor sailer

A hybrid boat that combines the simplicity and reliability of sail power with the calm and serenity of a throbbing engine.

Noserly

What to call the wind direction when it comes from where you are going.

Off the wind

Downwind or ready to take up powerboats

Propeller

Underwater winch designed to wind up at high speeds any lines left hanging over the stern.

Of Wagner and Waves – a personal journey

Jackie Zanetti

This is a story of our recent cruise to Melbourne, but it is not so much a trip report as my own reflections on the experience.

It started with a flippant off-hand remark, as these things sometimes do. It was November 2011 and we were in Melbourne to look at boats for sale and to attend a meeting for people interested in Wagner's Ring Cycle, a monumental set of 4 operas to be



staged in Melbourne in November 2013. I hadn't done much sailing previously, but with both boats and opera on my mind I suggested that we could sail from Hobart to Melbourne and stay in a Docklands marina while attending the operas. Shortly afterwards we purchased *Chaika* and somehow the idea stuck.

The last two years has flown by, but in the back of our minds we were always preparing for the Bass Strait crossing and the operas. On each trip out on *Chaika* Alex would push us a little farther to stretch our abilities and get more experience. I was usually reluctant to be pushed, but was pleased every time we achieved a new milestone.

Hobart to Melbourne

Finally the day arrived in late October, 2013. We set off from Kettering with Hans van Tuil on board to help with the watches. We headed up the east coast, intending to sail non-stop to Eddystone Point and then wait for favourable tides to transit Banks Strait. An easy sail up the inside of Maria Island suddenly got nasty when we rounded the top of the island and the wind turned so'easterly and rose to 35 knots, with gusts over 40 knots and unpleasant seas. I started to feel pretty unwell and eventually decided that the saloon floor was the best place to be. The fellows decided that it wasn't worth battling on and making me miserable, so we detoured to Schouten Island. I was cured the instant I heard the anchor chain rattling over the roller!

Discussion over dinner was focussed on whether or not to head home. Both Alex and Hans were concerned that I would be put off sailing by being sick. "It's okay to be a Channel Charlie, there's plenty of sailing to be done without going to sea" were the words of advice offered. Well, that just served as a red rag to stir me up. I spent the night stewing over whether or not I could go on, but dammit, it was just too soon into the trip to give up! I'm not ready to be labelled a Channel Charlie!

After a good night's sleep, I declared my desire to continue. Alex rechecked the tides and weather and figured we could still make it through Banks Strait and up to the Tamar before the next front hit. We had a very pleasant day motor-sailing northward in calm seas and light winds with dolphins and southward bound whales to keep us company. We passed Eddystone light at 10pm and raced through Banks Strait at the end of the flood tide. By 10am we were in the Tamar and tied up at Beauty Pt in time for lunch, followed by a nap.

We spent 5 days relaxing at Beauty Point while a couple of fronts blew through. Hans had to head back to work, but Andrew Boon agreed to join us for the Bass Strait crossing. We left just before dawn into lumpy seas and 20 kt winds, both of which gradually fell off. I tried a different seasickness medication and found that, while it kept things down, it made me really sleepy and lightheaded. Fortunately Alex and Andrew were willing to do the watches between them so I spent the whole night in bed! Well, except for when I was turfed out at 11pm so that Alex and Andrew could change the primary fuel filter which was under my berth. A bit of gunge somewhere was slowing the engine down. After that, it was a smooth crossing. We even managed to avoid the Yolla gas platform which is inconveniently located exactly on a direct course from the Tamar to the Rip!



Large yellow navigation hazard!

We arrived at the outside of the Rip a couple of hours too early for the flood tide, but waited in dead calm conditions until slack water. Alex has written about the Rip in the last issue of the Albatross. It was certainly a matter of relief and pride to bring *Chaika* into Port Phillip Bay! First stop was Queenscliff Marina – a very modern, well equipped facility just a short walk from the main shopping/dining street and the historic lighthouses. The only trick is to try to enter the marina near slack water as the tidal stream sweeping past the marina is very strong.

Cruising in Port Phillip Bay

It would be an overstatement to call Port Phillip Bay an exciting cruising destination, but it makes for a change from Tasmania's secluded nooks and crannies. To be fair, we didn't explore too widely as our mission was to get to Docklands for the opera, but there are a wide variety of marinas scattered around the bay allowing yachts to explore the bay top to bottom while never having to wet the pick. We spent a couple of nights at the Royal Yacht Club of Victoria in Williamstown, watching the twilight racers exert themselves

while we enjoyed a G&T in the cockpit. Williamstown is a vibrant, trendy seaside town with lots of restaurants, 3 marinas, chandlery and other conveniences. When we were there the Sea Shepherd fleet was getting ready for the summer campaign in the southern ocean – we saw the *Bob Barker*, *Steve Irwin* and *Sam Simon* undergoing a paint job.



Brighton Beach Boxes

We then sailed across the top of Port Phillip Bay to the vast Sandringham Yacht Club where we left the boat for a few weeks while we flew home for a break. While we were away the local Yanmar man checked over the engine and, after removing a bit of gauze from the fuel uptake tube, pronounced it healed.

When we returned to Victoria in late November it was time to move into the city for our big week of opera. We had a fine sail from Sandringham into Docklands with “The Ride of the Valkyries” blasting through the cockpit speakers as Melbourne drifted by. We slipped past a huge cargo ship which was coming out of the Yarra, but encountered no other traffic in this very busy port.

We berthed in Melbourne City Marina - a modern, well serviced marina with everything going for it, yet it is sadly mostly deserted. We had the place almost to ourselves for the 2 weeks we were there, except for one night when the Brighton Yacht Club arrived for an overnight cruise. There are a range of restaurants, convenience stores and an outlet mall as well as tram services (including the free City Circle Tram!) within easy walking distance. The marina office has clean showers, laundry and an air-conditioned lounge with computers and a BBQ on the balcony. It was a bit noisy in the evening, mainly due to music from the pub next door, but it was a clean and safe place to



A peaceful Docklands twilight

berth right in the heart of the city.

The Valkyries Ride

The absolute highlight of the trip was the week of the Ring Cycle operas. The operas were scheduled to be performed on a Wednesday, Friday, Monday and the following Wednesday, giving us days in between to recover and revel in the memories. It was a hoot, dressing up in our fancy glad rags and stepping off the boat



Glamming up for a night at the opera

to catch the free tram (or a taxi on the stinking hot days) to the Arts Centre. The operas increase in length, from “Das Rheingold” at about 3 hrs to the final “Gotterdammerung” which ran for 7 hrs, including 2 hrs of intervals. We splashed out and booked some lavish wine and dinner packages which were served during the intervals, ensuring that we were well fuelled to enjoy the spectacle that is Wagner’s Ring Cycle. The singing, acting and music were fantastic and we were totally caught up in the story of the stolen gold, the curse of the Ring, and the ultimate redemptive power of love. We left the final opera wishing Wagner had written a few more episodes to the saga.

Homeward Bound

With the final chords ringing in our ears, we began to look for a weather window to start our journey home. We had decided to island hop our way across Bass Strait, ensuring that I would get to sleep each night in a secure anchorage. We provisioned the boat and headed to Queenscliff as a good point to wait for the weather and tide to exit the Rip.



Mal de mer strikes again

We set off from Queenscliff on Monday, 9th Dec., heading into the Rip just as a thunderstorm entered from the other direction. Low visibility and the danger of lightening strike made for an interesting few minutes, but Alex was able to keep the channel lead lights in view and soon we were out in Bass Strait and into a roley following swell and solid rain. Before long I was curled up on the cabin sole trying not to lose my breakfast, leaving Alex to take us into Cleeland Bight

on the eastern side of Phillip Island. We picked up a Parks Victoria mooring, after being reassured by the local Parks people that it should be deep enough for our 2m draft. When the boat stopped rocking at 11:30pm we realised it wasn't quite deep enough! Fortunately we were soon floating again.

The forecast was for too much wind to leave the next day and we didn't want to keep bumping the bottom, so we decided to try out our new Manson Supreme anchor. Unfortunately Cleeland Bight is mostly covered with a beautiful diverse garden of dense weed and it took five attempts to get the pick to set.

After two days on the anchor with the wind blowing constantly at 25-30 kt we decided to risk pulling into San Remo to top up fuel and water. Parks Victoria manage the wharf (fully occupied by fishing boats) and a floating pontoon for short term visitors (we were given permission to stay overnight). The trick, again, is coming in near slack water to combat the 5-7 kt currents. A friendly local yachtie, Tony, stopped by to offer us a lift to the servo and helped us turn *Chaika* around in the tight space so that we were positioned for an easy escape the next day. Fish and chips from the co-op by the wharf finished the day.



Fish & Chips in San Remo



Following waves breaking near Wilson's Prom

Friday, 13th Dec., we finally set off again – this time for Refuge Cove. The first half was a pleasant motor-sail, but then the wind and swell picked up and rain arrived and again I had to retreat to the lowest point in the boat. Alex had a pretty wild ride around the bottom of Wilson's Prom in 30 kt winds, but Refuge was the loveliest peaceful anchorage that you could hope for, with only 2 other yachts for company.

Next day on to Deal Island on a lovely 10-15 kt broad reach which had us cruising along at 7 kts. No sooner did we get the anchor set in Garden Cove under the watchful eyes of the volunteer caretakers, then the wind picked up to 20-25 kts and stayed that way for the

next two days! No chance to blow up the dinghy and go ashore! We couldn't hear Coast Radio Hobart in Garden Cove, but we were able to call the caretakers on VHF and they relayed the weather to us. When we heard that a southerly change was due in two days we concluded that December really isn't the best time to hang around in Bass Strait and so we decided to push on and head for home.

We left Deal at 7am, sailing on a delightful reach to Badger Island where we stopped for a couple of hours to refuel body and boat, then continued on. I went to sleep while Alex enjoyed a smooth run through Banks Strait under the light of the full moon. We swapped places at 4am off of Eddystone Point and Alex had a kip until I called him up to help me navigate through a crowded field of craypots with long floating lines. What a navigational hazard they are!

By 4pm we were happily anchored in Wineglass Bay, enjoying a well-earned beer in the cockpit. That night I got a surprise on a night visit to the loo – the phosphorescent bugs in the water made the heads



Beautiful Wineglass Bay

inlet tube glow like a neon light and filled the bowl with bright blue starlight. It was the most beautiful thing I've ever seen in a toilet bowl! The next day we did a short hop to Spring Bay and the next day through the canal and home to Kettering.

So what did I learn from this trip? December is not the best time to cruise Bass Strait. Lightweight, flat bottomed boats bounce around a lot in a sea. I get seasick quite reliably. I don't like overnight passages. I don't like howling winds or big seas. I do like peaceful anchorages and G&T's in the cockpit. Does this mean I'll be a Channel Charlie in the future? My fingers pause over the keyboard for a long time as I try to answer this question. I consider the other side of the coin. The feeling of achievement for having crossed Bass Strait, the confidence I gained (at least in Alex's abilities if not mine!), the pleasure of discovering new anchorages, and the special moments such as seeing whales migrating down the east coast.

...Nah, I reckon I'll give it another go.



The Hazards of Shore Power Connections

Tony Peach

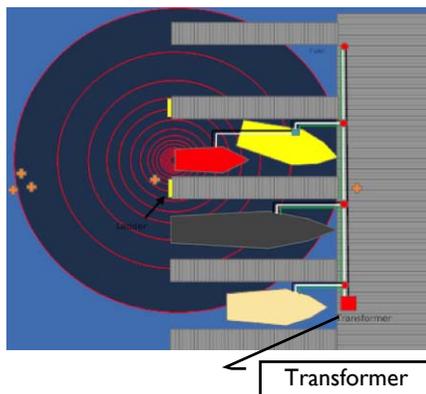
For many of us, electricity is a mystery. Not like turning on the garden hose and witnessing the energy flow from the nozzle. Have you ever seriously considered what happens when you plug your boat into the shore power 240 Volt supply?

I have read where some professionals consider it is akin to throwing a toaster into the bath! Would you consider stepping into a bathtub or swimming pool with a hair dryer? Think of the boat as the hairdryer. If an electrical fault occurs on a boat while it is connected to a marina's or dock's shore power and the boat or marina is not properly wired to meet current standards, the water surrounding the boat can become electrified.

There have been 41 cases of ESD (Electric Shock Drowning) in USA since 1986. There may be others, but they have been reported as drowning only. However it is worth noting that European, Australian and New Zealand standards require ground fault protection on a marina's main feeders and power pedestals and there have been zero ESD fatalities in the nearly 30 years they've had these standards in place.

Factory installed shore-power systems in older boats often omitted a circuit breaker onboard. Faulty marina wiring is too common to entrust your safety to an unknown breaker. A safe alternating current (AC) system requires an onboard dual-pole breaker. One pole for the active, and one for the neutral.

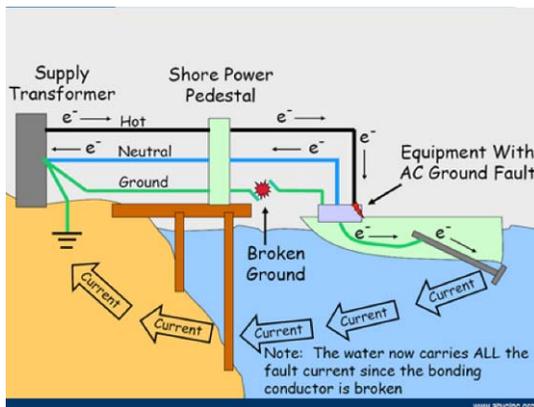
If an uninsulated part of a 240V (hot) live wire comes in contact with an uninsulated part of a 12V wire, the uninsulated 240V wire then uses the 12V ground system, making all the metal parts on the bottom of the boat live with 240V. This could occur if an installer used the grounding system of the boat to earth the AC system (Green wire). For example, a submerged electric bilge pump or even your neighbour's bilge pump, has the neutral wire insulation fail and short into the water in the bilge, then the earth system from the direct current (DC) system is connected to AC. Not good!



Because fresh water is a poor conductor, it forms a gradient around the boat. If a person enters this gradient while swimming, the current will flow through the body causing paralysis and eventual death because the human body is a better conductor than fresh water.

An analogy we may have heard of is when a car becomes electrified when live overhead power wires fall and touch the metal of the car. The rubber tires insulate the vehicle from the ground. If a person standing on the ground then touches the vehicle, the current passes through the body to get to ground, electrocuting the person. The human body is a better conductor than rubber, air or water.

It's no different on the boat. When a person enters the gradient around the boat, the current passes through the body to get to ground and the person dies from electric shock. The only difference is that there is no burn mark on the victim in the water and the death is usually labelled as drowning.



If you remain plugged into shore power to keep the batteries up, for example, and have a good regimen of zinc anode replacement, but your slip neighbour hasn't been seen aboard his or her boat in months/years and this vacant vessel is also plugged into shore power to keep the batteries charged, then you have inadvertently connected both of your boats together electrically through the AC shore power's safety ground. Galvanic current flows from one boat to the other via the bonded underwater metals. When your neighbour's zinc anodes are depleted, yours take over, protecting both boats' underwater hardware (I hope they remember to thank you for your generosity in supplying zinc anodes). In this case, that's not for long. This could happen with any number of boats, potentially an entire marina.

POLARITY-BEWARE

Reversed polarity can leave your alternating current (AC) circuits unprotected if you have a single-pole main breaker, since the breaker is now on the neutral side. Even with double-pole breakers, reversed polarity puts the ON-OFF switches on the wrong side of the circuit, leaving OFF appliances fully energized. Preferably have your AC panel equipped with a polarity tester.

CONCLUSION

Metal surfaces of a boat leaking power into the water can create zones of high-energy electrical potential. Stray current entering salt water is less of a problem than the same situation in fresh water. Salt water is a good conductor and it carries current away to ground quickly. Fresh water is a poor conductor and when alternating current forms an electrical potential near a boat, the current can paralyze a swimmer. Stray electrical

current has caused many reported deaths in USA. ***The problem can be reduced by PROHIBITING swimming near boats connected to shore power.***

If you wish to be proactive, consider:

- a) Installing an isolation transformer aboard. This is a 240V to 240V transformer that will induce electrical current into your boat via a magnetic excitation as opposed to directly accepting the electricity from the shore power.
- b) Installing a reverse polarity indicator.



More Tall Stories From Another Tall Ship

Lew Garnham

The Brigantine *Young Endeavour*, namesake HM Bark Endeavour, was gifted to Australia in 1988 by the British government marking the bicentenary of colonization. Though managed by the Royal Australian Navy, she is primarily used to provide sail training to Australian youth by a Sydney based civilian team. Under this scheme, using a biannual ballot, 24 to 30 youth crew (16-23 y) is selected for voyages, to supplement 9-10 (of 15)



mine warfare naval personnel. On a typical voyage of 9-10 days the youth crew, ('youthies') are divided into watches and in teams, perform duties in running the ship. They stand watches, navigate and manage the sails, culminating with a 'command day' where for 24 hours the ship is entirely under youth crew control. On most voyages, special needs youths are taken out on a half day sail. Since 1988 and to mid 2011, over 11,000 youth and 11,000 with special needs have made voyages. Her sail training sister ship, *Tunas Samudera* is in the Malaysian Navy.

The *Young Endeavour* of 239 tons is 44 m long, 7.8 m beam and a draught of 4m. She was launched in June 1987 and sailed from Lowestoft via Rio de Janeiro and Antarctic waters to Australia. Since then the *Young Endeavour* has circumnavigated the world (1992), Australia twice and to New Zealand twice. The photo was taken from the *Europa* on the tall ships'

race, 2013 to New Zealand. Top speed is 14 knots under sail and 10 knots using the twin diesels.

Yesterday, Dad and I, seventeen St Giles Foundation youths with support personnel and others, were among the guests of the half day sail from Devonport. Apart from the long tiring drive up on Friday, the next challenge was finding the entrance gates to the western shore docks. Many of the locals had no idea of the access point. Fortunately the motel receptionist 'Googled' for us and that's when issues of port security and access permission arose! An Alcatraz visit was easier! The next day, at about the appointed time vehicles were at the blocked gates waiting for a pass. After many phone calls, mini-busses and security finally arrived to take us to the ship.

The *Young Endeavour* looked splendid with its dark blue hull, teak decks and white masts, the mainmast (aft) being 32 m tall. Sail handling was simplified by having roller reefing on most fore and aft sails and only three yardarms on the foremast. In light weather a Fisherman Staysail can be rigged above the Topgallant Staysail. Our below deck tour was interesting, seeing the 'youthies' accommodation, including two six berth, and in the forepeak, a twelve berth cabin. Shower use rationed to thirty seconds twice daily. A safety harness was individually allocated and fitted for their trip.

After a welcome by Lieutenant Commander Michael Gough and a safety talk we departed at 1000h sailing north of Devonport harbour with fore and aft sails set. A fine finger food lunch of salmon, ham, pastries, fish nuggets followed by dessert cakes quickly found empty stomach pockets! We were also entertained by a flute and guitar duo. The youth crew came from diverse backgrounds, and for many this was their first sea experience, departing from Melbourne for Devonport via Deal and Flinders Islands. They were very polite, enthusiastic and thoroughly enjoyed their experience. Many wished that they could continue sailing but boat access was an issue. (is there a role for the CYCT in fostering sailing?). After tacking, Topsail and Top Gallant were set in the light winds for the trip home, berthing at 1300h.

It was good to finally 'square sail' again with my 98 year old dad!



Crossing the Tasman Sea

Jon Nevill

Ocean Child left Hobart for New Zealand on December 23, with two crew from the “Find-a-crew” website, and weather advice from Bob McDavitt in NZ. For some days we had light to very light northwest winds. Of the approximately 1200 nm to Nelson we motored 300 nm on our noisy old Yanmar 30hp engine. We reached Nelson 13 days later.



On the second last day we were advised to expect 40-50 knot northerly winds and decided to sit out one night on our drogue - home made and modeled on the well-known Gale Rider drogue. The drogue (deployed from the stern) proved to be too small and the boat (with bare masts) lay beam on to the wind - most unsatisfactory as I had expected it would run with the wind. I considered setting the storm jib to bring the boat in line with the wind, but decided not to as the winds seemed lighter than predicted, and with the jib the boat would have made considerable progress in the wrong direction, towing the rather



weak drogue. At this stage we were well away from land and shipping lanes. I am investigating selling or modifying my drogue, or buying a new drogue. Any comments from members would be appreciated.

Damage to the boat during the trip was limited to a broken furler and a broken depth sounder. The furler (Hood 915) - the circlip holding the bearing races in place broke and released the balls - consequently the

furler jammed and we were left with only the storm jib as a headsail. The boat is a center cockpit design, and I was not expecting wave entry into the cockpit. However a large wave did get in (and actually into the boat as the washboards were not in place at the time). This wave also entered the nominally waterproof Navman depth sounder, and it has not worked since.

I have been VERY impressed with the services and other facilities in Nelson. I was so used to getting great service in Hobart (supplies, tradesmen etc) that I was prepared for a lower and slower level of service in Nelson, especially as I do not know my way around. However I cannot speak too highly about services and facilities in Nelson - they are really great.

Right now *Ocean Child* is stuck in the marina however, waiting on parts from America to undertake repairs, before I can leave for the Bay of Islands. I would make a final comment about getting 'unknown' crew from a website - I think there is a large amount of luck involved here, but luck was running my way. Both crew were outstanding - to the extent that I don't imagine I will ever get crew to surpass James - an English outdoor sports teacher on holiday in Australia.



MARITIME MYSTERY OBJECT #9



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.

GOING ABOUT

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

First ever Derwent dolphin survey

The Derwent Estuary Program is undertaking a study this summer to learn more about the dolphins that visit the Derwent estuary. While they will have observers on the Peppermint Bay cruises looking for dolphins they would like the public to report any sightings of dolphins from the Derwent estuary or D'Entrecasteaux Channel to the DIIPWE Whale Hotline (0427 WHALES) (0427 942 537).



Did you know that, if you have an Apple phone, you can download from the iTunes store “Whales and Seals” - a guide to the all the whales, dolphins and seals found in Tasmanian waters,. It is produced by Tasmanian Parks and Wildlife Service and includes photographs and drawings, distribution maps, details of the biology and stranding records of the marine mammals of Tasmania.



Kettering Wooden Boat Rally – 7-9th February

The Kettering Yacht Club and the Wooden Boat Guild of Tasmania are holding the third rally of wooden boats on the D'Entrecasteaux Channel on the 7-9th of February. If you're interested in participating BE QUICK – entries must be in by 31st January! Otherwise I'm sure it will be a delight to watch. For details see www.kyc.yachting.org.au or www.woodenboatguildtas.org.au.

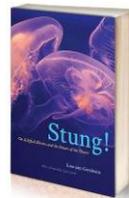


DSS Car Boot and Jumble Sale – 2nd March

Derwent Sailing Squadron will be holding a Car boot and Jumble Sale on 2nd March from 10am – 1pm. It is billed as offering “not just marine items”. Anyone interested in clearing out their lockers should contact DSS. Anyone interested in filling their lockers should just show up on the 2nd.



Stung! On Jellyfish Blooms and the Future of the Ocean
by Lisa-ann Gershwin, University of Chicago Press, 2013



This book really does rank as the marine equivalent of Rachel Carson's *Silent Spring*, and the major difference is that *Stung!* does not allow the luxury of a possible happy ending.

It shows that the oceans have passed a major tipping point and are now entering a future dominated by algae and jellyfish. We have done terrible things to the oceans and now reap the rewards. It seems that almost all our activities have led to the same unfortunate outcomes, but here are the six worst.

- Overfishing has destroyed the top of the fishy food chain, allowing the smaller fish to boom and bust, and providing good times for jellyfish who benefit from increased food.
- Climate change has raised the water temperature forcing species who can move to head for cooler water and impacting the rest, sometimes fatally. As well as the temperature effects, warmer water holds less oxygen and is less productive. Jellyfish love these conditions.
- Eutrophication (excess nutrients) eg. caused by fertiliser runoff, leads to a burst of productivity followed by oxygen starvation in deeper water as the bodies of the plankton sink and rot. The oxygen poor water is still usable by jellyfish but almost all bony animals die in it.
- Other pollution such as oil spills, plastics, and industrial waste affects the oceans productivity, sometimes obviously, sometimes insidiously.
- Movement of species around the oceans, usually in ships' ballast water, introduces weedy plants and animals which can then destroy the existing food chain.
- Acidification of ocean water by carbon dioxide damages the skeletons and shells of animals, but jellyfish don't have much hard stuff.

Anyone who spends time on the water and wonders about the changes they see in recent years will welcome the explanations but rue the result. Those who want to see coral reefs, dolphins and whales should seize the moment. Children born soon may not be able to show their children, except perhaps in zoos. The big fish stories of times past were true, but will never happen again. Seafood will continue to become scarcer and more expensive. And, the sting in the tail is real, from jellyfish.

With a detailed argument about the reasons the oceans are changing and why the change is now irreversible, *Stung!* is a scholarly tome rather than the populist overview its language would imply. As such it is not easy to read; the arguments are complete and

ordered and even repetitious and long. People without a scientific background could just read the first three chapters and skip to the last, perhaps cherry picking the details. Both metric and American measurements are given throughout, probably annoying both groups of readers.

The editing suffers from the too many cooks syndrome. Much that is repetitive could have been excised. Words like exponentially and comprise are misused. The explanation of CO₂ chemistry doesn't explain it. There is even a glaring scientific error on page 244, probably typographic, where temperatures are said to have risen by 1 degree a year for over a century; global incineration. But the story is compelling.

Read this book, or at least some of it. It will stand out as a sentient warning when people look back from future decades. And, it does give a word of advice, just one. Adapt.

ANSWER TO LAST MONTH'S
MARITIME MYSTERY OBJECT



Canvas oil bag with brass nozzle to spread oil on rough seas

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

Recipe: Fish Tacos

Jackie Zanetti

This might look a little complicated for an on-board recipe, but there really aren't that many ingredients and it's a great summer meal.

Fish Marinade:

- ~ ½ kg white fish fillets(or prawns or squid)
- 1 Tbsp olive oil
- ¼ cup lime juice & zest
- 1 clove garlic
- 2 Tbsp chopped coriander stalks & leaves
- Pinch of cayenne pepper or chilli powder

Combine and marinate for 20-30 min.

Baja Sauce: (combine in separate bowl)

- ½ cup plain yoghurt
- ½ cup sour cream
- 1 Tbsp lime juice
- Pinch of chilli powder, salt

**Salsa:** (combine in separate bowl)

- 1 cup diced tomatoes
- ¼ cup diced red onion
- 1 clove garlic, minced
- ½ cup chopped coriander leaves
- 1 diced avocado
- 1 tsp minced jalapeno (optional)
- 1 Tbsp lime juice
- 2 tsp olive oil
- Pinch of cumin, salt

Grill fish on oiled grill (2-3 min per side). Remove from grill and slice if thick.

Heat flour tortillas by placing on clean grill for 1 min per side.

Serve with sauce, salsa and either shredded cabbage or lettuce.

**General Meeting held at the Maritime Museum of Tasmania
on 3 December 2013**

MINUTES

The formal meeting was preceded by a welcome and introduction to the MMT by President Mike Webb and Margaret Jones (MMT Volunteer/CYCT member), followed by members browsing the MMT exhibits and facilities.

1. **Opening**

Commodore Stephen Newham opened the meeting at 7:00 pm.

2. **Attendance**

Twenty five members registered their attendance, and there were four apologies. A copy of the attendance sheet is filed with the official copy of the GM minutes.

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

The previous GM minutes, as published in the December Albatross, were confirmed and signed.

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

New members Paul and Susan Bryce were welcomed to the Club by the Commodore and presented with their burgee.

5. **Vice Commodore – Alan Gifford**

Report as published in December *Albatross*.

6. **Rear Commodore – Kim Brewer**

Report as published in December *Albatross*.

Additional comments:

- Kim expressed the Club's appreciation to the MMT for their hospitality and making the venue available, and to Tassal for providing the smoked salmon for the canapés. Kim also reminded members of the Christmas BBQ details (as per the website – 15 December, 12:00 noon start, spit roast turkey and beef provided, barbeque facilities available, BYO everything else) and requested RSVPs to assist in planning and preparation.

7. **Commodore – Stephen Newham**

Report as published in December *Albatross*.

8. **Comments from Committee members/questions/other business**

Chris Creese advised he had additional copies of the South Coast mud map (refer previous GM minutes) available for purchase.

9. **Close of formal business**

The meeting concluded around 7:10 pm.



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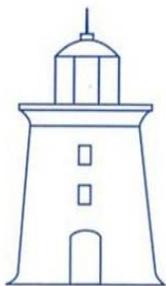
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