



Albatross

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On the beach at Ladies Bay Port Arthur

Photo by David Jones

*Newsletter of the
Cruising Yacht Club of Tasmania*



THE CRUISING YACHT CLUB OF TASMANIA INC.

PO BOX 605 SANDY BAY 7005

Commodore Helen Stewart	H 6224 9223	Meridian
Vice Commodore Rosemary Kerrison	H 6273 4192	Obsession
Rear Commodore Cheryl Price	H 6228 6486	Talisman II
Treasurer Andrew Boon	H 6228 5807 B 0428 309 901	Reflections
Secretary Colin Morrison	H 6244 2915	Enigma
Editor Paul Kerrison	H&B 6273 4192 Fax 6273 0727	Obsession
Committee Keith Wells Chris Creese	H 6267 1168 H 6223 1550	Windrush Neptune
Membership Officer Joanne Westman	0413 625 625	Van Diemen H
Warden Les Westman	0413 625 625	Van Diemen H
Quartermaster Barry Jones	H6272 5660	Lalaguli
Albatross Mailings Chris Creese	H 6223 1550	Neptune

LIFETIME MEMBERS

Derek Farrar
Erika Johnson
Ken Newham
Doris Newham

Deadline for copy- 2nd Tuesday of the month

Please send all material for ALBATROSS to
The Editor, Paul Kerrison, 507 Main Road, Montrose 7010
Email: pkerrison@bigpond.com Fax: 6273 0727

EDITORIAL

Paul Kerrison

Obsession

As mentioned last month I must relinquish the reins of the Albatross to another, the issue after next, both I and the Commodore are willing to help where necessary and would like to talk to any volunteers **ASAP**.

In this issue we continue the story of the Coles of Snake Island. Have two interesting accounts of sailing /Motor sailing one from Roderick Barnett titled the pros & Cons of a navigation cruise, the other from Stewart Masters on moving to Sydney aboard yacht. Also included is an article forwarded by Julia Greenhill about the Mysteries of the Compass.

In letters to the Editor, there is an excellent description of a cruising anchorage by Dave Davey in support for his proposed Cruising Guide. (as most who were at the recent general meeting would know I spoke in support of this project) & another from outgoing membership Officer Joanne Westman on the merits of being on the CYCT Committee.

Hope to see all your smiling faces at Constitution Dock and at the Anniversary Dinner.

Paul Kerrison
Ph. 03 6273 4192
Mob. 0429 999 911
Fax 03 6273 0727
Email pkerrison@bigpond.com

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COMMODORE COMMENTS

Helen Stewart

MERIDIAN

My, how the year flies —another term for the committee of the CYCT is almost over. With the AGM approaching it's worth considering the roles of the committee members and how they combine to make an effective and fuss-free team. The Committee brings you a range of guest speakers, land-based social events, cruises, picnics and barbies, a bit of lobbying and representation and continues the traditions of a club nearly 30 years old, while all the time working to keep club activities interesting, entertaining and fun.

The Committee

An overview of the positions is as follows:

- **General Committee members:** of which there are two, provide support and contribute their knowledge and expertise on many subjects.
- **Warden:** sets up ready for meetings and functions. Manages the library, photo albums and inventory. Maintains trophies and honour boards.
- **Membership officer:** maintains the membership list and mailing list (in conjunction with the treasurer), contacts potential members and introduces new members at meetings.
- **Secretary:** maintains Club's annual programme, and acts as the Club's public officer. Takes minutes at meetings, sends and receives club correspondence and meets regulatory requirements (with the Treasurer's assistance).
- **Treasurer:** keeps the books, pays the bills and keeps track of memberships complying with regulatory requirements.
- **Rear Commodore;** arranges social functions and guest speakers for meetings and sometimes venues for special presentations.
- **Vice Commodore:** arranges and co-ordinates general cruises and annual events such as the clean-up day and the Donald Sutherland memorial navigation cruise (in conjunction with those tasked with setting the cruise).
- **Commodore:** represents the Club, leads the committee and chairs meetings, liaises with others in the broader sailing community such as MAST and other clubs, hosts functions and works with the committee as part of the team meeting the Club's business and strategic objectives.



contd over

I feel I have been privileged to be Commodore of such a good-spirited club and part of a team/committee so generous with their time and effort.

There are two other roles that are fulfilled in the club — those of the **Quartermaster**, who looks after the sale of the Club's t-shirts, caps, badges and burgees and the **Albatross** mailing person who collects the *Albatross* from the printers, sticks the mailing labels on and takes them to the post office. These jobs, and others, all get done during the year and add to the breadth and character of the club's yearly program and help continue traditions from year to year. Then there are the members — the people who take part in the events and enrich the traditions, come to the cruises, dinners and meetings —who make the club what it is.

Anniversary Dinner

The Anniversary Dinner, which is on 7 August at Strudels in Salamanca Place, is one such club tradition. The first annual dinner was held on 16 July 1976. Erika Johnson's book of the CYCT's history "Cruising Yacht Club of Tasmania: twenty one years 1975—1996" (p. 15), says that in 1976 "members packed the Lady Hamilton Room at the Mt Nelson Motor Inn".

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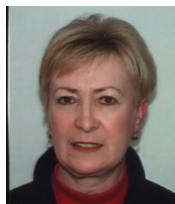
REAR COMMODORE'S REPORT

Cheryl Price

Talisman II

AUGUST MEETING:

On Tuesday 3 August Michele Meffre is our guest speaker. Michele will share with CYCT members her 1 hour video on cruising with her husband George and children in some far away places. From Patagonia, to Chile and onto Easter Island and finally to the Polynesian Islands. Michele and her husband George have had vast experience sailing around the world, and have written several books of their travels. Both Michele and George are originally from France and are now living in Tasmania.



ANNIVERSARY DINNER:

This years dinner will be held on Saturday, 7 August, 7:00pm at **Strudels** in Salamanca.

Strudels is a Café, Bar/Restaurant and seats approximately 55-60 people. There will be a choice of 2 entrees, 2 mains and 2 desserts. You can choose

either 2 courses for \$21 or 3 courses for \$27 and drinks are extra. I will need final numbers by Wednesday, 4th August. If you would like to join this annual event and do not attend the August meeting, please ring and leave a message on 6228 6486 by no later than 4th August.

SEPTEMBER MEETING:

As 7th September is our Annual General Meeting there will not be a guest speaker. We plan to have supper following the AGM. Please bring something to share for supper. Tea/coffee etc. will be free of charge and other refreshments available for a donation as usual.

OCTOBER MEETING:

Keith Wells will be our guest speaker and continue with his boating odyssey 17 Boats in 3 Months.

Cheryl Price
Rear Commodore.

Vice Commodore's Cruise News

Rosemary Kerrison

Obsession

Although winter is upon us and it has been quite cold, this time of the year can provide some great sailing days. On Saturday 17th July Andromeda and Obsession met on the northern side of Little Oyster Bay and raised the sails resulting in a terrific sail down to Kinghorn Point, then back up channel to Legacy Beach for lunch. A steady breeze enabled us to reach 7.5 knots which for us is quite good.

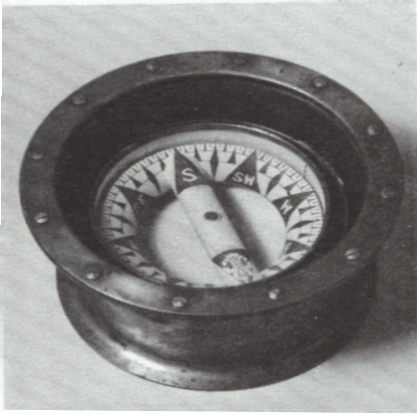


Boats wishing to enter Constitution Dock on Saturday 7th August will need to assemble at 2.45 pm in the vicinity of the entrance to the dock without causing congestion and Port Control will be called to allow us to enter at their convenience. All members are invited to come down to the dock for drinks at 4.30 pm before going to Strudels.

Port Control ask us to be ready to leave the dock at 10am on Sunday 8th August. Weather permitting there will be a barbecue stop at Mary Ann Beach so any boats from Hobart can join those returning to Kettering.

The next Club Weekend will be the four day break for Show Weekend with more details in September Albatross.

Happy sailing
Rosemary.



**THE
MYSTERY
OF
THE
COMPASS**



AT WHAT date the compass and the mystery of the lodestone first became known to man has never been definitely determined. Lodestone's ability to attract iron was certainly known to the Greeks in the 7th Century B.C. Thales, who lived from 640 to 546 B.C., knew

about it. The origin of the word "magnet" is not well established, but it may have come from the place where the lodestone was first found in the hills of Magnesia in Asia Minor.

Some historians-on the basis of a passage in Homer's *Odyssey*-have credited the Greeks with the use of the lodestone to direct navigation at the time of the siege of Troy. But according to Bertelli, a careful examination of the writings of more than 70 Greek and Latin authors covering the period of the 6th century B.C. to the 10th century A.D., failed to disclose any mention of the directive property of the lodestone.

A Legend

There has been a persistent belief that the directive property of the magnet was known to the Chinese before the beginning of the Christian era. Some writers say that it was known as early as 2634 B.C. A quaint legend tells that in the reign of Huang-ti the Emperor's troops attacked some rebels led by Tchi-yeon, on the plains of Tchoulou. Finding that he was getting the worst of the fight, Tchi-yeon raised a great smoke in order to throw the adversary into confusion. But H'lang-ti had a chariot which "indicated the south" and thus was able to pursue the rebels.

Some modern scholars consider this legend as clearly mythical. Huang-ti was probably the outstanding figure of Chinese antiquity, the legendary founder or the Chinese Empire, and it would not be surprising if knowledge and acts were ascribed to him which really belonged to a much later epoch.

English Monk

The earliest mention of the use of the compass in Europe occurs in a Latin treatise entitled "De Utensilibus," written about 1187 by an English monk, Alexander Neckam. In another book, "De Naturis Rerum," he writes:

"Mariners at sea, when through cloudy weather in the day, which hides the sun, or through the darkness of the night they lose knowledge of the quarter of the world to which they are sailing, touch a needle with a magnet which will turn around until, on its own motion ceasing, its point will be directed toward the north."

At the same time (1187), de Provins, a minstrel at the French court, wrote a poem referring to the use by sailors of the compass with the floating needle.

References to the compass in Chinese literature are fairly well authenticated after the 11th or 12th centuries with some indication that the Arabian navigators were the first to use a compass in Chinese waters. It was not until the end of the 13th century that we know the Chinese did use the compass. A primitive floating needle was in use in Chinese waters in the 16th century.

Powers of Magnet

Thus we might suppose: the Chinese did know of the directive powers of a magnet by 1093 A.D. (according to an 11th century manuscript), but made no use of that property until 200 years later; also the Arabs neither invented

nor introduced its use to Europe, since their earliest mention is half a century after it was first mentioned in Europe; and, since the compass was in use in western Europe by 1187 A.D., the knowledge of its power must have been known earlier; and it originated independently here as early as, if not earlier than, in China.

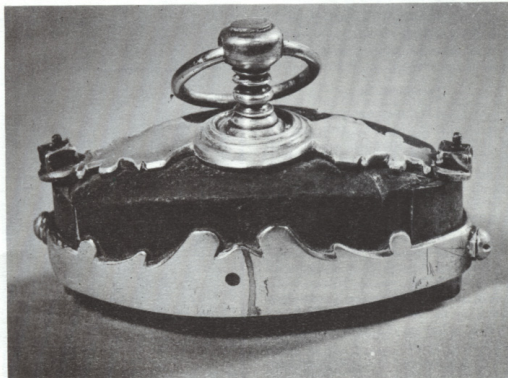
Perhaps the mystery can best be explained by the simple fact that the compass was so miraculous that men were simply loath to talk or write about it. The first compass must have been an object of amazement, even witchery. Many of the first to use it were probably too frightened to tell anyone of its incredible power and because he became a more skilled mariner and was more in demand, the more he was apt to keep its secret.

Lodestone

It is to Petrus Peregrinus that we owe what is probably the first European treatise on the magnet. He gave a clear picture of the magnet and its properties. He conceived and made use of a spherical lodestone. He devised methods for locating the axis of such a magnet, finding that at the axis poles a short piece of a needle would stand perpendicular to the surface of the stone. He must also be credited with discovering the fact that when a magnet is broken into a number of pieces each piece will be a magnet, and with devising the methods of touch and rubbing for reversing the polarity of a needle. He had in his improved compass the features needed

to ascertain whether or not the magnetic needle pointed precisely to the north.

In a letter, Peregrinis tells us that the invention of a pivoted nautical compass took place no later than 1269.



This lodestone, on display at the Mariners' Museum in Newport News, Va., is 4¼ inches long, 2¼ inches wide, and 1¼ inches deep.

Once the instrument was put in service, its use in navigation must have spread rapidly, giving rise to many refinements.

Entire Globe

The most important thing about a compass is that it opened the way to explore the entire mysterious globe. In the Middle Ages, mariners clung to the coast and to the Mediterranean Sea where they could just about smell their way around the huge lake. They would have lost themselves if out of sight of land for several days on the Atlantic or Indian Ocean. They still followed the science of cataloging the stars as advocated by Ptolemy in 150 A.D.

In any case, with the invention of the compass, sailors became bolder. In 1270 Malocello found the Canary Islands. Many others followed, but we'll never know how many since each captain jealously guarded the secret of his new discovery.

(With the new found powers of a compass went many superstitions. A common belief for many centuries was that a magnet would lose its directive power if rubbed with garlic and mariners were charged not to eat onions or garlic lest the odor "deprive the stone of its virtue by weakening it and prevent them from perceiving their correct course." Earlier the lodestone was believed to have all sorts of strange powers: it could cure gout,

dropsy, tooth-ache, convulsions and had the power to discern the faithfulness of a wife if the stone were laid beneath her pillow.)

Wood or Straw

The earliest mariner's compass consisted of a magnetized needle thrust through a crossbar of wood or straw so it would float in a bowl of water.

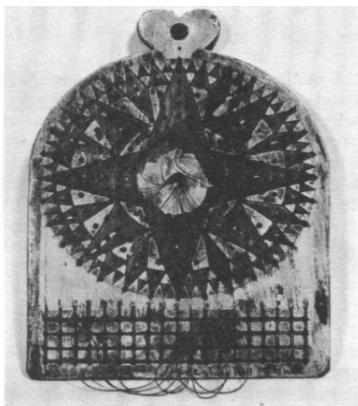
Then came the needle pivoted on a pin rising from the bottom of the bowl. Originally only North and South were indicated. Later a card with further points was inserted.

The earliest reference to a compass being used in a specific ship was in 1345 in the British ship *George*. Some 200 years later the mariners were still com-

plaining of the crudity of the instrument, even up to 1800.

It was only after the time of Columbus that the history of the compass became more clear. But the actual construction of the compass was not much improved. The needles were carelessly magnetized, sometimes one side was more powerful than the other which led to grave errors. Often weak needles lost their magnetism and revolved like a merry-go-round in the middle of the voyage. Little wonder Magellan, on his trip around the world, carried 35 spare

needles.



This traverse board is a part of the collection of the Mariners' Museum. Its use is explained in, "The Admiral of the Ocean Sea": "In Columbus' day, the only means of determining longitude was by observing eclipses of the moon. This was useful on land but not of much use in day-to-day sailing, so they had to sail by dead reckoning. On a straight course this might serve, but when it came to tacking there was no way of telling how much had been made good. By pegging the traverse board in accordance with the tacking, the steersman kept account of the sailing and the mate could then from the traverse board make up the triangle from which he could see how much had been made good."

the method of gimbaling (the compass bowl was hung by pivots in a ring, which itself hung by a second pair of pivots at right angles to the first pair) was installed in 1550. Later brass boxes replaced wooden boxes around the 17th century.

Almost every scientist and philosopher of the ages worked and mused about the compass, its magic, its power, and how it might be improved. In 1745 Dr. Gowin Knight demonstrated to the Royal Society how to improve the mag-

netic strength, and therefore the reliability, of the compass. He would take a normal weak magnet into a closed room and bring it back stronger than they had ever seen a magnet. He kept his secret until he died, but we know now that he accomplished his feat by placing the needle between a pair of huge compound magnets made up of 240 fifteen-inch bars tied together, all of which had been magnetized by stroking with a lodestone. This power was transferred to the needle when exposed to it. In 1766 Dr. Knight took out the first patent for a compass which was immediately adopted by the Royal Navy. His device had a single bar with the cap for the pivot screwed into its center.

Mystery Solved

When the ship *Dover* was struck by lightning in 1749 and the compass suddenly didn't work, it was Dr. Knight who solved the mystery. It was suspected that the compass had been demagnetized by the lightning. But even new compasses didn't work. Further study showed that the iron spikes holding the table in place had been magnetized by the flash.

Unnatural hazards were always an unrecognized menace to the delicate magic of a compass. As Sir Walter Scott said: "A rusty nail placed near the fateful compass, will sway it from the truth and wreck the argosy." This was a fact not clearly recognized until about 1850. Even Captain Bligh foolishly kept his pistols near the compass drawer to entertain a host of navigating errors.

Even when the compass was strengthened and perfected there were deviations and variations that affected the instrument like pesky gremlins. This may be due, we think, to the shifting of the North Pole. It had long been assumed in many writings that Columbus was the first to discover variations in the compass since historians tell of his men "muttering when the compass no longer pointed to the 'Pole Star'." But we know now that his compass was constructed with a fault. We had known that variations existed by 1450 as seen in the construction of German sundials. Nevertheless, Columbus did contribute some knowledge to the phenomena in proving that the variations were different in different parts of the world.

Magnetic Pole

We had thought that the exact location of the North Magnetic Pole was first determined by the famous polar explorer, James Clark Ross, in 1831—at Longitude 96° 40'W and Latitude 70° 10'N near Cape Adelaide Regina, Boothia.

But our Air Force has found that the North Magnetic Pole consists of three separate poles situated in a diameter of 500 miles. The central pole, where the earth's magnetic pull is strongest, is on the Prince of Wales Island or in Melville Bay. Another pole is on Boothia Peninsula. The third is at Bathurst. The Prince of Wales Island center is about 1000 miles south of the true geographic North Pole of the earth.

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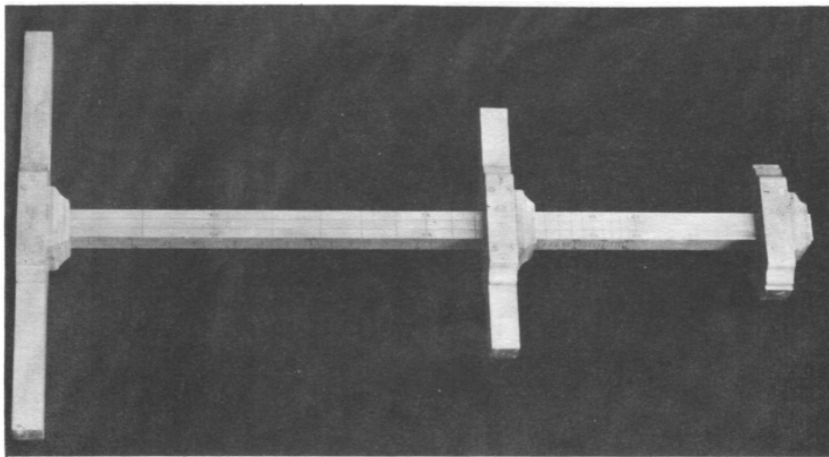
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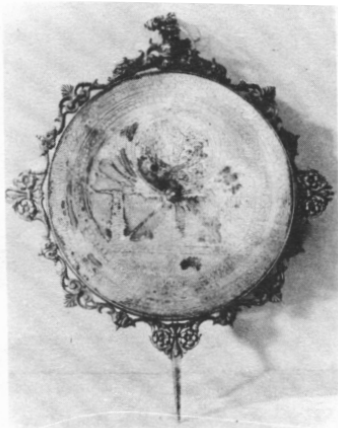
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The cross-staff dates back to about 1300. It was used to observe the heavenly bodies so that latitude and time might be deduced. With the eye placed at one end of the graduated scale the observer adjusted the crosspiece and the heavenly body was sighted just over the end of it and the horizon just under the other end. This instrument is a replica of an original in the British Museum.

ton during 1909 to 1929 charted the earth's magnetic lines, showing how much the magnetic needle departed from the true north-south directions in any



The astrolabe was used to observe the positions of celestial bodies before the invention of the sextant.

place. The Shackleton Expedition in 1909 found the South Magnetic Pole 800 to 1000 miles north of the South Pole proper, far from opposite to the North Magnetic Pole.

Guinea Coast

During the last 80 years the change in the earth's magnetic pattern of the Guinea Coast has been such that were it to continue at the same rate, the South Magnetic Pole would shift to the middle of the Atlantic Ocean in about 1000 years, according to Dr. John A. Fleming, former director of the Carnegie Institution.

Yet the great mystery of the earth's magnetism which sways the compass still remains to be solved by science and explorations. We assume that something like 95 percent of the earth's magnetism

THE COLES OF SNAKE ISLAND

Thomas Cole (1789-1842) & Mary Ann Donovan (1797-1878)

Louis Daniels

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contd.

Thomas Escourt, or Eastcourt, is much more a mystery. There is no convict record for such a name, nor any death record.

The government was most impressed by Thomas Cole's dealing with the escapees, and Sir John Franklin wrote to Lord Russell at the Colonial Office to report on the case:

A case of capture of runaways under remarkable circumstances was brought under my notice. I have further to add that in consideration of the gallantry evinced on the occasion by Mr Cole, his son and his daughter, and as an encouragement to others to resist the predatory attacks of bushrangers, I have acceded to the advice of my Executive Council and have directed that the sum of 200 pounds should be issued to Mr Cole's family, to be allotted in the following proportions, namely, 100 to Mr Cole, 50 to his son, and 50 to his daughter. ¹⁰

This generosity was received cautiously by me press. Cole's conduct was deserving of high praise, but one editor objected to the impression given by Franklin that every man must be his own butcher, and stand prepared for the assault of bushrangers. ¹¹ It is unclear what the son did to merit his reward.

This experience had a lasting effect on Thomas, and contributed to his death. It made Mary quite a legend in her time.

Thomas Cole died on 14 December 1842, in Hobart, recorded as a shipwright His age was recorded in the Death Register as 83, but this is clearly the result of a misreading of 53. His age was correct on his gravestone in St David's Cemetery, where his name was engraved as Thomas Hellis Cole, recognizing his long forgotten father, William Ellis. The informant of his death was his daughter Elizabeth Amelia Cole, resident of Hobart. It is not clear where Thomas was living when he

died. His gravestone in St David's Cemetery included these words: *He was a kind husband, father. And a just and honest man.* ¹²

Two years later a *Public Notice* appeared in the press: ¹³

*To the Benevolent Ladies and
Gentlemen of Van Diemen 's Land*

This appeal is made on behalf of Mary Cole, Widow of the late Thomas Cole, many years resident in this Colony, under the following distressing circumstances: She attributes the death of her husband which occurred about two years ago, to an attack made upon him some time previously by Bushrangers, on which occasion Mrs Cole, her husband, and family were placed in great danger, and consequent distress. She is the mother of nine children, six of whom, as well as an aged and helpless mother (of the age of 80), are now dependent upon her for support. She is, therefore, induced to make this appeal, assuring her friends and me public, that nothing but the extreme destitution of herself and her family could have led her to resort to the present course.

NB Subscriptions will be received by Mr T. Lucas, Old Wharf, and at the Van Diemen's Land Bank.

Wm Kermode	5 50
T Young	2 20
RobtQ Kermode	2 20
Robert Pitchaim	2 20
John Lovitt	2 00
R Griffiths	0 100
Wm Lindsay	1 00
ThosAnstey	1 00
John Foster	1 00
TWMidwood	1 00
TPeevor	1 00
Richard Dry	2 00
JEB	1 00
Edward Boyes	0 50
JRBall	0 50
Duncan McPherson	1 00

The aged and helpless mother was Margaret Donovan, the convict who brought her daughter with her on the *Providence* in 1811. She died on 22 January 1850, after

being accidentally burnt in her home on Bruny Island, aged 80. An inquest held on the island was told that the old woman lived in a hut by herself and by some reason her clothes caught fire, and she was burnt to death. ¹⁴ The voluminous clothing worn by woman and the dependence on open fires for heating and cooking made accidents like this quite common, particularly involving children and the aged.

She was the same Margaret Donovan who married James Creamer on 29 October 1816, St David's Hobart, aged 46. On the 1818 Muster of Free Women in Hobart Town, she was listed as 'Margaret Donovan, spouse, John Creamer - off stores'. He died on 2 April 1839 in the Hobart Hospital, aged 79.

On 16 January 1843 Mary Cole applied for the lease of the island on the same terms as previously granted to her husband, and so began an arrangement that lasted another thirty-five years, almost until her death.

The Surveyor-General records note that:

Mrs Cole was alive on the island in 1876 she was then an aged woman but in full possession of her faculties. The cottage she lived in was all overgrown with vines and not a vestige of the room could be seen. At this period the Widow Cole as she was called lived on the charity of kindfriends and with the assistance of an old man tilled a small garden in front of the cottage. 15

Mary became more or less a hermit on her island once her children grew up and left. She and her mother seem to have been of a kind, happy to be alone, and self-sufficient to the end.

Another source of information about Mary and her island comes from the Kingborough Magistrates Letterbook. ¹⁶ The local Magistrate had, amongst his other duties, the task of recommending people who needed charitable aid to the Administrator of such aid in Hobart. He was expected to check on people every six months. His notes about Mary, and about John Lovett, the old man mentioned above who worked with her on the island, add to the picture:

Mary Cole

20 June 1873 grows potatoes and wheat, but needs allowance;

20 December 1873 still same condition, continue aid;

22 June 1874 continue aid;

21 June 1875 continue aid;

10 May 1876 - asks for more allowance. Lives on Snake Island. There is a man living there and if he was not there the old woman 80+ could be dead for weeks without anyone knowing. She is not expected to live much longer. Increase in allowance recommended;

23 June 1876 continue aid;

25 July 1876 admitted to hospital with fracture of neck of femur and will probably be disabled for the rest of her life.

10. GO33/38 pp7-12

11. Courier, 8 January 1841

12. Richard Lord, Inscriptions in Stone, p. 176

13. Courier, 8 November 1845

14 Colonial Times. 25 January, 29 January 1850

15 Survey-General's Correspondence, LSDV98 p.224

16 POL 394/1 and POL 395/1, notes Joyce Purtscher made available to me, for which I am grateful

to be contd .

The Pros and Cons of a Navigation Cruise

Scotfree was slipped to be antifouled and have the rudder bearing where the rudder post enters the hull replaced. It was just as well this work was done because the port steering cable was badly frayed and the rudder itself had a crack in it. With this work completed the yacht was relaunched just in time for the Donald Sutherland Memorial Navigation Cruise.

I decided to enter the Donald Sutherland Memorial Navigation Cruise with the CYCT on May 22nd 2004, as my first venture out with the club. Because *Scotfree* is moored off Wrest Point Casino and the cruise was to start off the Bruny Island ferry dock at Kettering, I decided to sail down the afternoon before, and return on Sunday. The club encouraged "a more the merrier" concept, so I invited 3 others to join me Ray, Rosemary and Cathy. Ray sailed down with me on the Friday afternoon and Rosemary and Cathy would join us by car on the Saturday morning. I arranged a berth for the two nights at the Oyster Cove Marina, where power was laid on.

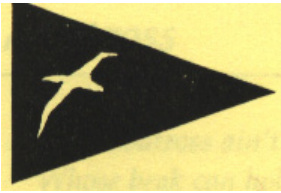
We set sail as planned if somewhat behind schedule, but the lack of wind and the need to be in Kettering before dark necessitated motoring most of the way. After an uneventful trip we tied up at the marina, paid Barry the fees due and headed to the Oyster Bay Inn for a counter tea. A pleasant and very reasonably priced meal was enjoyed by us both. Overnight the power proved a boon as the heater I had was thermostatically controlled and kept the temperature in the cabin cosy. Breakfast of cereal and poached eggs on toast was eaten on board, though
contd page 20.

because I had forgotten to bring a toaster and as there was no griller on board, the toasting proved a problem over a direct flame.

The women arrived on time and we left the marina to refuel. Backing up to the fuel wharf turned out to be none too easy, because the engine lacked sufficient power and in addition tended to stall when the throttle was reduced to idle, added to which was my lack of experience at reversing in tight corners. I have since learned from Keith Smith that there should be a cut out switch and reducing the throttle to idle should not stop the engine.

The crew were each assigned a task. I was skipper and navigator, Ray was first mate and in charge of the radio. Rosemary was responsible for collecting and interpreting the instructions, and Cathy was to steer the boat on the allotted courses. Having received the first lot of instructions we noted what was needed and where and set a minimum course to achieve those ends. Our first direction was north to find a registration number. This we achieved. Then we noticed boats heading towards Quarantine Bay, so we headed in that direction. It was as well we did for en route we found the second control point. We had, as we were later to learn, never discovered the very first course sheet among our instructions. This was a common problem among the fleet it appears. From there we tracked at the required 4 knots to very successfully dump and retrieve the life buoy, for which we can thank Ray. However we did discover that our distress flares were out of date on going ashore. (They have since been renewed). We then set off down the channel to count the steps on a light as required (We got 12 because we didn't see the one under water). From there we motored north in company with *Keepsake* the eventual winner. Their crew was able to sojourn for a leisurely lunch as they were more organised than the rest of the fleet it appears. We were sitting on 5.2 knots according to my new Navman log and *Keepsake's* GPS confirmed that this was almost exactly right which was pleasing for future reference. The water was very shallow with only 0.8 metre below *Scotfree's* keel at one point. Both *Keepsake* and *Scotfree* had to zigzag from time to time to keep in sufficiently deep water. A larger yacht, following us both, which shall remain nameless, seemed to have problems with the lack of depth at one point. After finding the last piece of information I decided we should head back to Kettering. Rosemary argued that we should see why the other yachts were heading to Apollo Bay. In the end I relented and then Rosemary found a sheet instructing us to hand in the results in Apollo Bay. Running as quickly as possible we got there about 5 minutes late, but we would have been on time if I had headed there straight away as Rosemary had suggested.

The evening was capped off very pleasantly in congenial company with other members of the CYCT, wine and good food at the Oyster Bay Inn. We were surprised to learn that we came second, as some of the time we only found where we
contd page 21.



THE CRUISING YACHT CLUB OF TASMANIA INC.
NOMINATIONS FOR OFFICE BEARERS

THE NEXT ANNUAL GENERAL MEETING OF THE CRUISING YACHT CLUB OF TASMANIA INC. WILL BE HELD AT THE REGATTA PAVILION MEETING ROOM AT 8.00 PM ON Tuesday the 7th SEPTEMBER 2004

At that time all positions for Office Bearers will be declared vacant. Help your Club to reach its full potential by nominating someone to fill these positions.

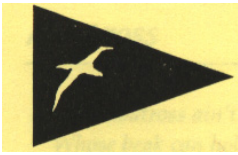
We,(nominator).....(signature)
(Please print names in full)

And (seconded)..... (signature).....
(Please print names in full)

being financial members of the Cruising Yacht Club of Tasmania Inc., hereby nominate the following members to the position/s indicated for the 2004/2005 fiscal year.

POSITION	NOMINEES NAME IN FULL (must be a financial member)	NOMINEES Signature Accepting nomination
COMMODORE		
VICE COMMODORE		
REAR COMMODORE		
TREASURER		
SECRETARY		
EDITOR		
MEMBERSHIP OFFICER		
COMMITTEE 1		
COMMITTEE2		
CLUB WARDEN		

Return to the Secretary, preferably before Tuesday 24th August 2004
PO Box 605, SANDY BAY TAS 7005



**CRUISE OF THE YEAR AWARD
NOMINATION FORM**

Your Committee will shortly be considering nominations for the Cruise of the Year. This trophy is an aluminium tankard made from a piece of mast section by Ken Newham. It is awarded for the cruise which the Committee considers has been completed, in the year under consideration, with some merit and in a seaman-like way. Hopefully, the Committee's decision will be assisted by an article written for the ALBATROSS about the cruise by the nominator (or even the nominee). Any cruise, no matter how long or short can be considered. If you know of anyone who you would like the Club to honour in this way - please complete the nomination form below and ensure it is in the hands of the Vice Commodore no later than the 3rd August 2004 General Meeting.

I would like to nominate

of the vessel.....

for the Cruise of the Year Award.

(Please outline details of the cruise undertaken and why you would like to nominate it for the Cruise of the Year).

Return to the Vice Commodore, no later than Tuesday 3rd August 2004
PO Box 605, SANDY BAY TAS 7005

should go by following others and our general knowledge answers were not very good.

Sunday was a disaster. The women had departed the previous night by car and Ray and I slept on the boat. We left the marina astern, after breakfast, but when I put the engine ahead I watched with horror as the dinghy took a dive under the Starboard quarter. I realised at once that the painter had got tangled up with the propeller, and stopped the motor. Paul Kerrison kindly rowed over to the by now loose dinghy and others helped to raft *Scotfree* alongside several other ships at the fuel jetty. At first I thought we might be able to free the painter by hand cranking the engine ahead and astern. But this was to no avail so a swim was the order of the day. With the sea temperature at 11 Centigrade according to my instruments, I wasn't looking forward to the swim. Fortunately Pat Price had a wet suit which he kindly lent me. With this a snorkel and asking several people to stand on the fore deck to bring the propeller nearer to the surface, I managed to free the painter after about one hour in the water.

We left in calm weather at about 1100 hours, having originally backed out of the marina at 0930 hours. We motored until we were about opposite Mary Anne Bay when sufficient wind came up to allow some sailing. However this was short lived and the wind dropped once more. Ray suggested that we should get home and I asked him to start the motor once more. Unfortunately the oil pressure light did not go out. Checking, showed that no oil was getting to the sending unit even though there was plenty of oil in the sump. We were forced to sail and I am happy to say that we managed to pick up the mooring the first time in the twilight in an almost non existent wind. However I was not willing to sail to the jetty to unload, so I had to make 4 trips ashore in the dinghy to unload all the gear.

Scotfree is currently on the slip once more, this time to have the engine replaced.

Rod Barnett.



C.Y.C.T. ANNUAL SUBSCRIPTIONS

All members are advised that membership fees for the year 2004– 2005 are now ;

OVERDUE

Your prompt payment would be appreciated.
CYCT Committee.

Commodores report contd.

From page three

The dinner has since been held in a variety of venues over the years. The Club's 18th birthday celebration saw the introduction of overnighting in Constitution Dock as part of the function. In 1993 Erika recalls:

“BIRD OF DAWNING, SOLONG, ROBBIE B, THUIN BAY, JUST JUDE, LIBELLE, AUSTRAL ARK, ERISKAY III, PANDORA, MARIE FRANCIS, TUDOR ROSE II, KEEPSAKE, ALTAR and PRELUDE took up the Marine Board's invitation of free docking and soon mulled wine was being handed out. The growing crowd spilled out onto the dock side and later over 70 members made their way to the Riveria Ristorante for dinner.” (p. 24)

Sounds like they were in for a good night. I look forward to seeing lots of you at the 29th CYCT anniversary dinner; it's bound to be a good night too.

A bit of business

By the time you read this, submissions to MAST's Recreational Boating Fund will have closed. The club has lodged a submission to have waling boards fixed to the face of the Kettering public jetty as part of the next funding allocation.

MAST has advised that the South East Tasmania map/chart has been printed and will be available shortly. Work has started on the East Coast one. These are colourful maps with useful information on them but are “not for navigation purposes”. Peter Hopkins from MAST has also advised the club that applications for boat licences (new, not renewals) are going to require a logbook or participation in a practical training and demonstration session as well as the theory test from October this year.

The club has successfully negotiated the donation of the chairs at the Regatta Pavilion to the Hobart City Council. The HCC is the landlord for the pavilion and for some time we have been concerned about our liability if another hirer of the pavilion were to injure themselves while using one of our chairs. This is not to say the chairs hold much danger to unsuspecting patrons of the pavilion but the donation achieves our goal of negating any risk and suits the HCC well. They have agreed to replace the chairs on an annual basis should they be damaged or wear out. The chairs were valued at under \$50 on our balance sheet – their real value to us was our ability to use them, hence that value has not been diminished.

Good cruising, Helen
Commodore.

NOTICE OF ANNUAL GENERAL MEETING

**OF
CRUISING YACHT CLUB of TASMANIA INC.**

To be held on Tuesday September 7th 2004
At the Regatta Pavilion, Queens Domain Hobart 8.00pm.

Agenda

- 1 Opening / call for apologies.
- 2 Minutes from AGM 2nd September 2003 to be read-
(They were ratified 7/10/2003.)
- 3 Cruise of the Year Award & Navigation Cruise Award
- 4 Presentation of Flag Officers' Reports
- 5 Election of office Bearers for 2004-2005
- 6 Election of an Honorary Auditor
- 7 Close

New Members

Please make welcome,

Helen Andrews & Julie Melville

KALISEA

Application for membership:

An application for membership has been received from;

Brad Hampton
Russell & Sue Streckfuss

**UBIQE
HOMER**

These nominations for membership will be automatically accepted within fourteen days of the date of the scheduled general meeting following the publication of the Albatross, subject only to any member lodging an objection in writing to the secretary **no** later than that date.

LETTERS TO THE EDITOR

I am keen to see the development of more extensive cruising guide information, both in scope and detail. One strategy in trying to pull this sort of information together would be to invite short articles in the Albatross on anchorages favoured by members, especially if these are not well covered in the available guides. As an example I offer a short report on Ladies Bay in Port Arthur, where we are at anchor as I type this;

Ladies Bay - Port Arthur

Situated in the southwest corner of Stewart Bay (see Aus 174 Port Arthur Plan, 43° 08'.474 S 147° 51'.457), Ladies Bay is not named on the chart, nor does it appear in "Cruising Tasmania", but it is a wonderful anchorage in many conditions. Shelter is good from SE to S, afforded by Frying pan Point and the rocky reef which extends NE from it. Shelter is excellent in SW through NW and N through the tall trees that grow right up to the high water mark. Holding is very good in sand with some weed patches which are easily avoided in 4-6m. There are no moorings. The bay can be affected by a well developed swell, to an extent greater than Carnarvon Bay to the South.

There are no apparent dangers within the Bay, but the approach needs to take into account the reef which extends out beyond the low water mark.

The land adjacent to the bay is part of the Port Arthur Historic Site Flora and Fauna Reserve, and no habitations are visible from the anchorage. The views east to Denmans Cove and the eastern part of the Tasman Peninsula complete a surrounding that provides peace and a sense of isolation.

A sandy beach on the western shore makes dinghy landing easy. Close to the beach is a well maintained walking track within the abovementioned reserve. To the south the track leads to the historic site proper. To the north it leads past a group of holiday accommodation cottages to the Stewarts Bay Conservation Reserve, which has road access, toilets, picnic tables and a rubbish bin. At the east end of the beach in the Reserve another track leads to the Port Arthur Caravan Park, which is not far away but invisible from the water.

If basic supplies are required, taking the track to the Stewart Bay Reserve, leaving the toilet block to the left then following the well formed walking track that heads west will take you to the main road into Port Arthur. About 200m along the road is a general store which includes a newsagency and Post Office. A laundrette

will be seen just before the shop, which also serves as a petrol station.

Communications.

VHF: Coast Radio Hobart's Maria Island Ch 16 and 68 transponder works well from Ladies Bay. If it is out of service, the Hobart Ch 16 transponder is marginal. The Cape Raoul Ch 81 repeater is reachable, as is Seaphone's Hobart Ch 7.

Public radio: ABC Classic FM (93.9MHz) is marginal. On AM ABC Local Radio (936kHz), Radio National (585kHz) and News Radio (747kHz) are all good.

Mobile Phone: Telstra GSM Port Arthur tower gives an excellent signal and data transmission is reliable. Telstra CDMA coverage is also good.

TV: no useful signals.

Dave Davey. **WINDCLIMBER**

CYCT COMMITTEE

As the next AGM draws near, I felt I wanted to relay to other club members how my year on the CYCT committee has unfolded. It has been GREAT!!! Firstly because of the support from our Commodore and her wondrous computer and journalistic skills, and secondly the roll has allowed me to meet and greet prospective new members and hear about their sailing adventures and also renew the acquaintance of the longer standing members as the annual Membership list is updated and subscriptions are renewed. Also, as the Membership Officer, I have an excuse to peer at members name badges, check on boat names and introduce myself with the vagueness of repeating myself more than occasionally!!!! This role has also helped me advance my very basic computer skills as I co-ordinate the correspondence acknowledging expressions to join the club, advise prospective members of meeting dates' aims and activities of the club etc. and of course, upon acceptance into the club, I have the delightful duty of introducing the new member to the General meeting by way of presenting their Profile as they accept the club Burgee and a very warm welcome to the Club from the Commodore.

Next year, Les and I are hoping (to spend more time with our growing family, do a little travelling and a lot more sailing and anchoring therefore the position MEMBERSHIP OFFICER is going begging!!! If YOU enjoy interaction with interesting and like minded people and being part of a dedicated and fun team - GIVE IT A GO!!! And ENJOY!

Cheers

Jo Westman **Van Diemen H**

Moving To Sydney by Yacht.

Stewart Masters

SV “**CLOUDY BAY**” is now residing in the Burraneer Bay marina Port Hack-
ing.

We had a fairly uneventful trip from Hobart to Sydney (weatherwise that is). Leaving the Derwent we managed to run aground in Blackman Bay, right between the channel markers for the Denison Canal after having asked the bridge operator, “ whether there was anything to watch out for?” Luckily, we managed to hail a passing runabout, attaching a spinnaker halyard to his transom we managed to heel her far enough to motor ourselves off.

A couple of days later, in the middle of Bass Strait we managed to put the star-board spreader through the genoa, and whilst changing down to the number 3, we achieved a beautiful halyard wrap with the new furler, and guess what it was a the top not at deck level. Up the mast went the skipper just as it became completely dark.....the joys of sailing !

Next day, one of the crew opened the lazarette to get the fishing gear out, only to find it about half full of water. Of course, the lazarette is the only place on board without access to a pump, so an hour's bailing later I climbed in to discover that the water was p...ing in via the top of the rudder tube. We had replaced the bottom bearing prior to leaving Hobart (didn't want to repeat Amnesia's experience) and must have disturbed the packing in the gland.

After much you know what ! I managed to create a path for the water to drain into the stern bathroom sump so that it at least pumped itself out for the rest of the voyage.

The worst problem of course saved itself for last ! A day or so out from Eden whilst motor sailing due to lack of wind, we heard some dreadful banging and screeching noises coming from the engine room. Having had the engine serviced and the stern gland repacked plus the rudder post fixed (!!!) before we left, that only left the gearbox.

Closer inspection revealed that it was the thrust bearing in the Aquadrive coupling, which was causing the horrific noise. With the only options being to press on and try not to listen, or to roll about waiting for the next gale, we chose the former. The noise came and went intermittently, but the amount of heat generated by the failed bearing was fairly intense. The whole housing became too hot to touch and about every half hour we had to stop the engine to allow the smoke in the saloon to clear sufficiently for us to breathe.

I managed to contact the agent in Melbourne by phone, seeking advise on how to treat the problem. I had visions of the thing coming apart and the broken shaft whipping through the bottom of the hull, but he reassured me that the whole assembly is so massively strong that nothing bad (worse?) would happen as long as we could tolerate the noise and smoke.

Arrived in Eden just on dusk and only a day later than planned, next day we found an excellent mechanic (Michael Lucas if anybody ever needs one in Eden) who undertook the repairs and had it fixed in three days, we then had a (really) uneventful trip to Sydney, the only exception being one night when we were passed by a ship we believe to have been Spirit III less than a mile away doing probably 25 knots.

That's a closing speed of over 30 knots which does not leave much time for wondering how close they'll pass.

Stewart Masters
SV CLOUDY BAY

Club Calendar

August

Tuesday 3rd

General Meeting Regatta Ground

7.30 / 8.00pm.

Guest Speaker

**Michele Meffre cruising Patagonia
and beyond.**

Saturday 7th

Anniversary Dinner Strudels Café

**Raft up in Constitution Dock at
1500hrs visitors welcome.**

September

Tuesday 7th

Annual General Meeting

Regatta Ground Pavilion

7.30/8.00pm

Minutes of General Meeting of The Cruising Yacht Club of Tasmania - Held Regatta Pavilion at 8pm on Tuesday 6 July 2004

PRESENT: Commodore Helen Stewart and 31 members.

APOLOGIES: John & Dee Deegan, Nigel & Kathryn Grey, Judy Boon, Bill Mills, Ken & Doris Newham, Sue Brabazon, Pat & Roger Locke.

GUESTS: Brad Hampton and Alex Papworth

MINUTES GENERAL MEETING TUESDAY 1ST JUNE 2004:

As printed in the 'Albatross'.

Amendment – under 'Guests' correction required should read 'Stephen Dobson' not 'Stephen Badcock'. Amended minutes moved by Barry Jones, seconded by Phil Hebblethwaite – carried.

BUSINESS ARISING:

Height of powerlines above Huon River and other rivers. Awaiting response from Transend.

COMMODORE'S REPORT:

- First batch of new beanies with club logo sold out. A further batch is being purchased.
- Information brochure on Sailing South 2004 received from RYCT. Available for members.
- Club lease arrangements at regatta pavilion to continue with Hobart City Council.
- Club chairs at regatta pavilion donated to Hobart City Council on the understanding that HCC will be responsible for their maintenance and available for club use.
- Lockable metal cabinet purchased for storing library books and other resources.
- Anniversary dinner Saturday 7 August. Members wishing to berth in Constitution Dock should assemble for group entry at 3 pm. Members to leave the dock as a group on Sunday 8 August at 10am.

VICE COMMODORE'S REPORT:

- Day cruise Saturday 16 July – details in Albatross.
- Suggestions being sought to be included in next year's cruising program.
- Long weekend in October – cruise details to be finalised.

REAR COMMODORE'S REPORT:

- Guest speaker for tonight – Russell Streckfuss – Storm Bay Sails.
- Guest Speaker Tuesday 3 August – Michele Meffre. Presentation will include a 60 minute video.
- Anniversary Dinner 7 pm, 7 August at Strudels – Salamanca Place. Details as per Albatross – Club members only patrons on this night.
- Lucky door prize – Bilge pump alarm (donated by Bill Mills) and not drawn at previous meeting.

GENERAL BUSINESS:

- Commodore drew members' attention to details of the Annual General Meeting scheduled for 8pm Tuesday 7 September 2004. Full details in the Albatross including nomination forms for office bearers.
- Keith Wells – archived copies of the Albatross have been catalogued and will be available for perusal at general meetings.
- Leo Foley – suggested that copies of 'Mainsheet' produced by Coastal Club N.S.W. and containing many technical subjects could also be displayed for members' information.
- Dave Davey – offered to scan Albatross publications to assist archiving.

Meeting closed at 8.20 pm.

Next meeting 3 August 2004