



Albatross

Volume 31

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Nyanda off Tinterbox

*Newsletter of the
Cruising Yacht Club of Tasmania*





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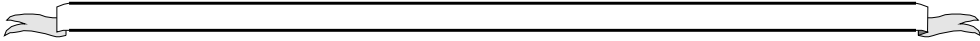
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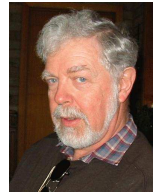
Editorial

Dave Davey

Windclimber

The cover photo was taken by Rick Lutjens. More cover photos will always be welcome.

My request for back issues of the *Albatross* was answered by Ken Newham who supplied a nearly complete collection of back issues. Many thanks to Ken. But I am still missing a few pages from Volume 1, so if you have any of those I would value borrowing them. The scanning continues, but it is a slow process...



Our *Club* Warden, Keith Wells, probably deserves a column of his own in the *Albatross*. Keith seems always to be quietly busy advancing aims of the *Club* and yachting in general. One of his projects at present is to have restored the jetty in Quarantine Bay that once gave safe access to the Quarantine Station, now a National Park. The land near the jetty site is of course a popular sheltered BBQ site. Keith has added a copy of the recently published book on the history of the quarantine station to the *Club's* library. Look for it at the next meeting. And if you are interested in helping with Keith's discussions about the jetty, talk to him.

By the time this issue of the *Albatross* is with the printer, Annick and I will be "Land Cruising" on the big Island making our A-van our temporary yacht. We will be taking the Devonport-Sydney ferry both ways, and hope to catch up with yachting friends in NSW and Queensland, so the sea will not be out-of-mind. Paul Kerrison has kindly offered to put the July *Albatross* to bed.

Remarkably while I was typing the previous paragraph, and thinking that Spirit III is a pretty safe way of crossing Bass Strait, an email arrived from Jan and Ian Mitchell of *Osprey_A*, who some of you may have encountered as they cruised Tassie waters over the last 4 or 5 months. *Osprey* is a strongly built Currawong. They wrote:

"We sailed from Lady Barron, Flinders Island last Tues afternoon, heading for Eden. The forecast was for 20 to 25knot westerly wind, gusting to 30 on a 2m swell with a 3m sea. That was what we were getting. We sailed briskly with a well reefed down rig. There was little water on deck and no slamming or jolting for 12 hours, until at 0220 hours on Wed morning 11th May, we encountered a rogue wave which very quickly tipped *Osprey* over to between 120 - 160 degrees, dropping us down the face of the wave. The mast broke into three, without breaking any rigging wires. The yacht then very quickly righted itself leaving about 200mm of water over the cabin floor. A lot of stuff was floating in the water, so that it was all a very soggy mess. Luckily, both of us were in the cabin at the time.

Fifteen hours after the wave, we had cleared up enough and rid ourselves of the rigging, sending it on a 2 km trip to the ocean floor. We tentatively started the engine, and found it still worked, so we motored to Eden.

There was no hull damage, some minor cabin top damage, some fibreglass staunchion bases on both sides failed in the inboard direction and the pushpit and solar panel arch were mangled."

Thankfully, apart from bruises and strains, Ian and Jan are fine and reached Eden without assistance.

Dave

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Commodore's Comments

Helen Stewart

Meridian

With our move to New Town Bay accomplished we have started getting to know our new neighbourhood. While it's so close to the city, NTB is a quiet little bay with its friendly wildlife — it has its own ducks and shore birds but no New Zealand Fur Seals yet. They seem to be too busy over the river. One of the advantages of living here is the bike track and I thought I should take advantage of the fitness opportunities this excellent facility offers. I used to enjoy riding a bicycle regularly and saw no reason why I wouldn't just resume where I left off, 15 years ago. The first day I set off to work — my first five-kilometre trip — is a time that I don't care to re-live. I arrived at work all in one piece but the trip took longer than I expected, with more breaks than I'd anticipated. The trip home that afternoon was better, and anyway it was dark by then and I felt that darkness afforded me some kind of anonymity amongst all the people whizzing past in both directions. I appreciated the thoughtfulness of those people who stopped to see whether I was alright ... I'll try again tomorrow, maybe!



Anyway, Phil and I are settling into a comfortable way of life on board and we are getting to know people in the marina. Last weekend we had our first trip away for the weekend while living aboard. It was successful and made coming home a pleasure on Sunday evening after a delightful weekend. We took part in the 10th Donald Sutherland Memorial Navigation Cruise. Congratulations to Andrew and Judy Boon on *Reflections* for their win in the navigation section of the event and to Dennis and Wendy Lees on *Kiap* for their victory in the crew questions section. Phil and I thought we had a reasonable range of reference books on board but alas, we found that a shortage of information on explorers, cartographers and navigators was apparent when it came to answering the questions in the after lunch section. The results sheet follows. The CYCT is appreciative of the sponsorship for the nav. cruise

— Oyster Cove Marina generously donated a slipping to the DSMNC winner and Oyster Cove Chandlery a vest for the crew questions winner.

The day was an adventure and the dinner in the evening was full of stories recounted about those adventures. Some people had bigger adventures than others; we're still not quite sure why one member "went for a dip, betwixt jetty and ship" on the way to dinner. We don't think he has an Obsession-al desire to swim after dark in the marina when it's 10° — we think he has a shower onboard.

The Committee is planning a special 30th Anniversary Dinner and other events to mark this important occasion. More coming later.

Good cruising, Helen

| Boat | | Total | | Crew | | Overall |
|--------|-------------|------------|-----------|------------|-----------|---------|
| Number | Name | Navigation | Questions | Navigation | Questions | Total |
| 1 | Saluka | 7 | 3 | 2 | 10 | 13 |
| 2 | Pandora | 2 | 11 | 4 | 8 | 19 |
| 3 | Charon | 2 | 11 | 3 | 9 | 20 |
| 4 | Windrush | 4 | 8 | 7 | 4 | 12 |
| 5 | Meridian | 5 | 7 | 4 | 8 | 15 |
| 6 | Obsession | 3 | 10 | 5 | 7 | 17 |
| 7 | Neptune | 4 | 8 | 5 | 7 | 15 |
| 8 | Kiap | 6 | 5 | 1 | 10 | 15 |
| 9 | Reflections | 1 | 12 | 3 | 9 | 21 |
| 10 | Talisman II | 5 | 7 | 6 | 5 | 12 |



Start Donald Sutherland Memorial Cruise



Alan on Neptune gets his instructions from Lalaguli



Rosemary Kerrison on Obsession

Vice Commodore's Report

Rosemary Kerrison

Obsession

Nine boats namely *Andromeda*, *Neptune*, *Swansong*, *Lalagulli*, *Windrush*, *Obsession*, *Kalisea* and *Cadence*, set off for New Norfolk in light steady rain for the Anzac Long Weekend. Visibility was poor but on our arrival at the jetty in New Norfolk the rain eased and then cleared so walking to dinner at Verandahs in the Valley was very pleasant.



An early fog on the river on Sunday morning lifted by 10am when members congregated on shore in the rotunda for "Brunch". On leaving New Norfolk a light breeze came up and some captains flew spinnakers, a genoa or headsail to sail down to the Bridgewater Bridge. After successfully navigating through the opening at 3.15pm the southern side of Claremont Golf Club was selected for the Sunday night anchorage.

Some boats left early Monday morning before a very strong N – NW wind came up making sailing for the rest impossible.

Congratulations to *Reflections* captain and crew on winning the Donald Sutherland Navigation Cruise and Wendy and Denis Lees and crew on board *Kiap* who won the Crews questions. A very big thank you to Barry and Margaret Jones, Margaret and Robert Grey, Bill and Trish Wright and Roger and Pat Locke for all their efforts in making the cruise such a success. 10 *Club* and 3 control boats took part including other members of the *Club* who crewed on some of the *Club* boats. Thank you to Oyster Cove Slipyard for the generous donation of a boat slipping for the winner and to Oyster Cove Chandlery for a sleeveless polo top for the crew's questions winner. Dinner followed at Oyster Cove Hotel and was enjoyed very much by those attending.

Franklin is the chosen spot for the long weekend June 11th, 12th and 13th. *Obsession* will depart Kettering at 10am on Saturday 11th June to travel to Franklin where boats can tie up at the Wooden Boat Centre jetty. For those who wish a visit to the centre for a small charge can be arranged for Saturday afternoon. The Petty Sessions Café has been booked for the Saturday evening meal. Please could I have numbers by or on 7th June so that I can confirm bookings? Weather permitting those who would like to go up to Huonville could leave at approx 11am returning to Shipwrights Point where Port Huon Yacht Club has opened the doors of the club house for us to have a late afternoon inside barbecue.

Monday can be a leisurely cruise back to anchorages.

I hope you can join us for the weekend.

Happy sailing

Rosemary

| <i>Club Calendar</i> | |
|---|---------------------------------------|
| June - Tuesday 7 th - Saturday 11 th /Sunday 15 th | General Meeting Sail to Franklin |
| July - Friday 1 st - Tuesday 5 th | New members night General Meeting |
| August - Tuesday 2 nd - Saturday 6 th | General Meeting Anniversary Dinner |

Rear Commodore's Report

Wendy Lees

Kiap

7th June Meeting

David Bryan will give a presentation on *Incident Control Systems* pertaining to any emergency.

5th July Meeting

Mal Riley from the weather bureau will talk to us about marine meteorology: a guide to wind and weather patterns for the Derwent Estuary and the impact on local sailing conditions; also factors determining Tasmanian weather patterns.



Please keep in mind Saturday 6th August - it is the *Cruising yacht Club's* 30th anniversary. Plans for a "great celebratory night" are in hand. Details will appear in the July *Albatross*. Mark the date in your calendar.

Wendy



New Members

Welcome to:

Gerry & Tineke Scott
John & Barbara Hutchinson

Osprey
Tanoa



CRUISING YACHT CLUB OF TASMANIA CRUISING PLAQUES

It has been decided that the *Club* should award Cruising Plaques to members whose cruises satisfy the following criteria:

1. At a minimum the cruise should be a return trip to another State or be a circumnavigation of Tasmania.
2. The cruise must be carried out in the members own boat.
3. The cruise should not be part of another club's event.
4. Only one plaque is to be awarded for each cruise no matter what distance is covered or the time taken to complete the cruise.
5. The recipient of the award must contribute an article to *Albatross* or make a presentation to a general meeting of the *Club* about the cruise.
6. The awards are not to be made retrospectively.
7. The plaques will be awarded automatically should a member fulfil the above criteria.

It has been decided that the Cruising Plaques will be presented at the *Club's* Anniversary Dinner. These Cruising Plaques are additional to the award of Cruise of the Year, which is the *Club's* pre-eminent award.

The Cruise of the Year is a nominated award and is presented at the Annual General Meeting. It is possible for both the Cruise of the Year and a Cruising Plaque to be awarded for the same cruise.

CRUISING YACHT CLUB OF TASMANIA CRUISE OF THE YEAR AWARD

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

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

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

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



New Members

Application for membership has been received from:

Roger & Anne Nichols

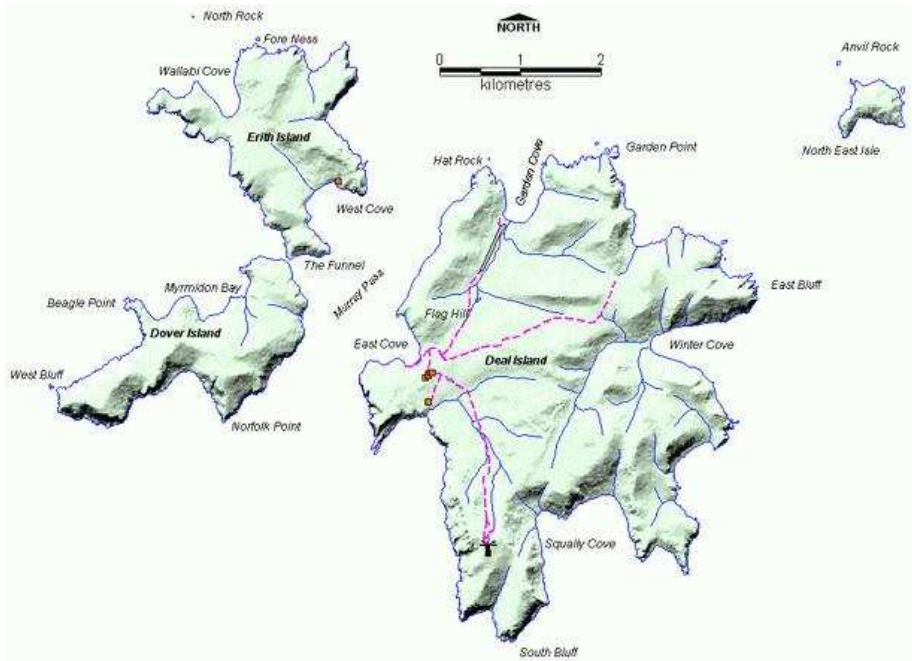


Reflections' trip to Deal Island Mar/Apr 2005

Andrew Boon

Reflections

The Kent Group of islands in Bass Strait is Tasmania's newest National Park, having been proclaimed in 2001. It is roughly midway between the northern end of Flinders Island and Wilsons Promontory and consists of five main islands: Deal, Dover, Erith and South West Islands and North East Isle along with a number of rocks, including Judgement Rocks. The main islands can be seen in the chartlet below (from www.parks.tas.gov.au/natparks/kent). For more information about the National Park, have a look at the Management Plan for the Park (on the web at <http://www.parks.tas.gov.au/publications/tech/kent/summary.html>).



In mid-2004, I decided I would like to have a look at Deal Island; by the end of 2004 we had set dates, got reasonably firm crew commitments and started to do those little things on and to the boat which suddenly have a firm deadline.

Planning

I already had charts for the Tasmanian coast and the southern part of the Furneaux Group from previous trips, so I purchased AUS185A, Eastern Bass Strait, and in mid-February downloaded all of the Notices to Mariners for my other charts (from www.hydro.gov.au). Bob & Penny (crew) had the chart of the Kent and Hogan Groups (AUS 148), which although recent, had a couple of updates (including marking the route of the BassLink cable).

Reflections had a headsail furler installed in Nov 2004 but only had one sail (No 2 genoa) which fit the furler. So I had a bolt rope put on the No 3 genoa and freed up a lot of locker space by taking only the No 2 genoa (on the furler), No 3 genoa and a lightweight spinnaker. Other items taken care of in February included having the liferaft serviced, getting a man-overboard module and lifting arrangement (after the CYCT MOB exercise), servicing the outboard motor, fitting mast rungs on the lower section of the mast, putting the radar reflector back up, doubling the capacity of the solar panels, . . .

Execution

Our trip started with the CYCT cruise to Eaglehawk Bay. We left at noon on Saturday 12th March, motored to Connellys Bay and joined other *Club* members for a BBQ. Next day we had an enjoyable sail to Eaglehawk Bay followed by lunch at Sallie and Tony Creese's function centre. By this stage I had found out that my grease and oil change on the outboard hadn't done anything to help the fuel blockage (probably the result of sitting in the garage for over 12 months), so I removed the fuel tank and cleared some of the muck from around the little filter in the tank outlet. This didn't give super performance but the outboard was happy to run at up to half throttle for the rest of the trip.

On Monday 14th, we motored from Eaglehawk Bay to Dunalley, through the Denison Canal on a rising tide. Saw 0.3 m beneath the keel (2 m water depth) between the first and second sets of markers on the Norfolk Bay side. We tied up at the Dunalley wharf and waited for two more crew, Melissa and Narelle. A catamaran from Brisbane (*Gandara*) had tied up just ahead of us and was looking for fuel. It didn't take very long for him to have been offered a lift to the service station and back by a friendly local!

We went through Marion Narrows at 1430 and sailed to Maria Island for the night. No problems getting through (min 1.1 m under our keel, at the seaward marker), although we were guided by the MAST directions from 23 December, not the latest guide which was published on 11th March! The main variation was in the 'alternative' route near Little Chinamans Bay which we followed, but which was not recommended in the later advice.

From Maria Island, we sailed to Wineglass Bay via a lunch stop at Crockets Bay on

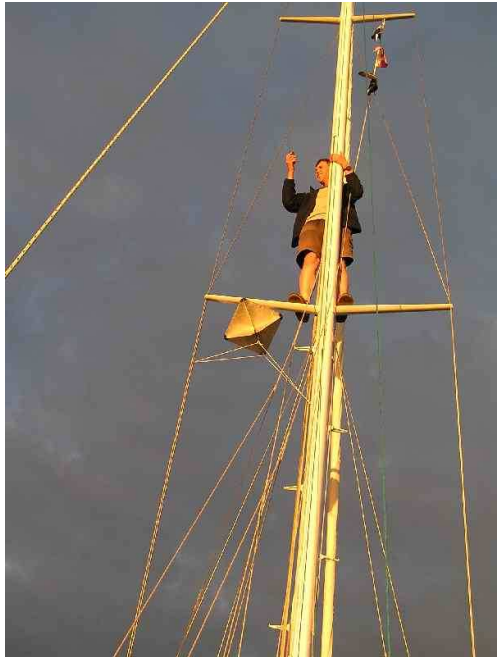
Schouten Island. The crew had a walk to Hazards Beach the next morning, then we sailed to Bicheno for the night. We had a 6 am start from Bicheno and crossed the Georges Bay barway at 1500, after receiving advice about the current state of the bar and channel from St Helens Marine Rescue and from the skipper of the dredge *Stay Calm*.

Judy left us at St Helens, Bob & Penny Tyson joined us and we headed out at mid tide on Friday 18th March. Again, no problems with the barway, then Penny caught an Australian Salmon on our way around to Skeleton Bay for the night. Baked salmon for tea!

We left Skeleton Bay at 0400 on 19th March and motored/motor-sailed through to Spike Cove on Clarke Island where we had a late lunch. We then sailed on to Thunder and Lightning Bay on Cape Barren Island for the night. Bob found a couple of abalone for entrée, so another gourmet meal ended a good day.

The next day we had a leisurely day sailing past Goose Island to Prime Seal Island for lunch, some snorkelling and more abalone. We continued on to Killiecrankie Bay for the night, picking up a mooring which was offered by Killiecrankie Radio. After a quick trip to the Killiecrankie shop the next morning, we watched the Spirit of Tasmania III cruise past as we headed north-west for Deal Island via Craggie Island and Wright Rock.

Once we got north of Prime Seal Island, we were navigating using the small scale AUS185A chart. It would have been nice to have a bit more detail, but with this chart and *Cruising Tasmania* we managed to find the gaps and enough sand to anchor in. Once close to Deal Island, we used AUS148 which is a large scale chart of the Kent and Hogan Groups.



CDMA coverage was thin at Thunder and Lightning Bay, Cape Barren Island



Goose Island lighthouse



Craggie Island



Dolphins near Prime Seal Island

We sailed around the north end of Deal Island then south through Murray Pass, which we calculated would have a south-going tide at the time. All was well until we turned to enter East Cove on the west side of Deal Island, when we encountered quite a strong eddy and nearly kept turning back to where we had come from! No drama, back on course and we anchored in sand near the beach, inshore of three other cruising yachts. We had arrived at Deal Island!



Our first view of Deal Island

That evening we joined a BBQ at the jetty. The island caretakers (Polly and Mary) and their three children were there as well as the crews of *Musket*, *Caspian* and *Byamee*. Bob and Penny had been volunteer caretakers on the Island from Sep-Nov 2004 and their arrival was expected, so there was a warm welcome for us all.



Jetty at East Cove

The next day (Tue 22nd) we all went ashore and explored, walking to the lighthouse on a vehicle track, down to Squally Cove on a good walking track, around The Museum and other buildings and over to the old haulage-way. Bob and Penny had some specimens to collect to complete a project for the Tasmanian Herbarium, so they went their own way for much of the time. On Wednesday 23rd, we sailed from East Cove out to South West Island, about 8 miles away. After rounding South West Island we passed close by Judgement Rocks, which is the largest seal colony in Bass Strait. That was memorable, if only for the fact that we passed down-wind of it! From Judgement Rocks we sailed back to the southern end of Dover Island then up the western shore to The Swashway, the neck between Dover and Erith Islands. We anchored here, had some lunch then went exploring around The Swashway.



The track to Deal Island lighthouse



The Museum

Up to this time, all of the weather forecasts for Tasmanian coastal waters since we left Hobart had been prefaced by "Warnings: Nil", so we had been having wonderful weather (doing more motoring than I had planned, but we weren't complaining). On Wednesday afternoon, there was a SWW for a SW change, so we had a look at Wal-labi Cove on the NW shore of Erith Island as a possible anchorage. This didn't look too good, mainly due to the NE swell which was running. So we came around to West Cove, which is on the eastern shore of Erith Island, directly across Murray Pass from East Cove. This didn't look so good either so it was back to East Cove. We did spend the following night at West Cove, though. On Wednesday we celebrated Narelle's birthday, with balloons in the cabin and a candle in the chocolate pudding!



Deal Island lighthouse



Anchor winch from wreck of Karitane, Squally Cove



South end of Dover Island

For much of the time at Deal Island, the VHF reception from Tamar Sea Rescue was

unreliable, so we used the weather transmissions every 4 hours on VMC (HF). We called in to Coast Radio Hobart a couple of times on 4620 kHz in the evenings.

On Good Friday morning, we motored across Murray Pass and anchored in East Cove for the last time. We accepted an invitation to have some hot-cross buns with Polly and Mary and their family. The buns and coffee were great, also enjoyed by six Victorian sea-kayakers who had paddled from Wilsons Promontory via Hogan Island (and planned to go on to Flinders Island then to Musselroe Bay). We took our leave about noon, and motored south from East Cove before heading for Flinders Island. The sea conditions were very lumpy until we got away from the Island, when we started sailing in a moderate south-easterly. We anchored off Palana at 2000 in the moonlight.

Next morning we had a late start (1000) and a slow sail north in summery conditions to West Sister Island, where we anchored for lunch and a stroll ashore. We found some interesting tidal overfalls in the passage between West Sister and Flinders Island, then sailed down the east coast of Flinders Island, over the Endeavour Shoal and on to Babel Island. We anchored at 1900, again in moonlight, between Bull Point and Cow Point (animals feature prominently in the nomenclature of the Furneaux Group!).



Leaving Babel Island bound for Eddystone Point

The next day was the hardest day's sailing of the whole trip. We left Babel Island at 0700 (after waking to find that three large motor cruisers had anchored around us in the early hours of the morning), motor-sailed past the eastern end of the Pot Boil

shoals, turning the motor off at Gull Island, east of Cape Barren. We were sailing into a SW wind, initially with one reef in the main, then two and a furled genoa, then with the main only, then motor sailing for the last two hours, anchoring north of Eddystone Point at 1900. I was so conscious of giving Half Tide Rock a wide berth that we very nearly touched a rock near the shore, just east of the anchorage. We all enjoyed a late tea, then slept very well.

The southerly continued the next day (Mon 28th March), so we just motored into it, arriving at St Helens a bit later than we had originally planned (and told our shore party!). There was a cross-wind when we crossed the barway, but we had noted the track from the outer buoys to the white rock and didn't have any trouble negotiating it. The hot showers at St Helens wharf are fantastic! We all enjoyed a great meal ashore that night. Narelle left us and Genevieve joined us.

The next day we headed out at midday and sailed to Long Point. Here we found a light northerly wind and a SE swell, so we set a stern anchor which kept us head to the swell and we had a quiet night. At dawn next morning, we set off again, initially motoring but then sailing, calling in at Hen and Chicken Bay (south Schouten Island) for lunch. We collected some seaweed on the propeller while leaving Hen & Chicken, so we sailed to Darlington where Bob dived and checked it. By that time, the seaweed had cleared, so we motored on to Chinamans Bay, arriving in the dark at 1900. I knew that Judy was camping there, so went ashore and she joined us for the evening. Next day, we went for a walk to Darlington and back. Gen left us and went home with Judy.

After a quiet night at anchor, we sailed from Maria Island to the Marion Narrows with a forecast of winds easing. Lulled into a false sense of security, I decided to tow the rubber ducky behind, rather than lift it onto the foredeck as we had for the rest of the trip. About 15 minutes from the Narrows, we got a stiff NW wind, which flipped the dinghy over. Our dinghy tends to 'submarine' when inverted, which increases the load on the painter dramatically. The painter pulled a towing ring off the rubber ducky, then chafed through. No-one noticed the dinghy overturn, but fortunately we spotted it shortly after it parted company. A sterling effort from Melissa and Bob got the dinghy back onto the foredeck – less the oars, unfortunately (I had tied them in, obviously not well enough!).

We went through the Narrows OK with a crosswind, then straight through the Canal and on to Lime Bay for the night. Next day (Saturday 2nd April) we sailed to Cape Deslacs then motored to Sullivans Cove where we tied up for an hour or so and watched the performance of *The Incredible Hulls*. After that we returned to the DSS to unload and return *Reflections* to her marina berth.

Review

The day after we got back, the crew arrived to clean up and I asked them to think about how things went and what could be done to improve it next time. After a good discussion, I now have a long list to work through. Some items are straightforward maintenance, others are ideas to improve facilities and the way things are done. Probably the most valuable item is a checklist for 'open water passages' to be printed and laminated. This contains issues related to safety, comfort and nuisance items (e.g. don't leave your phone on a shelf next to the companionway because it WILL get wet there!).

Next time

Encouraged by such a fantastic trip, next time we might venture further afield, when I get through the items on the to-do list!



New member details . . .

Bernie White

Solemer

In the mid 1970s we started building the boat, it is a Roberts 53 centre cock pit centre board ketch with a 120 HP Ford Lehan diesel (cruising speed 8 knots). Our Dad was the main driving force of the construction.

The fibreglass ceflex hull took 12 months before it was ready to turn over, the deck and bulk head took 12 months and the fit out and the rest of the construction took 6 years.

We have cruised from Port Davey to Airlie Beach.

This year we spent 4 months cruising from Hobart to Sydney, Sydney to Lord Howe Island, Lord Howe Island to New Caledonia for 2 months. New Caledonia to Coffs Harbour, Sydney to home.

New Norfolk Cruise Album





TIMELESS PORT DAVEY

Dennis Gee¹

This is a sailing travelogue like no other you have read. It gives some thoughts on the spectacular southwest coastal landforms as seen from the deck of *Eclipse* – a Buizen 48 yacht in March 2005. This was a long-awaited sequel to my first visit to Port Davey 47 years ago where I served as a cadet geologist in the summer of 1959 with a Tasmanian Mines Department geological party. This first venture was no sailing trip, but a fly-in by fabric-covered Auster aircraft and multiple fly-camps by foot up the Old River.

In the ensuing 47 years the Australian tectonic plate would normally have moved a metre northward – or more in the event of catastrophic earthquakes and tsunamis which recently sent the Australian Tectonic Plate northward by 17 metres. As a result of this long and unstoppable process it buries itself under the Asian plate. A consequence of this northerly drift, which carries continental Australia with it as a passive passenger, is that the Australian continent tilts north and its southern trailing edge lifts ever so slightly.

Those who have sailed the “Top-End” of Australia will remember the low-relief shallow submergent coastlines with inviting inlets and embayments. And those who have sailed the southern Australian coast will note the bold landforms, characterised by high hostile cliffs with few refuges – just as one would expect from an emergent coastline. The high cliffs of the Great Australian Bight, and the hostile cliffs of Albany are but two examples. At first glance Tasmania seems to defy this simple model, because its south coast exhibits both submergent and emergent features.

D’Entrecasteaux Channel, with its complex inlets is a classic drowned river valley. The smooth drapes of rounded hill tops descend with graceful catenaries down to the sea, where they can be projected under the water into their ancestral valleys. With only minor modifications by submarine sedimentation, the bathymetric data on your marine charts portrays the form of these ancestral valleys.

The picturesque marina of Kettering, from where *Eclipse* set out for Port Davey, lies

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1. Kitty (nee Kay Thornicroft) and Dennis Gee were guests of Ian and Pam Edwards on a 10 day visit to Port Davey aboard their Buizen 48 yacht *Eclipse*. This was one of a number of adventures shared with them over the last two decades involving sailing the Turkish coast, exploring the Andes, and safaris in the Northern Territory. Dennis Gee worked for nine years with the Tasmanian Mines Department, commencing his career as a cadet geologist working in the Old River area around Bathurst Harbour in 1959, where he was assistant to another Polish geologist - the less-than-legendary Marian Stefanski. Dennis has worked as a geologist in mineral exploration and government service in Tasmania, Western Australia and Northern Territory. He is currently the CEO of the Cooperative Research Centre for Landscape Environments and Mineral Exploration, based in Perth. After 47 years it was noticeable that the scrub was thicker, but there was no feeling of global warming.

halfway down a north "flowing" palaeo-river, that exits into the Derwent through the gorgeous pass between Piersons Point and Dennes Point. Going south down the Channel from Kettering, one actually sails (or motors as we did) up the palaeo-river. At the narrows between Dover and Singleton Point - the shallowest point in the Channel - we pass over the old drainage saddle and then glide at 8 kts down a south-surgeing palaeo-river.

These old landform features are carved into a rather unexciting sequence of Permian-to-Triassic sedimentary rocks intruded by voluminous sheets of Jurassic dolerite. This sequence is omnipresent in southeast Tasmania. Virtually every rock you see from the sea or land in southeast Tasmania is of this sequence - except for the exotic ballast stones dropped by the 19th century clippers in the Quarries area of Great Taylor Bay.

So sailors, when next you anchor at the Tin Pots, think of them as little saddles perched high on a spur that descends into the D'Entrecasteaux palaeo-river. These favourite anchorages owe their beauty to differential erosion between Jurassic dolerite Permian mudstone. And when you round partridge Point, again imagine you are sailing high around a ridge, which plunges gently down to into the same palaeo-river.

Recherche Bay is the last obvious drowned river system we see before again meeting them again on the other side of the south coast. Recherche Bay is stands in popular history as the place where Admiral Bruny D'Entrecasteaux in 1792 realised he had lost track of La Perouse. A century later it was the unsuccessful focus of a coal mining enterprise. And the writer remembers it as the source of limestone that was barged back up the D'Entrecasteaux palaeo-river, over the Singleton saddle, down into Electrona (between Snug and Margate) where it was made by electro-fluxing into carbide until the late 1960s. But Recherche Bay was never destined to be the industrial hub of Tasmania.

Pushing on southward, yacht *Eclipse* rounded the dark satanic Southeast Cape moulded from Jurassic dolerite. But at South Cape, the curious mix of geological monotony and geographic harmony of the southeast sunken landscapes, suddenly changes. The gentle east-dipping Permian sedimentary rocks, with their feeble coal measures and massive intrusive sheets of dolerite, ramp up to the west, and pass over the older Precambrian basement. Here they are lost to the records of time. This important geological boundary, conspicuously visible from the sea, marks over a billion years of earth history lost to the geological record in this part of Tasmania. This striking observation is of course not new. It was noted by the legendary Polish geologist Count P E de Strezelecki in his *Physical Description of New South Wales and Van Diemen's Land*, published in 1834. He showed it as the boundary between the First and Second Epochs on the first geological map of Tasmania - just three decades after the "map that changed the world".

But the intervening geological units are not entirely lost to Tasmania, where

elsewhere (for example Queenstown, Zeehan) they appear as the lower Palaeozoic orogenic belt that wraps around the basement nucleus and hosts Tasmania's premier ore deposits of yesteryear.

The bold southern coastal capes made of Precambrian quartzite (probably now 1,000my old) protrude ocean wards – an expression of the north-south tectonic grain in this geological heartland of Tasmania. Their bold seaward faces are still the same submergent features, but have their noses ravaged by the southern storms. The Maatsuyker – de Witt group of islands still preserve facets of their round tops, but their catenaries become etched, notched and then obliterated at present sea level. The strongly indented embayments like Cox Bight provide fair-weather anchorages characterised by rocky bottoms, and beaches of coarse quartz granules that inevitably find their way on board with the beaching party.

Southwest Cape is the epitome of a ravaged drowned ridge, protruding seaward with upturned sharpened schistosity. The pyramidal islands and rocks that guard Port Davey have been stripped of all their ancestral shapes by southern-ocean storms.

Similarly the perfectly placed Breaksea Island, guarding the entrance to Bathurst Channel is a drowned mountain spur that turned the ancestral west-flowing "Bathurst River" through a right-angle to a south-seeking exit. Alternatively it could be argued – with less romance – that the perfect placement is an act of Providence. Idyllic inlets like Moulters Lagoon, Wombat Cove and Lola Refuge are the flooded second and third-order tributaries of the once mighty "Bathurst Palaeo-river".

But despite the evidence of drowning that seems to defy the model of the rising seaboard of the southern continental coast, there is indeed evidence of emergence. There are remnants of old high-level coastal marine platforms on the south coast at an altitude of 150m above present sea level. And Mt Rugby which dominates the skyline of Bathurst Harbour has smooth rounded rock buttresses and cavernous crevices at the same level that looks suspiciously like wave-washed erosional features. So there is indeed ancestral seaboard on the south coast of Tasmania, and may have behaved like a flapping rudder at the trailing edge of continental Australia.

So how old are these complex landscapes? The ravines, ranges, plateaux and valleys are etched by ice – as shown by the saw-tooth ridges of the Arthur Ranges, clearly visible from Bathurst Harbour. They are certainly pre-glacial, the passing of which may have partly contributed to landscape flooding. Tasmania does provide some clues to old landforms as shown by the Miocene (about 20 million years) basalt flows in parts of the ancestral Derwent and Tamar valleys. But to get a better answer to this question we must return to Western Australia – and indeed we must!

In the south coast of WA the first continental uplift relates to the continental separation of Australia from Antarctica as recorded in Eocene (about 40my years) sedimentary rocks. This uplift continued through to the Pleistocene and the onset of the

glaciations, and caused reorientation and rejuvenation of some of those ancestral rivers have wandered over the continent for the last 40 million years - but that is another fascinating story more related to inland safaris, that to sailing southern coasts. But by analogy, the rugged mountain ranges of southwestern Tasmania could well be as much as 25 million years old. This is testimony to the robust environment of this beautiful part of the world, which the early explorers opined as scrubby, barren miserable and unsustainable.



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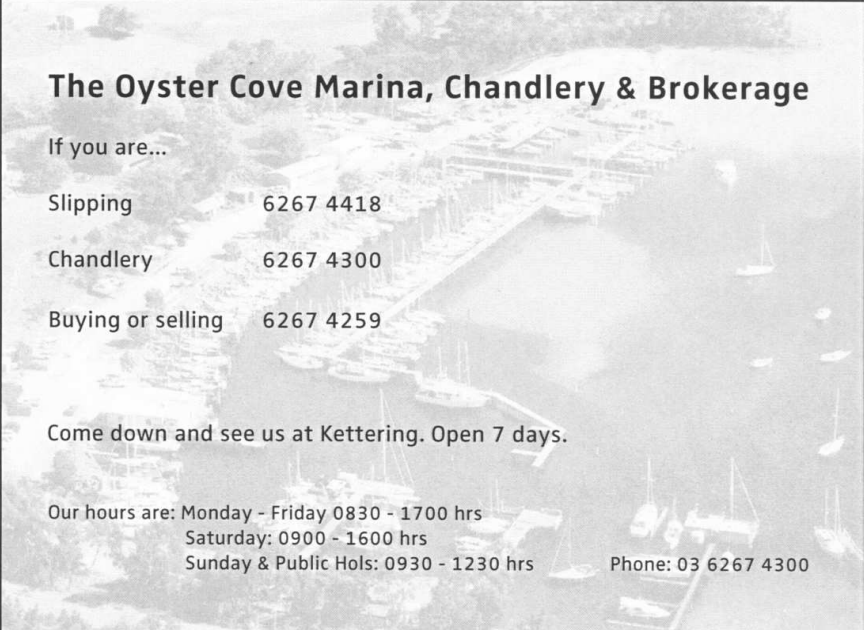
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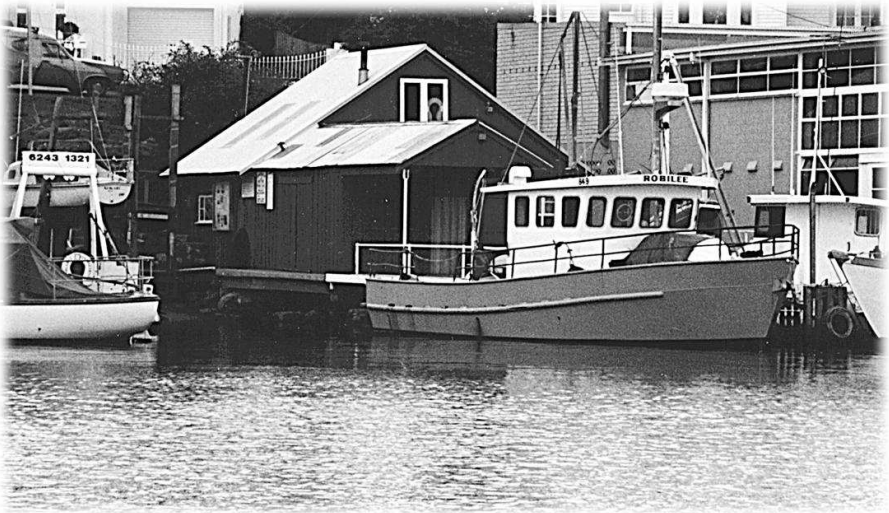
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Minutes of the General Meeting of the Cruising Yacht Club of Tasmania held at the Royal Hobart Regatta Association Pavilion, Queens Domain, Hobart, at 8:00 pm on Tuesday May 3rd 2005.

PRESENT

Commodore Helen Stewart and 22 members.

VISITORS

Anne & Roger Nichols, M & Joe Charlton, Maggie Henderson.

APOLOGIES

Lyn Jones, Milton & Glenys Cunningham.

MINUTES OF THE PREVIOUS MEETING

Minutes of the April 2005 *CYCT* meeting were published in the May 2005 edition of *The Albatross*. The date of the meeting was amended from "March 2004" to "March 2005". That the minutes as amended be taken as a true and accurate record of the April 2005 meeting: Moved Cheryl Price, Seconded Barry Jones. Carried.

BUSINESS ARISING

Burgees had been put back up in the meeting room. Honour Boards were removed from the wall by hirers of the Hall and smashed. The HCC has some of the remains.

COMMODORE'S REPORT

MAST has brought forward the closing date for Recreational Boating Fund project submissions to 30 June (from 31 July). Keith Wells has contacted the ranger responsible for the Quarantine Station re the provision of a dinghy landing as a MAST project. There are some issues with "contaminated site" areas and Keith is following it up. Other ideas discussed by the Committee are a light at Butts Reef and Waling on the jetty in North Simmons Bay.

The membership list for 2004-05 will be published soon.

Reminded members of the Navigation Cruise on May 14.

VICE COMMODORE'S REPORT

A list for those wishing to attend the Mermaid Café for dinner after the Navigation Cruise was circulated. There is a limit of 40 people at the dinner and members were urged to book early. Kettering Marina will be contacted to see whether visitors can stay overnight at the fuel berth. Instructions for the Navigation Cruise were published in the May *Albatross*.

The June long weekend cruise is to Franklin. Boats may be able to tie up at the new jetty at the Wooden Boat School (VC to check) and a dinner will be arranged for Saturday night.

REAR COMMODORE'S REPORT

June 7 General Meeting: David Bryan, Incident Control Systems.

July 5 General meeting: Mal Riley from Bureau of Meteorology.

GENERAL BUSINESS

The Committee recommended that the membership fees be increased to \$48 and \$50, as it had been 7 years since they were altered and income was not fully meeting expenses. That the membership subscription for 2005-06 be \$50 for family

membership and \$48 for single membership. Moved Denis Lees, Seconded Roger Locke. Carried.

Warden Keith Wells had brought a collection of old magazines and curtains from the Cottage and invited anyone to take as many as they wished. Any remaining would be given to St Vincent de Paul.

Re the vandalising of the Honour Boards: Leo Foley suggested the matter should be referred to the Police. The Commodore advised that the Hobart City Council security staff discovered the damage after a function. The Council has withheld the bond from the hirers and will use the bond money to buy replacement Honour Boards.

GUEST SPEAKER

Rear Commodore Wendy Lees introduced Joe Charlton from the Australian Volunteer Coast Guard. Joe's talk covered the formation of the Volunteer Coast Guard in Australia and described the activities of the Coast Guard and the Kettering Flotilla in particular.

The main aims of the Coast Guard are preventative and remedial. Prevention is promoted through education, examination and example. Remedial activities include maintaining a well-equipped fleet of purpose-built fast response rescue craft, trained crews and radio bases which are available to give assistance to boaters in need.

Many ex-members of the Coastal Patrol organisation have now joined the Coast Guard and the assets of the Coastal Patrol, which were taken over by the State Government, will be transferred to the Coast Guard after two years.

The contact phone number for the Duty Skipper at Kettering is 0429 358 251, all hours, if any members require assistance.

The Rear Commodore moved a vote of thanks to Joe which was passed by acclamation.

NEXT MEETING

The next General meeting will be at the Royal Hobart Regatta Pavilion on Tuesday 7th June 2005 at 8:00 pm.

CLOSE

The meeting closed at 9:30 pm.

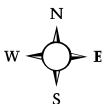


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