



Albatross

Volume 34

No 4

May 2008



*'Nyanda' approaches Hell's Gates – Photo: Stephen Newham
See article on page 10*

***Newsletter of the
Cruising Yacht Club of Tasmania***



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Royal Hobart Regatta - . Photo courtesy of Archives Office Tasmania

CYCT Calendar

Fri-Sun 25th -27th April (ANZAC Weekend)

Weekend cruise to the Huon River

Franklin is the proposed destination for Saturday night, and dinner ashore at one of Franklin's restaurants is an option.

Tue 6th May

General Meeting – Derwent Sailing Squadron at 8.00pm

Guest speaker Ian Ross of Hood Sails will talk about the development of light weather sails.

Sat 10th May

Donald Sutherland Memorial Navigation Cruise and Dinner

To be held in the D'Entrecasteaux Channel (upper channel area). Start is 1100 hrs, but boats will need to be in the area at least ½ hour earlier.

Dinner at Mermaid Café, Kettering that evening. See details on pp 8 & 9.

Sun 11th May

Day cruise and lunch-time barbecue at Conningham.

Actual location dependent on weather on the day.

Wed 14th May

Committee Meeting – 7.30pm

Sat-Sun 24th -25th May

Weekend cruise to Tin Pot Bay

More details in next month's 'Albatross'.

Wed 28th May

Mid-week cruise

Meet at Kettering (Oyster Cove Chandlery) at 10.00 hrs.

Tue 3rd June

General Meeting – Derwent Sailing Squadron at 8.00pm

Guest speaker Stephen Newham will talk about his circumnavigation of Tasmania.

Sat-Mon 7th -9th June (Queen's Birthday Long Weekend)

Cruise to Port Esperance

More details in next month's 'Albatross'.

Editorial



It always amazes me when I put 'Albatross' together each month just how full the Club activity calendar page is. With cruises at least once a month, mid-week cruises, General Meetings with guest speakers, and other occasional activities, we cannot complain of boredom. We are now drawing towards the end of this season's schedule, but there are still a couple of cruises to consider before the winter pause, as well as the Donald Sutherland Memorial Navigation Cruise.

This last is an important part of the Club's calendar, and if you haven't entered previously, you should. It's a heap of fun, but also an opportunity to practise basic navigation skills among friends. The dinner and prize giving later the same day is always an enjoyable event, and this year is again being held at the Mermaid Café in Kettering. If you plan on coming to the dinner, please note that payment for the dinner (\$35.00pp) must be made to the Club Treasurer ahead of time – preferably at the May General Meeting, otherwise in the form of a cheque by mail. Details of the Cruise and how to register to start are shown in an advertisement later in this newsletter.

This month's 'Albatross' has some excellent content, including great cruising articles with splendid photos from Stephen Newham about his circumnavigation of Tasmania, and Mike Temple-Smith about his trip to Port Davey with Vice Commodore Andrew Boon. (My goodness, Andrew has been busy recently! And he is about to get busier with a trip back up to Brisbane on *Alamak* with yours truly - this time without the owner on board. More of this in future editions of 'Albatross'.)

Enjoy this edition of 'Albatross'. It's your magazine, and if you have any suggestions, or better still, any contributions, please send them to me. More content provided by Club members equals more interest for readers. After all, 'Albatross' is the main means of communication between Club members, and would lose much of its relevance if most of its content was scavenged from the web.

See you on the water!

Chris Palmer
editor@cyct.org.au

Commodore's Comments



Daylight saving has finished; the days have shortened; and there is an autumn chill in the air. But doesn't Tasmania turn it on at this time of year? Clear, calm days that highlight the return of the beautiful green colours that the island is famous for. Make the most of it before winter sets in.

The Club's navigation cruise is on this month, and is an opportunity for all members to take advantage of the Channel scenery. I hope that entries are high, and I especially encourage newer members to take part. It is an opportunity to dust off the protractor and dividers, and to have some fun along the way. The Navigation Cruise commemorates Donald Sutherland, the Club's founding Commodore and the driving force for its existence. Both Don, and the navigation cruise that bears his name, are part of the Club's rich history. Come along and be part of it.

While I'm thinking about involving newer members, could I appeal to members who have nominated them to encourage their participation in these events? It would be great if nominators could play a mentor role in introducing new members to others, and to Club activities. The navigation cruise is an excellent opportunity, so, nominators, invite your protégés along!

Last month's meeting at the State Library had a particularly cosy feel to it. Marian Jameson was a gracious host with a wealth of information, and the regatta collection inspired many memories. It is hoped some of those memories can be committed to paper for you to read in forthcoming issues of Albatross. For those who could not attend, you are invited to recall your best regatta memories, whether at Hobart or any of the other regattas that were so important to Tasmania up until a generation ago. The Editor will welcome your contribution.

See you puzzling over a chart and parallel rule!

Leo Foley



Vice Commodore's Report



My apologies for not furnishing a report for April's 'Albatross' – things got a bit rushed in the week I had at home between New Zealand and Port Davey.

During our trip to New Zealand in February, Judy and I along with Brendan and Catrina (*Two-B*) enjoyed three fantastic days cruising on *Aurielle* with John and Sue Cerutti. We visited Motutapu Island, Waiheke Island and Rangitopo Island, saw some very expensive real estate, walked over islands and around a volcano and, of course, had some great sailing. John and Sue were wonderful hosts

who have certainly got the cruising game under control. We have great memories and quite a few practical ideas for our own boats.

Reflections and *Two-B* headed for Port Davey on the 8th March, via Great Taylors Bay and the Clean-Up Australia Day effort. We got to Schooner Cove on Wed 12th and enjoyed nearly two weeks of generally warm and sunny conditions. *Two-B* returned in the week after Easter and *Reflections* spent another week in the area, catching up with Peter and Barbara Willson and arriving in Recherche Bay the day before the hurricane force winds. *Solemer* and *Ailsa* were also in the area during the time I was there – and as *Ailsa* was there on Easter Sunday, she shared the chocolate treats which *Windrush* had entrusted us with! Thanks Keith.

Judy and I are about to become grandparents and will be interstate from May 7-28th to be a bit closer to the action, so we won't be able to attend any of May's events. Hopefully Commodore Leo will be able to lead the way in my absence.

Easter Cruise, Mar 21-24

I heard Club boats report in to Coast Radio Hobart on HF from Partridge Island on Saturday and in the Pigsties on Sunday evening.

Donald Sutherland Memorial Navigation Cruise, Sat May 10

Chris and Nick Creese have organised a challenging course which offers something for everyone. See the separate notice for more details. This is an enjoyable event, not to be taken too seriously. The criteria for winning one of the excellent prizes are somewhat uncertain, but you definitely have to enter to have any show. Make sure you have crew with a range of trivia knowledge categories as well as a current AUS173 chart.

Results and prizes will be announced at dinner at the Mermaid Café on Saturday night, so try and join us there even if you can't make the Cruise.

Coningham, Sun May 11

Meet for a traditional CYCT BBQ lunch. You may be at Killora Beach if the wind is unsuitable for Coningham. Listen for a call on VHF 16 at 1105 to find out where to go. The destination has been planned to accommodate boats returning to Hobart after the Navigation Cruise, as well as those resident in the Channel.

Tin Pot Bay, May 25-26

Listen for a call on VHF 16 at 1105 to determine/vote on the final destination. Make sure you have your cabin heating operational!

Mid-Week Cruises out of Kettering

The next one is on Wed May 28th then every fortnight thereafter. Meet outside the Oyster Cove Chandlery at 1000. Details are finalised on the day: destination, whose boat and duration. If more people turn up than can comfortably fit on one boat, we'll take two. Bring lunch and a drink (as well as warm clothing, wet weather gear, etc). If your boat is moored/berthed at Kettering, be prepared to be the host for the day. Any queries, ring me on 0400 651 532. I won't be at the first one (May 28) but hope to be in attendance in June.

Port Esperance, June 7-9 (long weekend)

This was originally shown in the Cruising Calendar on the wrong weekend – download a copy of the updated Calendar from the website. We'll see what we can find in Stringers Cove or at Rabbit Island. Definitely need the heater for this one!

Members' Cruising Plans

These are cruises which individual members are planning, so that other members who are interested in visiting the same areas can make contact and possibly sail in company (or as additional crew).

Aurielle continues to enjoy New Zealand and *Pendulum* should have crossed the Tasman again and met up with *Aurielle* by the time you read this. It looks likely that the Editor and Vice-Commodore will be heading north for winter on board *Alamak*. The route is Hobart-Brisbane-Cairns-Darwin-Kuala Lumpur, then eventually back to the Mediterranean. The question is: how far do we go? !!

If you are planning a cruise, please keep me up to date with your plans and I'll list them. The usual caveats apply, ie listing a proposed cruise is not an offer to take any responsibility for others tagging along, but the usual flow of information between members may help you make your own decisions.

Andrew Boon

Rear Commodore's Report



1 April 2008 – General Meeting

Marian Jameson, a Senior Librarian and Historian of the State Library of Tasmania gave a presentation on the history of Tasmanian Regattas at the Allport Library and Museum of Fine Arts. It was fascinating to see and hear the history relating to the memorabilia of regattas around the State.

I would like to thank Leo, Cheryl and Margaret for organizing the wine and canapés which certainly added to the mood and success of the evening. A number of members gathered at the New Sydney Hotel after the meeting.

6 May 2008

The May general meeting will be held at the DSS at 8.00pm. The guest speaker will be Ian Ross of Hood Sales. Ian will speak to members about recent developments in cruising sails. This includes light weather sails that can be used going to windward.

3 June 2008

The June general meeting will be held at the DSS at 8.00pm. The guest speaker will be Stephen Newham who will talk about *Nyanda's* recent circumnavigation.

Milton Cunningham

Member's Classified

For Sale

Traditional varnished timber spinnaker pole around 12 feet long and 3 inch diameter with bronze pole ends, together with a 10 feet long jockey pole.

Offers around \$250 are invited.

Contact is John Brodribb (tel 6261 2659, mobile 0427 612 659, email brodjin@bigpond.net.au) who can email photos of the articles to anyone interested. Items are located in Hobart.

Cruising Yacht Club of Tasmania

**Donald Sutherland
Memorial
Navigation Cruise**

Entry Details - Read Carefully!

COMPETING VESSELS SHOULD PROCEED TO THE SIGNAL VESSEL "NEPTUNE" WHICH WILL BE STATIONED OFF LENNONVILLE POINT FLYING A SIGNAL FLAG INDICATING THE START LOCATION.

1 = ALEXANDERS

2 = ROSEBANKS

3 = QUARANTINE

ANY VESSEL UNSURE OF THE START LOCATION MAY APPROACH "NEPTUNE" TO REQUEST THE START LOCATION (PENALTY 5 POINTS).

NOTE—VESSELS SHOULD ENSURE THAT THEY ARE ANCHORED AND ONE REPRESENTATIVE IS ASHORE AT THE START CONTROL NO LATER THAN 1045 HRS – AND BRING YOUR FLARES FOR INSPECTION (THEY'RE UP TO DATE AREN'T THEY!)

COMPETITORS WILL REQUIRE A CURRENT AUS 173 D'ENTRECASTEAUX CHART PLUS USUAL BASIC NAVIGATION TOOLS.

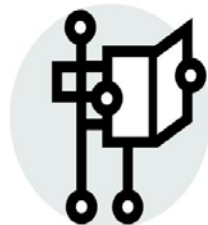
AFTER THE CRUISE, DINNER WILL BE AVAILABLE AT THE MERMAID CAFÉ, FERRY ROAD, KETTERING (SEE DETAILS ON NEXT PAGE)

ANY QUESTIONS (EXCEPT THE ANSWERS), PHONE NICK CREESE ON 6225 2806.

**Saturday
10th May**

1100 hrs

but see details at left



**NAVIGATION CRUISE
DINNER &
PRIZEGIVING**

*Mermaid Café
Ferry Road
Kettering*

Saturday 19th May
6.15pm for 6.45 dinner

Overnight berthing at South Haven
Marina by arrangement with the
Mermaid Café

Phone 6267 4494

MENU

Oven Baked Chicken Breast
Whole Roasted Lamb Rack
Fresh Tasmanian Atlantic Salmon
Spinach & Butternut Pumpkin Lasagne

Salad & vegetables

Warm Apple and Raspberry Strussel
Lemon Tart
Warm Double Chocolate Pudding

Tea & coffee

**COST- \$35.00 pp.
PAYMENT IN ADVANCE AT MAY
GENERAL MEETING OR CHEQUE TO
CYCT TREASURER**

Welcome New Members

—————
Dave Sanders & Peta Gilmour

Vento

—————

On behalf of all members of the Cruising Yacht Club of Tasmania, the Committee welcomes these new members to the Club, and looks forward to a long and happy association with them, on and off the water.

Circumnavigation of Tasmania by *Nyanda* - Summer of 2008

From Stephen Newham

I took *Nyanda* round to the public jetty in Kettering on the morning of Friday 18th January 2008, and there loaded up the usual heaps of water, fuel, liferaft, food etc, until there was substantially less antifouling showing.

We left Kettering shortly after noon, with three of us on board: my nephew Brendon, Greg - who has crewed for the last few years with trips to Port Davey and Deal Island and for many local races, and myself. The trip got off to a good start with a spinnaker run down the Channel until we picked up a SE sea breeze which we tacked into. Anchored in the Pigsties, just on Coast Radio sched time.

Away early the next day, motoring in little wind. Eventually got some breeze having passed Maatsuyker, which strengthened enough for us to turn the motor off and having passed SW Cape, again set a spinnaker for a lovely run up the coast to Port Davey, anchoring in Brambles.

The next day, Sunday, was forecast to be a bit too windy for heading north. In the afternoon after the rain had stopped, we did a tour of Bathurst Harbour. It was Brendon's first time there. We anchored that night in Spain Bay with multitudinous fishing boats. The theory was that it should be easier to leave in the dark than Brambles, and give a better line to clear Port Davey when going north with the forecast southerlies.

Up anchor at 01:40 (as you would) and negotiated our way out by GPS, log, compass and moonlight. No 3 headsail up and motor off at 03:30, when clear of Sharksjaw Reef. Speed wasn't enough, so at dawn the spinnaker went up, still with no mainsail. That solved the slow speed problem - rarely below 7.5 and often in double figures. We averaged 8.5 for 6 hours. The skipper/helmsman was so busy he didn't have time to think about being sea sick. The only problem was we eventually had to get the spinnaker down. By noon things were getting a bit too exciting, and at the cost of a hat and a pair of (old) prescription glasses, the spinnaker was wrestled into submission, albeit somewhat damp. This was about off Sloop Rocks, and we continued under No 3. The motor went on at 14:10 having rounded Cape Sorell and approaching Pilot Bay. Slow entering Hells Gates, with a 30+ knot headwind and 3 knot adverse tide, but no problems. Anchored in the entrance to Mill Bay, which is just west of Strahan, at 17:30, having travelled 102 miles from Spain Bay.



Approaching Hells Gates (Photo by Brendon)

The next day *Nyanda* didn't move, but the crew were entertained by a mountain bike event (Wildside Mountain Bike) which had a leg ending in Strahan, within sight of where we were anchored. Greg knew some of the competitors, which added to the interest. We all went ashore to watch them hurtling along, and it made sailing the West Coast look safe in comparison.

Picked up Greg's wife Mary from Strahan on the Wednesday, and then had a lovely sail down Macquarie Harbour, anchoring in Kelly Basin. Next morning, we all went ashore at East Pillinger to look at the ruins, and then motored up the Gordon River. En route up the River, the 'Marble Cliffs' are impressive. We bumped a few times trying to find the channel just downstream of Warners Landing, but finally tied up at Sir John Falls. Brendon headed off downstream in the kayak, and after we had had a look around, *Nyanda* set off in pursuit, catching up with him some 6 miles downstream. Spent that night in Birch's Inlet, getting there just on dark.



Kelly Basin, Macquarie Harbour (Photo by Greg)



Butler Island, Gordon River (Photo by Brendon)

I happened to wake up in time for the 03:30 forecast, which I listened to sitting on deck with the aerial of the portable HF pressing against the back stay. (Obviously it wasn't raining.) There were some strongish north-westerlies forecast after the next couple of days, so it looked like we should be heading north ASAP. In consequence, the crew were rudely awakened so we could leave Birch's as soon as there was light. Had a lovely spinnaker run up the harbour, including a couple of hours with the big one up. We dropped Mary off at Strahan, bought a jerry can of fuel and a few other essentials, and headed off soon after midday and were clear of the breakwater a couple of hours later. Lovely conditions outside, with little swell and a following wind. Another spinnaker run, this time setting it by moonlight and dropping it at dawn when the wind came abeam. Much of the time we were more than five miles from the coast, so the sight seeing was limited. The wind ended up a fresh easterly, so decided the Hunter Passage would not be a nice place with wind against tide, so went round the north of Hunter Island. Dangerous Bank, which is a couple of miles west of the northern tip of Hunter, appears well named. When we were there, there was only a low swell, and Hunter Island was to windward, and even then the breakers were spectacular. With a big swell and a strong westerly, it must be awe inspiring. There were some impressive overfalls off Cape Keraudren, and then we were in the Hope Channel and anchored off Three Hummock Island in Chimney Corner by 13:30, having done 145 miles from Strahan. There was very little activity that afternoon!

The next day, Sunday 27th, we had a lovely run east to Stanley with just a headsail up, and were there in time for a late lunch, tied up next to a fishing boat. The Newham family converged, with my sister Jean bringing Ken and Doris over from Smithton, and my other sister Jill coming from Burnie, bringing Brendon's partner Tamiaka with her. It blew freshly that afternoon, with *Nyanda* snatching at her lines, but eased late afternoon and all ashore to the pub for a nice meal. Brendon left

here, as he had fished the north coast commercially and knew it well, and Jill joined ship.



Entering Stanley Harbour (Photo by Jean)



Departing Stanley (Photo by Greg)

Another nice run east to anchor behind Table Cape. Surprisingly little slop rolling into the anchorage in the prevailing westerly. I paddled the kayak into Wynyard the next morning, so I could at least say I had been in there by boat – albeit a small one. Judging by how clearly the bottom was showing, I was glad I was in a vessel drawing less than 100mm.



Table Cape from the anchorage (Photo by Greg)

From there, to a berth alongside at the very friendly Mersey Yacht Club. Strong tidal flows need to be allowed for when berthing, and a small turning circle is a distinct advantage, and/or an effective reverse. *Nyanda* has the former, but not the latter. Next day to the Tamar, anchoring in Middle Arm, which is adjacent to the Port Dalrymple Yacht Club - also very friendly. There are some interesting tidal effects in the Tamar, and it is certainly easier if you are going in the same direction as the flow. Greg departed here as he had done Three Peaks Races (as a runner), and this trip in *Nyanda* gave him a circumnavigation.

The weather now turned south-easterly with rain, and was forecast to stay so for quite a few days. This made anchorages on the east coast few and far between, so Jill and I stayed in the Tamar. Did a trip up the Tamar to the Batman Bridge, anchoring for the night at Devils Elbow which is within sight of the bridge downstream. This wasn't a place I had expected to get to, and I did not have the chart for the upper Tamar. In fact the chart we had had run out some miles previously, which made progress a little tentative, and I was not keen on going further upstream. When we went back to Middle Arm, the PDYC was holding a dinghy regatta, so we spent some time watching that.

Finally the weather looked cooperative again, so we moved down to a public pontoon at Georgetown on Monday 4th and shopping for essentials like fruit buns was done. This would be our sixth night in the Tamar.

Next night was inside Sanderson Rocks, which are in the bay south-west of Waterhouse Island. This was a bit rolly, but not too bad. Next, we anchored behind Musselroe Point. Neither of us had any dinner that night, but we slept well despite the movement.



Batman Bridge, Tamar River (Photo by Jill)

The next morning (Thursday 7th), picked up some weed on the propeller which I couldn't dislodge by reversing etc, so we had to sail, which was no hardship. The forecast strong south to south-west change never eventuated, in fact we had a fresh ESE, which made the proposed night at Eddystone no go. Kept going to Binnalong, where I dived to clear the prop. Jill departed here the next day, getting ashore with some difficulty through the swell. The following day I tried to get to Bicheno, but with a 20-25 knot southerly and a yucky sea I gave it away after a few hours and scooted back to Binnalong. Met up that afternoon with Richard and Sue Brabazon, (ex CYCT) who were driving south from Launceston by an indirect route. The next day had a lovely sail to Bicheno, and was glad I hadn't persevered the day before.

Thereafter were short hops down the coast, waiting for the fresh south-westerlies to go away before going between Tasman Island and the mainland. Anchored in Schouten Passage, Orford, Lagoon Bay, Pirates Bay (hadn't anchored in there for 30+ years), Fortescue, Port Arthur and White Beach. Eventually got back to the mooring on Monday 18th Feb.

Totals for the trip: 968 miles; with about 61 hours of motoring, and used approx 60 litres of fuel.

Reflections on a Trip to Port Davey - March April 2008

PART 1

Mike Temple-Smith

How do you summarise four weeks of discovery, learning, excitement and the occasional slow times aboard the Vice Commodore's 33ft Mottle *Reflections*? Actually with some difficulty because of the fullness of the experience, the great company and the weather!! Who would expect eight days straight without rain in the South West?

After the fitting of a brand new dodger, a quick haul-out and anti-foul and the provisioning of *Reflections* we left the DSS at 1100hrs on Saturday March 8th. Aboard were Andrew Boon, Andrew's friend from Melbourne, Rik Head, and myself. With little wind we motored down the Channel, rendezvousing with *Two B*, Andrew's brother's yacht, and spent an uneventful night in Adams Bay. Sunday saw us motoring to Mickeys Bay where we participated with other CYCT boats in the "Clean Up" organised by *Rhumblin*, the three of us collecting 5 bags of mainly old rope and plastics. After a BBQ on the beach at Tin Pot with over a dozen other boats and lots of dogs we returned to Mickeys and enjoyed another BBQ on shore with crews from *Two B*, *Irish Mist* and *Windrush*, with Commodore Leo Foley aboard. Clear skies made satellite and star watching an interesting diversion.



Reflections going North - SW Cape in Background

Unfortunately early on Monday 10th Rik got a telephone call re an urgent family matter and had to return to Melbourne so he left for Hobart on *Windrush*. *Reflections* and *Two B* sailed to Deep Hole at Southport in WNW winds gusting to about 25kts but with some frustrating calm periods in the swell. That afternoon Andrew had to work preparing a report on his computer while I joined the crew of *Two B* and walked along the train line to Southport Bay. Meanwhile Andrew had found a problem with his house battery and had made arrangements with his family to bring a new battery to Dover the next evening.



Approaching Breaksea Is.

Next morning, Tuesday 11th, *Two B* left for Recherche Bay while *Reflections* sailed north to Dover and tied up on the loading area of the public jetty. It was blowing easterly pushing us against the wharf and we soon moved away to anchor when a cray boat appeared to offload its catch. Andrew removed the offending battery and rowed it ashore at 1810 to meet his daughter (and the replacement battery) and to fill a quarter full drum of diesel. A fisherman kindly stopped filling his own boat and filled the drum for \$20. Returning to *Reflections* Andrew fitted the battery while I made spaghetti bolognaise for tea and at 2030 we pulled the pick and left Dover under motor. It was a calm night and we steered by the stars and the Actaeon Is. and Fishers Point lights arriving in the Coal Bins at 0020 on Wednesday 12th. We were up at 0600 and left for Port Davey at 0700 under motor in company with *Two B*. Conditions were pretty much ideal with a calm sea and a 2-3m SW swell. Many dolphins played around the boats for over 30 minutes around Whale Head. We also saw many seals, Wandering Albatross, shearwaters and penguins. We passed De Witt Island close on the starboard side and a little breeze briefly allowed us to set a jib before reaching SW Cape where we had to avoid a line of lobster pots. The rugged landscape and an "oily dark" flat sea off SW Cape made a great sight. Motoring north we eventually passed close to Big Caroline and entered Bathurst

Channel via the South Passage around Breaksea Islands anchoring in Schooner Cove at 1800 after a trouble free voyage. *Pamela K* and *Solemer* were anchored there and a big Cat *Duplicity* from Melbourne arrived later that night. We all had a celebratory G&T and nibbles on *Two B* and the *Two B* girls also cracked a bottle of champagne.



Two B's rubber duckie entering Davey River gorge

The weather forecast for Thursday 13th was good (NE winds < 5 and the Barometer read 1021) so we left for the Davey Gorge at 0830 arriving at Carvers Point at 1000 where we anchored the boats. The tide was low with a S swell of about 1.5 - 2 m breaking surf across the whole of the bar with the E end looking the more dangerous. The two rubber duckies eventually made a well timed run through the bar on the W side close to some rocks but not before *Reflections* crew very nearly took a breaking wave over the bow while reconnoitring the situation – as it was Andrew and I both got a soaking! The water proved to be only knee deep on the bar and we had to push the duckies over with the outboards up. Once into the river proper past Settlement Point the reflections were incredible and we saw many black swans and ducks while motoring up some 6 miles before entering the 1st and 2nd gorges. We had to haul the duckies over a shingle bar and then proceeded a little further upstream until the current proved too strong under paddle power. On the way down the tide had come in enough to allow travel over the shingle bar with motors down and we passed duckies from *Pixes* and *Oscar* coming up before seeing two black tiger snakes clinging to the sheer cliffs in the gorge. Down at the bar things had improved because the tide had come in but care was still needed to avoid the breakers. *Reflections* and *Two B* left Carvers Point at 1630 hrs and motored through the Bathurst Channel and Narrows to Claytons Corner. The Cat *Duplicity* and the *Furneaux Explorer* were tied up to the jetty and two other boats were anchored off. As strong NE - NW winds were forecast over night we left for Kings Point where the holding was reputed to be better and dropped the picks in

the bay there at 1945hrs. The skippers got little sleep that night as the “bullets” reached 40-45kts and the boats veered from side to side but the “good” mud held us firm and I was able to sleep some of the night. However it was not so good extracting the anchors from the gooey black stuff. An automatic chain washer rather than a human would have been good!!



Andrew, Brendon and Catrina Boon on top of Mt Beattie

Friday 15th was still windy so we stayed aboard *Reflections* most of the day reading - my book was interesting - “The Memory Room” by Christopher Koch. *Two B* motored up the inlet to Melaleuca and stayed there Friday night so two of their crew could fly out on Saturday morning. The motor cat *Alcheringa* and the *Pamela K* joined us at anchor later that day.



Reflections, Too B and Duplicity at Claytons Corner Jetty

Saturday 16th was calm and sunny so Andrew and I went for a walk along Kings Point bay shoreline and found a small creek ideal for a body wash provided the tiger snake sunning itself on a sand bank behaved? We rowed back to the boat got our gear and returned, first washing our dirty clothes before soaping up our naked bodies. Feeling like “new men” Andrew decided to use his new “toy”, a hand held depth sounder, to map the 2 m contour around the bay. We were surprised to find at the western edge of the bay this was much closer to shore than expected. As I rowed around while Andrew took the soundings and GPS readings we were also surprised to see a tinny with outboard (later found to be from the *Furneaux Explorer*) directly approaching us from the south. As it drew closer the helmsman asked “are you on holidays” and threw us a rope to give us a tow. Andrew declined the gesture and the helmsman then said “its OK for you, you’ve got the old man rowing”!!!! A bit later “the old man” was still rowing well enough to break a plastic rowlock which hampered further survey. That afternoon we motor sailed across Bathurst Harbour with the intention of staying overnight in Moulters Inlet. However a sea breeze was blowing from the south up the Inlet producing small “white caps” at the entrance so we motored back to Claytons Corner and dropped anchor as both sides of the jetty were occupied by the cat *Duplicity* and the *Furneaux Explorer*.

Sunday 17th was a nice sunny day and after the *Furneaux Explorer* left the jetty at Claytons Corner both *Two B* and *Reflections* tied up. The four of us then walked to the top of Mt Beattie and had some great 360 degree views of the area. We spied *Pixes* and *Oscar* anchored in Iola Bay and saw *Windward Bound* entering Bathurst Harbour from the Narrows. She later dropped anchor off the East River for the night. After some lunch back on the boats we made some bread and motored to Moulters Inlet using the heat from the motor to raise the bread. (It didn’t rise quite enough but was still nice with dip that evening). Using the 1950’s sailing instructions of Sir Guy Wyatt both boats managed to motor across the inlet without touching the bottom and dropped anchors just north of a prominent ridge line on the SW end of the inlet. In *Two B*’s rubber duckie we all explored the river inlet (thought wrongly to be the Ray River) with Andrew’s depth sounder doing good service and a paddle immersed at the bow seeking hidden logs and tree branches. After G&Ts and nibbles on *Two B* Catrina cooked us chicken parmigiana and a wonderful day ended with few games of 500.

Monday 17th dawned very calm with great sunrise reflections on the water. *Reflections* left at 0800 for Melaleuca Inlet to pick up Rik who was due to fly in at 1000 to rejoin the crew. *Two B* visited one of the lovely white beaches on the inlet before returning to Claytons Corner that afternoon. Two Par Avion planes came in at 1000 bringing full day excursion clients but Rik was not on them. We waited around the airstrip until 1200 and returned to the boat and had lunch. We were just about to leave for Claytons when another plane arrived and Rik contacted us on his handheld VHF. The pilot brought him to *Reflections* with a party of half day excursion clients and we returned to Claytons and rafted up alongside *Two B*. That evening we lit a fire in the house and cooked BBQ sausages and potatoes in foil for

tea accompanied by Catrina's coleslaw. However it was too warm inside the house so we returned to the cockpit to eat. The yacht *Melita* arrived at the jetty on dusk and then left saying they were too noisy to stay so close to us?? Of course we were all very quiet!!

After a slow start we left the jetty at 1000 on Tuesday 18th for Casilda Cove as the weather forecast was for westerly winds and rain. We motored up the Narrows in misty rain - the first of the trip - and both boats were successfully anchored and rafted up in the cove with stern ropes tied to trees by 1330. Then the rain set in and the plastic hatch cover on *Reflections* proved a boon! – also cunningly crafted by one!! Reading was the order of the day (I commenced reading "Crime and Punishment") and our tea was pasta and meat sauce followed by apple crumble made from apples ex Claytons Corner. It rained heavily that night but Wednesday 19th dawned sunny so washing of clothes and bread making became priorities. *Two B* won the bread making competition although Andrew's loaf rose better than my previous attempt. After lunch we all climbed Balmoral Hill in sun and blue skies – wonderful views all round – including a magnificent wedge tailed eagle. Later that afternoon Andrew and Rik took soundings in Horseshoe Bay, and found water deep enough to anchor further down the bay, while the rest of us visited the beach.



Reflections motoring down Melaleuca Inlet

wired up his new LED lights in the saloon which proved a great success. Other maintenance and reading filled the day.

Friday 21st (Day 13) saw *Reflections* leave Casilda Cove at 0830 with the barometer at 1025 and W winds of 5 - 10kts. In the Narrows we noticed that the two dinghies used by bushwalkers on the Scotts Peak to Melaleuca track were both on Joan Point so Andrew did his good turn for the day and rowed one back to Farrell Point. We arrived at Claytons Corner at 1030 and rafted along side *Pisces* (RYCT) while we filled our water tanks before proceeding around 1200 to Melaleuca to pick

up Chris Creese, and perhaps our wives (Judy Boon and Ruth Temple-Smith) who may have also arrived that day??



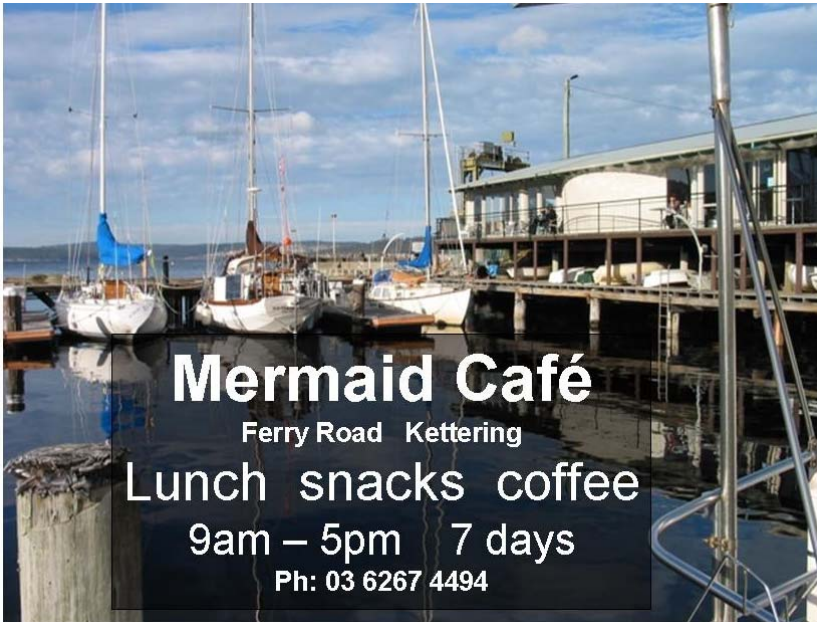
Reflections and Too B rafted up in Casilda Cove



Bathurst narrows from Balmoral Hill

At the exit to the 1st lagoon we went a bit too wide of the stakes and ran aground throwing all on board forward – by the way *Reflections* stopped it was luckily only mud and not rock. Initially we tried to kedge it off using an anchor to port off the bow with Rik and me hanging off the boom to port. When this didn't work we placed an anchor astern and kedged her off with Rik and me once again hanging off the boom to port. This proved successful and she came off fairly easily. An interesting experience for me and I think the moral of the story was to get off the opposite way you went on! Chris was waiting for us when we arrived at 1440 with some yummy fresh fruit and other goodies (but there was no sign of Judy and Ruth). After getting his things ship shape on board Chris took Rik and me on a walk to the heavy landing area of Parks and Wildlife. On the way we were shown the weathered corner pegs of his family's old tin mining lease north of the bridge on the walking track to Joan Point. It was great to have him with us to show us the sites and give us the history of the area. After reaching the helicopter landing pads we returned to *Reflections* at 1845 for a tea of tuna in white sauce with vegies followed by banana custard.

To Be Continued.



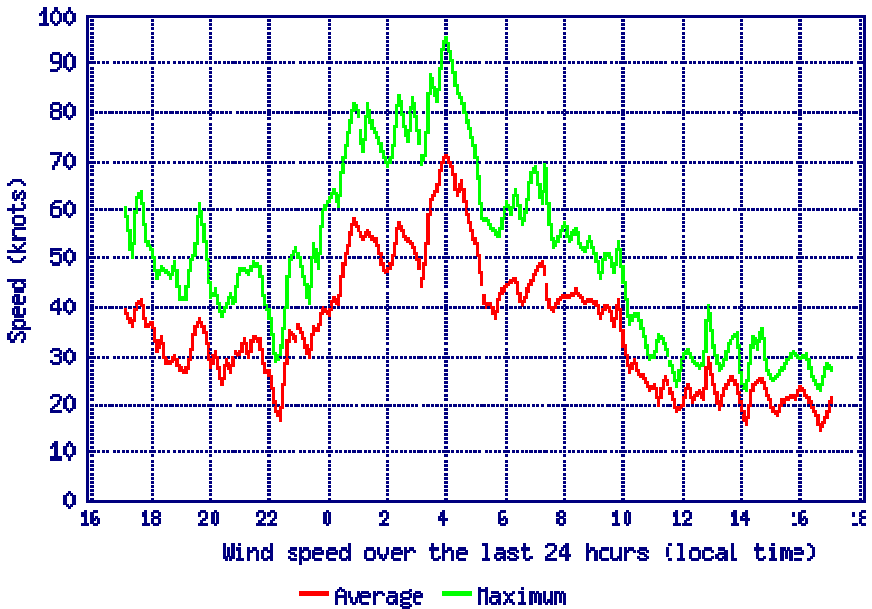
Going About

This section of 'Albatross' is devoted to news items, snippets and short articles relevant to members' interests. All contributions gratefully received. Ed.

The Great Tasmanian Hurricane

Well, as we all know, it wasn't a real hurricane, but the 'hurricane force winds' so accurately predicted by the BoM for the night of 2nd/3rd April certainly made for a sleepless night for most boat owners in the Hobart and Channel areas. While there was no major damage reported at Kettering, I understand that a couple of boats parted from their moorings at North West Bay, one of them incurring significant structural damage when she grounded.

In case you thought it was just another Tasmanian breeze, the graph below, courtesy of Tasmanian Earth Resources Satellite Station at Droughty Hill, should dispel any illusions.



From Albert Ross

Albert was flying south and passed over Great Taylors Bay and 'by chance' spied the boats cleaning the foreshore. On his return trip he tried to attract the attention of the crew of *By Chance*, but they were too busy drinking the bottle of wine donated to them for helping with the clean up.



By Chance in Great Taylor's Bay on her way to Clean Up Australia Day

Yachties Ball

All Cruising Yacht Club of Tasmania members are invited to the 2008 Yachties Ball to be held at the Tasman Room, Wrest Point Casino, Sandy Bay.

The event is in support of Sailability Tasmania, a non-profit organisation dedicated to increasing sailing opportunities for everyone, regardless of age or disability.

Tickets are \$85pp, which includes a three course meal, complimentary first drink at the table, spot prizes, silent auction and entertainment by 'Sugartrain'.

More details from Andrew Davison at the DSS on 6223 1977

Pendulum heading off again

Pat Price writes:

Hi

Thought I would let you know that Pendulum will be departing for Opua in the Bay of Islands, New Zealand, on Monday 21st April, or soon after if the weather goes funny. At Opua we will likely catch up with Aurielle, John and Sue, who as we all know have put in the cyclone season in NZ.

Pendulum will then head north to Tonga, Samoa etc and many ports west and return to Australia before Christmas.

We will do our best to keep in touch with the Club and provide voyage information from time to time.

Regards

Pat and Penny

Mariners' Cottage

Although not used much for Club functions these days due to its limited space, most CYCT members are familiar with, and have a fondness for, the Club's headquarters, Mariners' Cottage at Battery Point.

What may not be widely known is that the building is available for use by Club members for private functions such as birthday parties or other celebrations. A nominal charge of \$10 is levied to cover consumable costs (power etc) and of course users are expected to take care of all cleaning up and leave the place as they found it. Talk to Warden Chris Creese if you are interested.

New Members

Without a steady stream of new members, any club will wither away, and the CYCT is no different.

Most members know people who are potential new members of our Club, and to help 'bring them into the fold', we have a number of application forms in plastic sleeves that you can keep on your boat and hand out to interested fellow sailors. Application forms can also be downloaded from the CYCT website – www.cyct.org.au, but note that these forms currently have outdated membership fees showing. We hope to rectify this shortly.

So why not set about nominating a few friends as members. Not only will you add to their overall sailing pleasure, but you will also be doing your bit to ensure the future of the Club.

Navigation Cruise Dinner – booking and payment details

Details of the Navigation Cruise and the Dinner can be seen in ads elsewhere in this newsletter. Members planning to attend the dinner should be aware of the limited capacity of the Mermaid Café, and as in previous years, attendance will, if necessary, be managed on a 'first come, first served' basis – **according to receipt of payment**. All monies for the dinner must be given to the Treasurer either on the night of the May General Meeting, or a cheque sent to her by mail.

Please - don't just turn up on the night and expect to get a seat. You may be very disappointed.

Regatta Memories

Commodore Leo Foley mentioned in his report that the visit to the Tasmanian Regatta Exhibition at the Allport Museum in the State Library was not only a most enjoyable evening, but led to a number of members regaling the group with their own memories of regattas past.

The Commodore suggested, and all present agreed, that it would be a good idea to collect as many regatta memories as possible and publish them in future editions of 'Albatross'.

So – if you have memories of one or more regattas you attended, perhaps as a child, or at least as a 'younger person', please send them to the Editor of this journal who will collate them and get them into print some time soon. Email contributions to editor@cyct.org.au, or mail them either to PO Box 340, Kettering, Tas, 7155 or to the Club PO Box (see inside front cover).

A ship carrying blue paint collided with another ship carrying red paint.

The crew is missing and believed to be marooned (boom boom)

Applications for Membership

Ross W Scrim

Seaquin

Merv Page

Moonwind

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

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Nautical Dress Code

A boater brings his boat up to a restaurant dock to eat dinner.

The dockhand says,

"I'm sorry, sir, but I can't let you dine here tonight. This establishment has a necktie policy for the evening meal and you are not wearing one."

The boater said,

"But I don't have a tie on my boat!"

The dockhand, not wanting to turn away a customer, said,

"Well, why don't you just find something that approximates a tie? I'm sure that will be okay."

After some time, the boater emerged from his cabin sporting a pair of jumper cables.

"Sorry", the boater said, "but this is all I could find to put around my neck."

Sighing, the dockhand said

"Okay, I'll let you in with those, but just don't start anything."

Things you won't hear a true fisherman say...

- Wow, I've never caught a fish that big!
- Hey! Let's take our wives fishing!
- My truck can't get through that!
- Let's go shopping, fishing can wait.
- Mate, those hip boots make your bum look big and they don't match your belt!
- Hey, we don't need to buy those fishing flies Melvin, let's send our wives flowers instead?
- I don't think Duct Tape will fix that.
- I feel pretty guilty not washing those breakfast dishes before coming out here to fish!
- Hey somebody come land this 20 rainbow for me. I need to straighten up the camp.

- I can't participate in National Hunting and Fishing Day cause my neighbor is throwing a Tupperware party and I really need a mixing bowl.
- I think electronic fish finders should be banned.

Glad to Ear Ya!

A young Naval officer was in a serious car accident, but the only visible permanent injury was to both of his ears, which were amputated. Since he wasn't physically impaired he remained in the Navy and eventually rose to the rank of Admiral. He was, however, very sensitive about his appearance.

One day the new Admiral was interviewing three people for the position of his personal aide. The first officer was an accomplished submariner, and it was a great interview. At the end the Admiral asked him, "Do you notice anything different about me?" The young officer answered, "Why yes, sir. I couldn't help but notice that you have no ears." The Admiral got very angry at this lack of tact and threw him out.

The second interview was with a female Squadron Supply Officer, and she was even better than the first officer, and with a better file. The Admiral asked her the same question, "Do you notice anything different about me?" She replied, "Well, sir, you have no ears." The Admiral threw her out also.

The third interview was with a Navy Chief Petty Officer. He was articulate, looked extremely sharp and seemed to know more than the other two officers combined. The Admiral wanted this guy, and went ahead with the same question, "Do you notice anything different about me?" To his surprise the Chief said, "Yes sir; you wear contact lenses." The Admiral was very impressed and thought, what an incredibly observant Chief Petty Officer, and he didn't mention my ears. "And how do you know that I wear contacts?" the Admiral asked. The sharp-witted Chief replied, "Well, sir, it's pretty hard to wear glasses with no ears!"

Minutes of the Cruising Yacht Club of Tasmania - April 2008

TUESDAY, 1 APRIL AT ALLPORT LIBRARY HOBART 6 - 8 pm .

WELCOME:

Commodore Leo Foley opened the meeting, welcoming members and visitors as well as thanking Marian Jameson for making the venue available for our club visit.

PRESENT:

22 members

Visitors: Merv & Kathleen Page, Malcolm Budd

APOLOGIES:

David & Joy Bryan, Annick Anselin, Dave Davey, Malcolm & Wendy McDougall, Wendy & Dennis Lees, Keith Wells, Andrew & Judy Boon, Conchita & Jose Navarro, Margaret & Rob Loring, Chris Creese, Roger & Pat Locke, Susan Dickson, Kim & Faye Shimmin, Pam & John Skromanis, Barry Hine.

MINUTES OF PREVIOUS MEETING 4 MARCH, 2008

Following no voices to the contrary from members present , Commodore Leo Foley signed the minutes of the General Meeting held on the 4 March (as published in the April edition of the "Albatross"), as a true and correct record of proceedings.

REMINDERS:

1. 25 - 27 April Huon River Cruise
2. 10 May - Navigation Cruise and Dinner
3. 11 May - Day Cruise to Conningham.
4. 17 May - Yachties Ball - Tickets available from D S S Phone 6223 6626

REAR COMMODORE'S REPORT:

1. Navigation Cruise 10th May - Dinner at Mermaid Cafe will be \$35 for two courses and coffee. A few berths are available - please make early contact. Bookings for dinner are to be made and paid for in advance with the club.

2. May and June General Meetings will have guests speakers -

Ian Ross - " Sails and latest developments".

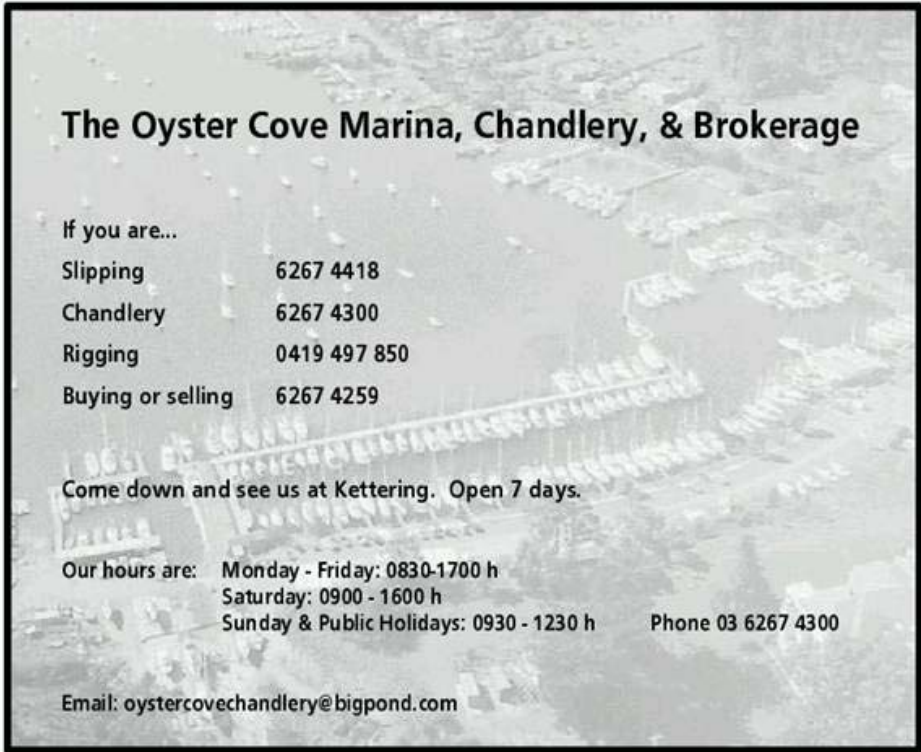
David Gillespie - "Small boat engines". (Due to travel commitments these speakers may have to change the given order)

GUEST PRESENTER:

Marion Jameson delighted those present with an informative talk on the display of the regatta memorabilia which were on display at the Allport Library. This part of the State Library is a MUST for those interested in our heritage.

Commodore Leo Foley and Rear Commodore Milton Cunningham thanked Marion for her interesting presentation.

Members and visitors enjoyed drinks and nibbles during the evening and some left to enjoy dinner together.



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