



# *Albatross*

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End of the Rainbow

Photo by Milton Cunningham

*Newsletter of the  
Cruising Yacht Club of Tasmania*



# THE CRUISING YACHT CLUB OF TASMANIA INC.

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From the Editor

Congratulations to the winners, organizers and all the competitors in the Donald Sutherland Navigation Cruise. The answers to all the questions are in this edition. I am sure a wonderful time was had by all and look forward to receiving lots of photos and some anecdotes from the event. It has been a long time since we have heard from Albert Ross.... Don't forget to look up the CYCT website—I know it has taken Dave Davey .many long hours to perfect this wonderful resource for Club members.



We look forward to hearing about Commodore Daid Bryan's cruise to Alaska when he returns

Thankyou to all contributors especially Helen Stewart Julia Greenhill and Keith Wells and I look forward to receving any stories, hints or ways of solving problems associated with boating for the next issue

Safe, warm and happy sailing  
Di Catchpole

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## VICE-COMMODORE'S REPORT

What a quiet month this has been. Many of our members are or have gone travelling to the big island to our north seeking warmer temperatures. For those of left behind many still take advantage of the autumn days to go for a day sail and picnic or to do some jobs on our boats that have been put off for a while.



Paul is still having an interesting but frustrating time with the fitting of our Auto Pilot.

Hopefully the end is in site and things will function properly shortly.

On behalf of members of CYCT I would like to thank Andrew Boon and his helpers for all the hard work he has put into preparing the Donald Sutherland Navigational Cruise, which is to take place on Saturday 27<sup>th</sup> May. At the time of writing this report it is to take place next weekend. Generous donations of prizes for the cruise are from The Bay Chandlery and Watty Paints.

I will call on Channel 77 at 10.05am and 11.05 am on Saturday 10<sup>th</sup> June, the Queen's Birthday weekend, for the scheduled cruise to Huon/Dover area to let members know which part we will head for. Hope to see lots of boats and members out this weekend. Those who no longer have boats and would like to meet up with members on the cruise may like to contact me on Saturday morning on 0429 999 911 for details of a barbecue on Sunday at lunchtime. We would love to see you take part.

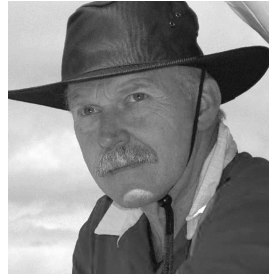
Sunday 25<sup>th</sup> June' scheduled cruise will be to Pear Tree for a lunch time barbecue unless weather doesn't allow permit then we will choose another place on the Sunday morning.

Happy sailing

Rosemary

## REAR COMMODORE'S REPORT

Constable Craig Jackman of the Marine Services, Tasmania Police gave an informative talk at the May 2006 general meeting in relation to the marine police activities within the state. Craig discussed many of the issues that face the Marine Services in policing the laws pertaining to professional and recreational fishing.



He highlighted issues with catch and possession limits with scallops through to poaching of our state resource by interstate operators.

His talk also included a limited discussion on proposed legislation which will limit the blood alcohol content of skippers on vessels. Because the legislation is before parliament he could not give full details as it has not yet been passed. He has offered to provide the club with a more detailed overview when the legislation is passed by parliament.

### **Tuesday 6 June 2006**

Electronic Navigation is the subject of an open forum at the June general meeting.

### **Tuesday 4 July 2006**

Patricia Lock is the guest speaker for the July general meeting. Patricia's topic is "Cruising in Tasmania and the Bay of Islands". The power-point presentation will include a section on "What To Do Whilst Cruising" and ends up with a lovely trip to Port Davey.

### **First Aid Course**

I am still looking for further participants to enable the club to have a marine first aid course conducted by St John Ambulance Australia. Participants of the course would be able to obtain a discount on replacement of

first aid supplies and first aid kits. If you are considering bringing your vehicle, home and boat first aid kits up to date, the discount would certainly defray part of the cost of the course. Please contact me if you are interested.

### **Tuesday 1 August 2006**

This meeting's guest speaker has not yet been determined. I am looking for a speaker who has undertaken or completed a cruise this year. It is an opportunity for someone considering nominating for a club cruising plaque or the cruise of the year award.

### **Saturday 5 August 2006**

The Annual Anniversary Dinner will be held in the city on Saturday night in conjunction with overnighing in Constitution Dock. Remember to book this one out in your diaries. More details next month.

Milton Cunningham  
Rear Commodore

June General Meeting – A discussion about a proposed venue change for General Meeting will be held on Tuesday June 6<sup>th</sup> at 8pm. Members comments are welcome and will be considered.



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## NEW MEMBER PROFILE

### Neville and Helve Camm

Helve and I have been cruising off and on over the past 10 years. Originally our home port was Newhaven on Phillip Island in Victoria. During the first 6 years we sailed our H28 'Alana' in Victorian waters and come to Tasmania in search of another boat with a little more space for extended cruising.

Almost by chance we found 'Sea Echo II'. A boat owned, loved and sailed by Ian and Audrey Madden, members of the CYCT. Our plan to take 'Sea Echo II' back to Victoria was put on hold while we explored these beautiful Tasmanian waters.

Four years on we are still exploring with no sign of leaving Tasmania yet. We are members of the Cruising Yacht Club of Victoria but feel it would be more relevant to belong to the CYCT as we spend approximately six months each year cruising here

Neville Camm

#### Calendar of Events

- |   |                         |
|---|-------------------------|
| 6 <sup>th</sup> June General Meeting                        | - Navigation Forum      |
| 10 <sup>th</sup> , 11 <sup>th</sup> & 12 <sup>th</sup> June | - Cruise to Dover/ Huon |
| 25 <sup>th</sup> June                                       | - Pear Tree             |
| 4 <sup>th</sup> July General Meeting                        | - Cruising by Pat Locke |
| 16 <sup>th</sup> July                                       | - Stockyard Point       |



**Minutes of the General Meeting of the Cruising Yacht Club of Tasmania held at the Regatta Pavilion, Queens Domain, Hobart at 2005 hours on Tuesday 2 May 2006.**

**WELCOME**

Commodore David Bryan opened the meeting and welcomed 29 members and 1 guest.

**APOLOGIES**

David and Di Catchpole, John Quinn and Hilary Johnston, Barry and Margaret Jones and Drew and June Burgess.

**GUEST**

Rear Commodore Milton Cunningham introduced the guest speaker, Constable Craig Jackman from Marine Services, Tasmania Police.

**MINUTES OF THE PREVIOUS MEETING**

That the Minutes of the April 2006 General Meeting, as published in the May 2006 edition of the *Albatross*, were a true and accurate recording of that meeting. Moved Paul Kerrison, seconded Hans Van Tuil, and **carried.**

**BUSINESS ARISING**

As reported in the May edition of the *Albatross*.

**COMMODORE'S REPORT**

Commodore Bryan reported that he has purchased the vessel 'Freelance' which is to be delivered by Hans Van Tuil from Sydney in June 2006.

**VICE COMMODORE'S REPORT**

Advised that the Donald Sutherland Navigation Trial will be conducted on 27 May 2006. The Mermaid Restaurant at Kettering is the venue for the evening meal on the 27 May 2006 but the proprietor requires a minimum of 25 diners for the event. Entries from non CYCT members would also be accepted to participate in the navigation trial.

Provided details of:

Snake Island cruise on Mother's Day, the 14 May 2006; and

A barbecue at the northern end of the Channel could be organised prior to the conclusion of the sailing season if there is enough interest from members.

## **REAR COMMODORE'S REPORT**

Advised that the following engagements have been arranged:

June 2006 - Navigation forum (a demonstration of navigational aids);

July 2006 - guest speaker Patricia Locke; and

August 2006 - Cruise of the Year Award.

Information provided regarding the availability of first aid courses on offer – 3.5 hour CPR course (\$40 per person), 6 hour marine based course (\$65 per person) or Workplace Standard Course (\$65 per person). Forms were made available to members should they be interested.

## **GENERAL BUSINESS**

Chris Creese reported the theft of alcohol from the club room.

Keith Wells reported on the lease of the Mariners Cottage (5 year lease) which is to be voted on the acceptance (or otherwise) at the committee meeting in May 2006.

Hans Van Tuil advised members that his brother is the State salesman for Salt-X, a product which dissolves salt deposits out of diesel engines etc.

Andrew Boon informed members of the 'serious injury causes' flare recall – Pains Wessex MK7 White hand flares.

## **MEETING CONCLUDED 2020 HOURS**

## **GUEST SPEAKER**

The Rear Commodore Milton Cunningham introduced Constable Craig Jackman who is involved with the interpretation of legislation and the training of enforcement courses delivered to Uniform personnel. Constable Jackman provided details of fisheries legislation which culminated in many questions from the audience surrounding their legal rights.

## **MEETING CLOSED**

The meeting closed at 2115 hours.

## www.cyct.org.au

There is a part of the *CYCT* web site reserved for the use only of members. It includes

- A **list of members** similar to that published in the annual booklet, but kept up to date by the Membership Officer.
- The **Cruising Calendar** again including revisions.
- The **CYCT Constitution**/
- A downloadable **Membership Application Form**/

To access these resources, a username and password is required. We are using e-mail addresses as the "username" because e-mail addresses must be unique. The password is up to the member to choose. If you do not yet have a password, please send an e-mail message to [webmaster@cyct.org.au](mailto:webmaster@cyct.org.au) indicating the password you would prefer.

## E-mail addresses

If you use e-mail but we do not have your address, please send a message to [MembershipOfficer@cyct.org.au](mailto:MembershipOfficer@cyct.org.au) so this information can be included in the database. If you did not receive a message from Andrew Boon recently concerning the Donald Sutherland Navigation Cruise, then we probably do not have your address, or at least not the correct one.

### QUARTERMASTERS STORES

Contact Barry Jones    62725660

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## REVISION OF "D'ENTRECASTEAUX WATERWAYS"

A new edition of *D'Entrecasteaux Waterways* is being prepared to introduce the GDA94 datum to all of the maps (currently AGD66). For most practical purposes GDA94 coordinates are compatible with satellite derived coordinates based on the World Geodetic System 1984 (WGS84). The DPIW (the publishers) would like to complete the revision by August 06 and the Club committee has established a working group to provide updated text to accompany the maps. We also have an opportunity to add new anchorage areas within the overall coverage area of the publication (eg some of the lower Huon River), also to vary the boundaries of the current maps.

The working group consists of Dave Davey (convenor), Milton Cunningham and Andrew Boon

If you have any ideas for inclusion in the new edition, please send them to

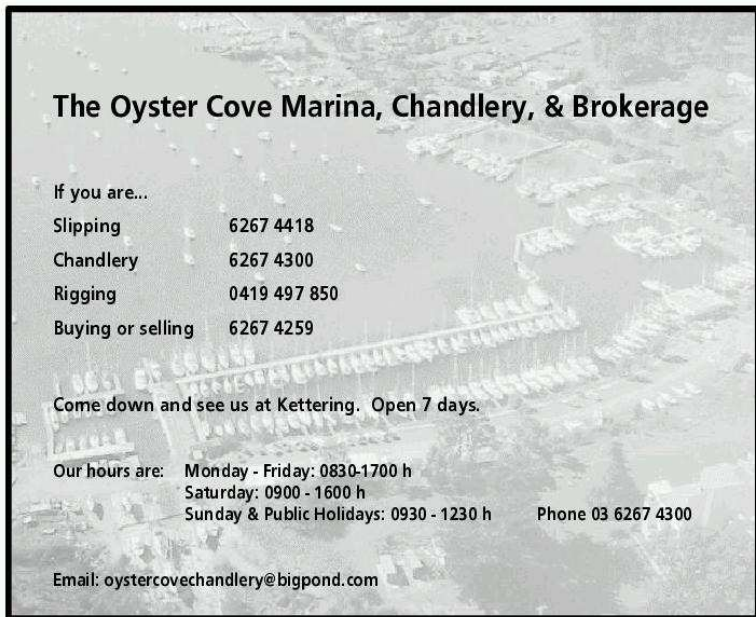
[waterways@cyct.org.au](mailto:waterways@cyct.org.au)

or give them to one of the working party.

Please jot down all of those notes, additions and corrections that you have made to your current copy and pass this information on to the working group.

Samples of the new look maps will be on display at the next general meeting.

Andrew Boon



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## NAVIGATION IN THE VICINITY OF A MARINE FARM

Following recent discussions with representatives from DPIWE and MAST Keith Wells makes the following comments.

A Marine Farm (or Aquaculture Licence) covers two areas:-

1. ZONE. This is the larger of the two areas and contains within its boundaries the second area.

The ZONE is what is shown as a “Marine Farm” on Hydrgraphic Charts.

There are no buoys marking the boundaries of ZONES.

2. LEASE. This is a smaller area within the ZONE and maybe broken into more than one part.

2.1 The LEASE area is set as a %, less than 100% of the ZONE.

This % is set by the appropriate department in the Department of Primary Industries, Water and Environment (DPIWE) in consultation with MAST.

The location of the LEASE within the Zone may be varied by the licence holder with permission from DPIWE and MAST.

The location of the LEASE area can be obtained from MAST's website and appears in Notices to Mariners in the local newspapers as required.

*It is the responsibility of all boat operators to find this information for them selves for safe and proper navigation.*

The corners of the LEASE areas are marked with specific buoys and are lit with a flashing light at night. There may be intermediate buoys along a long LEASE side  
MAST is working to have each LEASE have its own flashing code.

This will be listed as a Notice to Mariners in due course.

All anchoring equipment holding LEASE structures in place must be at least 6 meters below the surface and can not be outside a ZONE boundary.

All LEASES are set such that there is adequate clearance for navigation between the shore and the LEASE boundary.

2.6. The movement of LEASE positions within a ZONE are made with due attention to environmental impact as well as the Licencee's desire to ensure the health of the fish.

NAVIGATION

1. All boats must stay outside the LEASE areas.
2. Any boat may navigate any where else within a ZONE.

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## 2006 Donald Sutherland Memorial Navigation Cruise Results

Andrew Boon

**Winner Navigation Section:** Talisman II skippered by Leo Foley in Talisman II was four points clear of the second placegetter. She performed extremely well in the practical navigation (second only to Andromeda), returned an excellent submission to the Navigation Questions including determining the locations of both photos and was awarded a bonus point for her grab bag. Talisman II uses a wine cooler bag as her grab bag, - far more economical than the commercial grab bags and able to carry far more useful items, like a Penthouse joke book, bathers and goggles. The signalling mirror did bear a passing resemblance to an automobile wing mirror, far more robust than the usual variety.

Leo was presented with a Ronstan jacket, donated by The Bay Chandlery.

Second place in the Navigation Section went to first-timer Somerled, skippered by Malcolm McDougall. Malcolm won a \$25 open order, donated by The Fibreglass Shop.

Third place went to Andromeda, 1 point behind Somerled.

**Winner of the Crew Question Section** was Obsession, one point clear of Quiet Achiever with a further one point to Two-B in third place. Obsession won 4 litres of anti-fouling, donated by Watty Paints.

The day was rounded off with a dinner enjoyed by nearly 40 members and guests at the Mermaid Café, Kettering.

I would like to sincerely thank all who helped set up an run the Cruise, in particular Liz and Alan Ruthven (who also helped us win last year),



Judy, Genevieve Boon and Grant Munting (Bligh Point check), Brendan Boon and his crew on Two-B (control) and Vice Commodore Rosemary who juggled numbers. I would also like to acknowledge our sponsors who donated prizes: Bay Chandlery, Watty Paints and The Fibreglass Shop.

The photo shows Talisman II collecting her instructions from Reflections at the start of the Cruise.



Keith Wells, Rosemary Kerrison, Kevin Hussey and Paul Kerrison enjoying afternoon tea  
(Picture Milton Cunningham)

# Donald Sutherland Memorial Navigation Cruise 2006

Questions for the crew during the navigation exercise.

**Q. 1** The SS Oonah was one of several steamers in Barnes Bay during early 1919. Why was she there?

**A:** Several of her crew had pneumonic influenza (world epidemic) and the ship was quarantined.

**Q. 2** What was the name of the first European vessel known to have reached the Australian coast?

**A:** *Duyfken* (Dutch for *Little Dove*)

**Q. 3** List 10 different animal names found on a boat (eg cathead, cockpit). One occurrence of each animal will be counted, spelling of the animal name must be correct.

**A:** Possibilities: cathead, ratlines, fish-hook, monkey's fist, goose-neck, hounds, horse, mousing, crow's nest, swan-neck, dog, alligator clips, octopus straps, cat-gut, duck-board, sea-cock, bulwark, gunwale, marlin spike, worm, devil, swallow-tail, dolphin striker, sheep-shank, fly-bridge, sole, cow hitch, frog, kite.

**Q. 4** Name the Club boats:

Clue	Boat Name
What Narcissus saw	Reflections
Cate Blanchett played her	Galadriel
Opened the box	Pandora
Hello and goodbye	Aloha
End of the watch	Eight Bells
It's a puzzle	Enigma
Jumps in	Boots 'n' All
Hurry!	Vite
Patrol officer	Kiap
Why I've forgotten	Amnesia

**Q. 5** Who is referred to in the following passages?

5.1 . . . . . had a rare rest on Easter Day, though not before attending to *Melaleuca*, forced bow up into the bush when stern lines were broken by storm-force winds.

**A:** Deny King, Charles Denison King

5.2 . . . . . went to sea in a beautiful pea-green boat.

**A:** The Owl and the Pussycat

5.3 And a good South wind sprung up behind;  
The Albatross did follow

And every day, for food or play  
Came to the . . . . . hollo!

**A:** The Ancient Mariner

5.4 He's hardly ever sick at sea!  
Then give three cheers, and one cheer more,  
For the hardy . . . . .!

**A:** Captain of the *Pinafore* (Corcoran)

5.5 Marines with crimson coats and puffs of smoke  
Toppling face-down; and a knife of English iron,  
Forged aboard ship, that had been changed for pigs,  
Given back to . . . . . between the shoulder-blades.

**A:** Captain James Cook

**Q. 6** Name the winner of the 2006 Logie for the Most Outstanding Comedy Program.

**A:** *We Can Be Heroes* (ABC)

**Q. 7** What paint-splattered item of Pro Hart's sold recently for \$7,300 at auction?

**A:** Shirt

**Q. 8** What is the connection between a *placid venerid* and a *wine-mouthed lepsiella*?

**A:** They are both shells found around the Derwent River. (Often cast up on beaches, the 25 mm placid venerid shell is covered in strong concentric ridges. It lives on sandy shores.)

**Q. 9** What type of liqueur is associated with the light which has the characteristic “Oc. WR 2s 87m 14M”? Why?

**A:** Benedictine. Father Pierson, a Benedictine priest, was chaplain with Bruni D’Entrecasteaux’s expedition.

**Q. 10** Where is Lunnawannalonna?

**A:** Bruny Island.

[The following three are to be found on AUS173.]

**Q. 11** A space age location.

**A:** Satellite Island, Apollo Bay or Mars Bluff

**Q.12** A hot spot for whales.

**A:** Iron Pot

**Q. 13** One up on One Tree Point

**A:** Two Tree Point

**Q. 14** What is in Garry McDonald’s right hand in the 2006 Archibald Prize people’s choice?

**A:** A Norman Gunston doll.

**Q.15** Who is Australia’s first female billionaire?

**A:** Gina Reinhart

**Q.16** Is *There’s Something About Mary* a documentary, a novel, a movie, a ballad or a sit-com?

**A:** Movie

**Q.17** Noni Hazelhurst plays the mother of a heroin addict in her two most recent films. What are the titles of these films?

**A:** *Little Fish* and *Candy*

# Donald Sutherland Memorial Navigation Cruise 2006

Answers to Questions related to the navigation exercise.

1	Location of Photos 'A': $43^{\circ} 08.5' S, 147^{\circ} 19.65' E$ (5, -1 point per 0.01' difference)
2	Flowerpot Rock: 3 m above MHHW (not Chart Datum as it is not underlined) MHHW is 1.2 m above Chart Datum, thus Rock is 4.2 m above Chart Datum. LAT is 0.37 m above Chart Datum Low tide at 1216 27-05-06 is 0.97 m above LAT, thus water is 1.34 m above Chart Datum at 1216. Thus top of Rock is $4.2 - 1.34 = 2.86$ m above water level at 1216. (3, 2.8 – 2.9 m, -1 point per 0.1 m diff. If no working but correct height, -1 point.)
3	a. Peppermint Bay east cardinal mark: VQ(3) 5s (2 points, 0 if not 100% correct) b. NW Bay (S Margate): F. Bu (2 points, 0 if not 100% correct)
4	The location 'B' is: $43^{\circ} 06.23' S, 147^{\circ} 17.46' E$ (5, -1 point per 0.01' diff.)
5	Heading was: $90 - \arctan 0.2 = 78.7^{\circ} T$ (Course A) $270 + \arctan 0.2 = 281.3^{\circ} T$ (Course B) (2 within +/- 0.7, 1 within +/- 2.3°)
6	Intersection along current leg is at $43^{\circ} 05.15' S, 147^{\circ} 18.85' E$ (3, -1 point per 0.05' difference.)  Others: S of Simmonds Pt $43^{\circ} 07.2' S, 147^{\circ} 17.2' E$ (3, -1 point per 0.05' difference.) E of the original start boat location $43^{\circ} 07.6' S, 147^{\circ} 16.9' E$ (3, -1 point per 0.05' difference.)  (Bonus points for more than one.)
7	The sun, solar power, solar panel. (2)
8	11 circular pens when we looked. (2, 1 for 10 or 12)

## MERIDIAN GOES TO SYDNEY

**Helen Stewart**

Well, here we are in Sydney. It's been a busy time since we left New Town Bay at 1410hrs on Monday 6 March. After bidding the Rileys goodbye at Battery Point jetty we went to the upper Channel for a couple of nights – Keith and Barry escorted us and we had a final cuppa on Windrush before spending the night at Pear Tree. The next morning we said our goodbyes and they headed off; we got on with the rest of our jobs on board in preparation for the trip. We finished calibrating the compass, stowing things and spent the night at Nebraska beach. We got a good quality weather fax from the HF, which we were pleased about.

Wednesday morning saw us motor-sailing across Storm Bay (the log says "vile, big, lumpy seas, biggish SE swell, little wind"). We spent a quiet night in Carnarvon Bay at Port Arthur and were glad to get a 1M swell forecast for the morrow. We got away in the morning and by the time we got through Tasman Island we were sailing with gently NW, and saw seals and dolphins. Alas, the NW shifted around to NNE and we motored to Schouten Passage arriving at Moreys at Beach at 2030hrs. We anchored there overnight along with several others including Rosinante and a number of keen fishermen. Phil had to tighten a couple of bolts on the wind vane self-steering so he did an after-dark immersion, glad that he had a wetsuit.

For the next few days we persevered on up the coast and across the strait with N—NE winds until our front came through one midday and its SW winds 20—30 knots (easing to 15—20 a couple of hours later) blew us towards the shipping lane, which we approached at midnight. It was a clear night and the visibility was good through the new dodger's windows. As it was Phil's turn to go on watch at midnight I handed over to him and he took us through the ships (only three) and on to Gabo Island, which we were passing at dawn. By sun-up he'd been handsteering for a few hours and went below for a well-earned rest while I had the gentle run up the coast to Twofold Bay. (Our Autohelm tends to be erratic, only occasionally steering reliably, and the windvane was hard to get set right for running before the wind that night. It's part of the learning curve though and on most other legs it's operated really well.) Later we got a message from Hans van Tuil who had been travelling to Sydney on Spirit III and he said he thought he saw us around Gabo

We were glad to get in to Twofold Bay and anchored in East Boyd Bay round behind the woodchip wharf. The bay is very pretty and there were a couple of other cruising boats in there including one with three children on board.

We just wanted a bit of a break and a shower and didn't even put the dinghy in the water. It was nice to have a meal and relax. The bay was reasonably clear and we could see lots of little fish lurking under the shelter of "Meridian". We realised they were hiding from the fishing birds which dive-bombed them as they swam out from under our protection. After doing some resting, washing, cleaning, cooking, sewing, etc., we were ready for the leg to Bermagui.

Up until now the weather had been generally overcast with occasional bursts of sunlight. We did have one partly sunny day in Bass Strait but the full moon wasn't much use because the sky was continually overcast after dark.

With a SW change forecast for the afternoon we left Twofold Bay with more wind on the nose and it stayed there! Eight hours later we arrived in Bermagui and checked in at the wharf with the Coast Guard who put us in a very narrow berth between a million dollar Riviera and a fishing boat. The Riviera made us nervous as he didn't have fenders out and he was much higher than us.

The next morning we asked the Co-op manager for another berth. She was amazed at where we'd been told to berth and sensibly put us on a pier outside a fishing boat so we could come and go easily. The fishing boat was for sale and not going anywhere in the short term and we had ready access to diesel, electricity and water. The town was a short walk away and we got everything done on our list except sending emails. We walked the length of Bermagui and over the bridge seeking internet cafes (the distance to the bridge was described as 400m, 2 km and 2 miles by three different people). Alas, the two cafes over the bridge were both having access difficulty and so we didn't even try them.

The town is pretty and the locals very friendly and helpful, the sun had come out and we enjoyed our time there. As we were walking over the bridge Phil commented that we hadn't seen anyone we knew. It's a small world though and a couple of hours later back at the boat we were resting our tired feet when a voice called out "G'day Phil" and there was a friend, Peter, from Hobart on the deck of a brand new Riviera using its bow thruster to dock up right behind us.

After soaking up the warm sunshine for a couple of days we knew we should press on. We listened to the weather forecast on Sunday morning and talking to a couple of fishermen we thought that the following afternoon looked good for the next leg with SW at 10—20kn. Fickle thing that weather! A change came through 24 hours earlier than predicted, and by mid-afternoon the steady SW seemed to be what we wanted so we left that night after tea.

The next morning's log reads "0510 long night, rough seas but covering good ground." The wind gradually came round to the E—SE and then started faltering so, as Jervis Bay was just 5nm away, we turned on the motor and were anchored in Darling Roads near the Hole in the Wall by 1400hrs. We were greeted by another cruising boat there and were advised to use one of the mooring buoys in the bay as the bottom has a healthy seagrass growth, which the authorities are cultivating. This is a beautiful bay with clear water – we could see the fish swimming below us among the seagrass. Another peaceful night and we were refreshed for the next day's trip.

Only 90nm to Sydney! We left the next morning, passing the spectacular Point Perpendicular. Our forecast E—SE turned out to be more NE than anything else but we had a gentle sail until mid-afternoon when we fired up the engine. Log reads "1800: still motoring 6kn – looks like Sydney 0300 tomorrow. 1840: had dinner, starting watches, lovely evening still sunny, nearly up to the top half of the chart!"

Approaching Sydney at night from the south is really quite eventful. The activity is great – after the drama of Wollongong's fire-breathing chimneys there are numerous planes criss-crossing the sky, ships and fishing boats to watch out for, the city's light loom and the general excitement of getting to the next stage of your journey. Log reads "2140hrs: lots of planes; 2235hrs: boat beautifully balanced; 2315hrs moon out; 2400hrs: wind has eased; 22/3/06 0211hrs: anchor down in Quarantine Beach, Spring Cove. We're here!"

It was easy to go back to bed and wake up five hours later knowing we had reached our first destination goal with a safe and successful, if not entirely pleasant, Bass Strait crossing behind us.

Sydney has been a busy time. We restarted Wednesday at a more civil hour and after a shower and breakfast, put the dinghy in the water and rowed over to Manly for a spot of shopping, coffee, travel arrangements for Phil, some banking and to stretch our legs. Missions accomplished and freshly fed, we



left quiet Quarantine Beach for the bustle of the harbour, bound for Blackwattle Bay. Friends had recommended this as an anchorage and we found it to be a really good spot, though limited – with half a dozen other yachts there the anchorage was full. We settled there for a couple of days and set about finding a marina for two weeks. Fortunately our first choice, Cammeray Marina, (thanks to Dave and Annick for recommending it) had a berth so we booked it.

That evening we heard the insistent calls of a coxsw'n and looked out to see three or four dragon boats training in earnest as they rowed back and forth across the bay. The bay is only a couple of kilometres from the CBD and the lights of the city are so bright it's almost like daylight. That night it poured with rain and once again we were so glad that we have a wonderfully dry dodger sheltering our companionway.

The Fish Market beckoned the next morning (Thursday) and we rowed ashore and walked around the streets to get there, exploring the neighbourhood as we went. After returning to the boat we realised we'd forgotten the paper and the milk (but had remembered the prawns) so we rowed directly to the Market jetty and finished the shopping. It was easy to sit in the cockpit and relax that afternoon.

Friday morning took us back across the harbour and up to Middle Harbour and the Spit Bridge. The bridge has nine or 10 scheduled times a day – but if there are no boats it doesn't open. We took the 1015 opening and found our way to Cammeray Marina and our berth here.

Located in Long Bay the marina is a small, friendly one with a shipwright and brokerage located here as well so there's always something happening. The bays are crowded and have steep banks lined with trees and houses. Many of the houses appear to have no road access but looking carefully you can see the inclinator that go from the houses to the streets above. Cammeray Marina has the cog-track of an abandoned inclinator beside its steps – there are a just over 100 steps to the street. An alternative access is to take the dinghy across to a nearby park that has a boat ramp and jetty and to walk around the road – still a steep climb (we must be getting fit!).

Phil was booked on a flight back to Tasmania in the morning so we walked into North Sydney and found train timetables and maps of the area and then walked back to the boat. We took advice and worked out the best way to get him to the airport. It was a useful trip and it gave us the opportunity to get acquainted with our neighbourhood. We have several options for shopping;

left towards Cammeray or right towards Northbridge.

There is an interesting collection of people living in the marina including several long-term cruising couples. We were told of the Friday afternoon institution of drinks on the deck outside the office followed by a barbecue. As you can imagine we felt quite at home taking part in a barbecue on shore and had a delightful – if somewhat overindulgent – evening unwinding after our very busy 18 days since leaving New Town Bay. Brent, a Sydney-sider who is also living on board, kindly offered to drive Phil to the airport so Phil accepted the offer and cancelled the taxi. People's stories unfolded during the evening: Len and Jane are nearing then end of a two year trip and Sonia and Smokey have been circumnavigating for 17 years. When we revealed that we had only been gone for two and a half weeks we were soon made to feel at home.

Phil left early in the morning to catch his 9am flight and I later found the laundry, walked to Northbridge to the supermarket and then had a quiet evening. Phil was going to stay with his daughter Joanna in Launceston and travel through to Burnie the next day for his nine-day work stint.

On Sunday morning our neighbour Brent said he was going swimming at Manly – if I wanted to get a lift there with him I was welcome to. I shopped and then walked on the beach at Manly while waiting for my driver, almost wishing that I'd brought my bathers! Still, there'll be plenty of time for swimming.

This brings us to today, it's taken a few hours to write this and with wonderful AnyPort internet access available with our wireless PCMCIA card I can now go and sit in the cockpit and reach everybody. The phone access for GSM is amusing. At the stern of the boat the phone thinks it is in Balgowlah and up the bow it's at Seaforth. I mustn't leave it on the table in the middle because there is no reception at all!

We have had a lot of fun in Sydney and have caught up with the Westmans and Ceruttys, Stewart and Vicki (Cloudy Bay) and met other people as well. My son Ian came to stay one weekend and niece Joanna from Canberra. Hobart friends, the Rileys, stayed overnight on their way to China so with all of this we've done lots of harbour cruises.

Mostly we've anchored at Manly, Birkenhead Point and Blackwattle Bay. They're all

good anchorages and it's good to work from a familiar base, you get to know the district around the anchorage, but there are many more. We have used Blackwattle when we've had visitors because it's convenient to the city and airport access, Birkenhead because it has good access to battery, inverter and generator type shops. You can get gas and petrol easily as well. Manly is the peachy beachy retreat, I've even been swimming!

We've visited Rushcutters Bay, Middle Harbour's Bantry Bay and spent a couple of nights at Balmoral and when we went to the show we caught the ferry up to Homebush Bay.

We've done touristy things like the Royal Easter Show, Centrepont Tower and Power House Museum but decided we wouldn't spend the \$300 on the Bridge climb. Mind you, plenty of people do, every time we go under the bridge there are half a dozen groups walking over it. The view must be stupendous. Visited galleries, gardens and mosied around Glebe, Balmain and Rozelle. Neutral Bay, Northbridge and the amazing shopping malls at Broadway, Waringa and Bondi Junction. We've walked extensively, its a good way to travel! We still haven't seen it all but it's time to press northwards. I met some people at the marina in Cammeray who head closer to the equator as soon as it gets down to 20 deg C. At their rate we should be hightailing it out of here as it is cooling down. The boat is going well and we are comfortable and happy.

Phil And Helen

## **AUSTRALIAN WOODEN BOAT FESTIVAL**

Hobart

9th-12th February 2007

Registrations close on 31st October 2006

Email: [registrations@woodenboatafestival.com.au](mailto:registrations@woodenboatafestival.com.au)

Volunteers

For information about contributing to the festival as a volunteer

Please contact the Festival Office

Ph 6231 6407

## **A Dolphin Frenzy**

A forecast fresh southerly change arrived at Bryans Corner at about 6 am one day during our February holiday on the East Coast, so we up-anchored and sailed north to good shelter at Cooks Beach. On the way we delighted in the masses of gannets and terns which were also enjoying the East Coast, an indication of plentiful food supplies this year. At about 10 am, we noticed a school of dolphins towards Hazards Beach and they soon came quite close to our anchorage.

There were about 15 dolphins in the group and they made a tight formation, circling slowly but in a very determined fashion. Occasionally one or two would make a fast dash to one side before rejoining the circle, at other times some would lash the water with their tails, presumably to stun any recalcitrant fish trying to escape!

This concentrated activity went on until dark, about 10 hours in the same area, and we began to feel quite sorry for the fish who had been corralled. A kayak returning from Cooks Beach camp to Coles Bay drifted right past the group of dolphins without distracting them at all. A young bushwalker told us he had seen dolphins acting similarly in the Northern Territory, when they were training the young ones to fish. It was fascinating, and quite different from the playfulness we experienced with the dolphins several times on this trip.

It did remind us of the impressive determination they showed when we watched dolphins chasing fish up onto the sandbanks near our anchorage at Fraser Island in Queensland - a mad dash towards and up the sandbank and then a slither back down to the water!

Another highlight of a very pleasant trip was ghosting through a myriad of shearwaters (muttonbirds) on the way from Lime Bay to the Dunalley Canal, and being surrounded by an amazing whirring noise - the sound of masses of wings beating, a sound usually lost in the background noise while sailing or motoring.

Julia Greenhill

**VAN DIEMEN'S LAND  
CIRCUMNAVIGATION CRUISE**

13th February-19th March 2007  
(Hobart –Hobart)

26th February-8th April 2007  
(Geelong– Geelong)

**Entry Enquiries**

Enquiries quoting “2007 VDL Circumnavigation Cruise” may be made to, and expressions of interest forms can be obtained from

The Royal Yacht club of Tasmania  
Marievile Esplanade , Sandy Bay, Tas 7005

Ph 6223 4559

Fax 6223 1308

Email: [info@ryct.org.au](mailto:info@ryct.org.au)

**Navigation Aid - Entrance to Marion Narrows**

**Notice No.:** M62-06

**Valid From:** 22/05/2006

**Valid Until:** Perpetual

**Notice:**

Further to notice to mariners M55-06, mariners are advised that the port lateral buoy located at the entrance to Marion Narrows in position 42 degrees 50.436 South, 147 degrees 53.559 East (WGS 84 datum) is now replaced in position.

## Notices to Mariners

Navigation Light - Deepwater Jetty, Triabunna

**Notice No.:** M63-06

**Valid From:** 25/05/2006

**Valid Until:** 31/08/2006

**Notice:**

Mariners are advised that the navigation light located on the jetty at Deepwater Triabunna in position 42 degrees 31.2110 South, 147 degrees 55.043 East (WGS 84) is temporarily withdrawn due to the demolition and reconstruction of the new jetty. A further notice to mariners will be issued when the navigation light is replaced in position on the new jetty.

