



Albatross

Volume 34

No 5

June 2008



*Skulduggery at the Navigation Cruise! – Photo by Nick Creese
Explanation in the article on page 8.*

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



THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay Tas 7006

www.cyct.org.au

Commodore

Leo Foley H 6228 6486 *Talisman II*

Vice Commodore

Andrew Boon H 6228 5807 *Reflections*

Rear Commodore

Milton Cunningham H 6247 6777 *Boots 'n' All*

Treasurer

Caroline Dutton H 6224-3229 *Sagres*

Secretary (Acting)

Margaret Jones H 6272 5660 *Lalaguli*

Editor 'Albatross'

Chris Palmer H 6267 4994 *Margaret Ellen*

Committee

John Skromanis H 6267 2766 *Rhona Marion*

Mike Temple-Smith H 6247 3969 *Minder*

Membership Officer

Annick Ansselin H 6267 4852 *Windclimber*

Warden

Chris Creese H 6223 1550 *Neptune*

Quartermaster

Ian Fletcher H 6229 8189 *Asterix*

Albatross mailing

Chris Creese H 6223 1550 *Neptune*

Webmaster

Dave Davey H 6267 4852 *Windclimber*

Life Members

Erika Johnson

Ken Newham Doris Newham

Send all material for publication in 'Albatross' to:

The Editor PO Box 340 Kettering Tas 7155

editor@cyct.org.au

(electronic copy preferred)

Contents

CYCT Calendar 2

Editorial 3

Commodore’s Comments 4

Vice Commodore’s Report 5

Rear Commodore’s Report 7

2008 Donald Sutherland Navigation Cruise..... 8

Navigation Cruise - Questions, answers and result 11

Donald J.W. Sutherland - Founding Commodore 18

Reflections on a Trip to Port Davey - March April 2008..... 21

Going About 29

Member’s Classified 31

Welcome New Members 32

New Member profiles..... 32

Applications for Membership 33

Minutes of the Cruising Yacht Club of Tasmania - May 2008 34



Constitution Dock – Hobart. Photo courtesy of Tourism Tasmania

CYCT Calendar

Sat-Sun 24th -25th May

Weekend cruise to Tin Pot Bay

Destination subject to weather conditions. Listen on Channel 16 at 1105hrs for further details from Cruise Co-ordinator.

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

Cruise to Port Esperance

Destination subject to weather conditions. Listen on Channel 16 at 1105hrs for further details and proposed anchorage from Cruise Co-ordinator.

Wed 11th June

Mid-week cruise

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

Wed 11th June

Committee Meeting

Mariners Cottage at 7.30pm

Wed 25th June

Mid-week cruise

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

Sun 29th June

Day cruise to Apollo Bay.

Tue 1st July

General Meeting – Derwent Sailing Squadron at 8.00pm

Guest speaker David Gillespie will discuss the operation and maintenance of small outboard motors – including matters related to safety.

Editorial



Much of the space in this month's 'Albatross' is given over to the Navigation Cruise held a couple of weeks ago. Those who did not take part missed out on a really enjoyable, fun filled day on the water in perfect weather. If you held back because you did not think you had the skills or experience to compete, have a look at this year's questions and answers starting on page 11. You will see that the navigation skills required are very straightforward, and if you don't do well with them, you can make up ground with the crew questions. Ten boats took part this year. Let's aim for a few more in 2009.

Also in this edition is the second and last part of Mike Temple-Smith's account of his trip to Port Davey with Andrew Boon in Reflections. Thanks, Mike, for an excellent article.

This being the last 'Albatross' for the current financial year, it is time for the announcement of the Editor's Prize of a bottle of good port to the contributor who has submitted the best article or articles in this time. It has not been an easy decision thanks to many interesting and well written pieces from a number of people over this time. And how do you define 'best' in this context anyway? But a decision had to be made, and the prize goes to John and Sue Cerutti for their series of excellent articles on *Aurielle's* travels in the Pacific. They were interesting, well written, and accompanied by a number of first class photos. What more could any editor ask for? The only problem now is how to get their prize to them. Maybe it will have to wait until later in the year when I understand they are due to return to Tasmania – for a while at least.

On the following page the Commodore makes a request for someone to take over some or all of the Editor's role while I head off north on *Alamak* with Andrew Boon and Mike Temple-Smith (and hopefully a fourth person – call me on 0402 118 548 if you are interested and can spare some six weeks from mid-June). In my case I will be with *Alamak* until she reaches Darwin in late September. While I may be able to take care of my editorial duties *en route*, some support would be appreciated. Please contact me if you can help. Full training provided!

And if you want to see what *Alamak* looks like – come on the Port Esperance cruise in early June. We are planning to take that in as part of a shake-down cruise before we head off to the warmth.

Chris Palmer
editor@cyct.org.au

Commodore's Comments



The Navigation Cruise was another great day on the water, thanks to Nick and Chris Creese, who put together an interesting day – without having to move from their sheltered anchorage. Very smart! Congratulations go to Irish Mist for her win.

MAST has called for submissions for its “Recreational Boating Fund” for next year. We will discuss our priorities at our June meeting, so if you have a pet project and you want to see some action, then come along and get it listed. Or, let any committee person know, so they can put it forward.

The Committee will be a bit ‘light on’ soon, with the Vice-Commodore, Editor and one Committeeman (Mike) heading north to deliver “Alamak” to Cairns, and perhaps beyond. While Andrew and Mike can arrange their Club responsibilities before they depart, the Editor’s job must be done from month to month. That won’t be easy for Chris, while he’s aground at Whitehaven Beach, or waylaid at the Barefoot Bar on Hamilton Island.

Can any member assist with the Editor’s job in his absence? It would be terrific if we could have a backup for Chris at anytime, but especially when he is away cruising. After all, that’s what we’re about. The task is interesting, and satisfying. The templates are in place and Chris could offer training before he departs, as well as assistance by phone and email, if needed. Please consider whether you could help with this.

Just a reminder, too, that the Quartermaster has Club items available at our general meetings. Ian will welcome any purchase inquiries. The Club has a stock of the current edition “Cruising Southern Tasmania”, which updates the previous “D’Entrecasteaux Waterways”. Make your next Navigation Cruise a winner!

Leo Foley



Vice Commodore's Report



Reflections made it to the Anzac Day long weekend cruise, but that is probably the last cruise for her until late September. Chris Palmer, Mike Temple-Smith and I are taking *Alamak* back to Brisbane (Scarborough) between mid-June and early August, then Judy and Margie are meeting Chris and me and *Alamak's* owners (Gianni and Giovanna) to make the trip from Scarborough to Cairns. Sailing north on a 53' yacht means that winter testing of the new dodger will have to wait until 2009!

As I write this, *Aurielle* and *Pendulum* had left New Zealand heading north and I understand they will be in company for part of their exploration of the South Pacific. *Pendulum* has been calling in to Coast Radio Hobart.

Anzac Day long weekend

Despite a forecast of rainy days, the weather over these three days was generally good. Friday night saw six Club boats – *Andromeda*, *Minder*, *Odyssey III*, *Reflections*, *Talisman II* and *Two-B* – anchored in Gourlays Bay. After a very calm night, we left at 0900 Saturday, were joined by new members Ken and Lynne Miller on *Get-A-Life* at Port Huon and then made our way to Franklin. *Get-A-Life* stayed at Franklin as she had not had her instruments wired in, so her crew was not aware of just how shallow the track was! *Talisman II* also remained at Franklin and Commodore Leo arranged berths in the Wooden Boat School marina and a table at Petty Sessions Restaurant for Saturday evening.

The four remaining boats wound their way up the Huon River to Huonville, where *Minder* set her anchor and the others rafted up for lunch. About an hour later, we confirmed the accuracy of the comment in the South East Tasmania Cruising Guide, something about a stockless anchor being useless in that area! A raft of four cruising yachts drifting downriver at half a knot must have been an impressive sight from the shore. Crews of *Minder*, *Reflections* and *Two-B* jumped ship and walked back to Franklin, leaving the skippers to manage the return trip down the River. We tied up in the marina by about 1530, then had a look at the Wooden Boat School's latest projects, including a 34' Cloudy Bay design.

On Saturday night, Dave and Annick (*Windclimber*), Chris and Margie (*Margaret Ellen*) and Chris (*Neptune*) travelled by road to join us for dinner, which was most enjoyable.

Sunday morning saw us with a brisk NW breeze and we made very good time to Gordon. *Nyanda* beat up the estuary and met us near Port Cygnet, then left us in her wake on the trip back. *Banks Strait* and *Irish Mist* were in the area and rafted up with *Andromeda* for lunch at The Shepherds as most of the rest of us made the trip back to Hobart.

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!

We will be using this cruise as a 'shakedown' for *Alamak* and her crew prior to heading north. I will put out a call on VHF 16 at 1105 on Saturday from *Alamak*. She has two diesel heaters, so we should be cosy.

Apollo Bay, Sun June 29

Gather at Apollo Bay for lunch on this short day. Listen for the cruise leader calling on VHF 16 at 1105 for confirmation of the destination.

Mid-week Cruises out of Kettering

These are still on the Cruising Calendar, although with the Editor and Vice Commodore absent, we might be a bit light on for promoters. If you are going out for a cruise on these days, call by the Oyster Cove Chandlery at 1000 or so and see if there are any fellow members looking lost.

Anniversary Dinner, Sat Aug 9

We are going back to berthing in Constitution Dock for the night of the Anniversary Dinner. This will cost each boat \$17.72 (10 – 12 m) or so. (*See Rear Commodore's report for further details – Ed*)

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).

As mentioned, *Alamak* is heading to Brisbane (mid-June to early August). At the time of writing it we are one crew member short. If you are interested in doing part of the trip, contact Chris Palmer.

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



Ian Ross our guest speaker for the May General Meeting gave members an informative presentation about the latest developments in the design, fabrics and making state of the art sails as well as their use in the cruising environment.

2 June 2008 – General Meeting

The June general meeting will be held at the DSS at 8.00pm.

The guest speaker is Stephen Newham. Stephen will give a presentation on his recent solo circumnavigation of Tasmania aboard Nyanda.

1 July 2008 – General Meeting

The July general meeting will be held at the DSS at 8.00pm.

It is expected that the guest speaker for July will be David Gillespie. David is an experienced trainer in the field of outboard motors. He will cover a range of topics that relate to the smaller range of outboards typically used on tenders.

Milton Cunningham



Photo courtesy Tasmanian Archives

2008 Donald Sutherland Navigation Cruise. From Nick Creese

Well, the Donald Sutherland Navigation Cruise has been run and won (in the sun!). Ten vessels entered the event held on Saturday 10th May and enjoyed a fine calm, clear day. The start was held on shore at Alexanders with vessels initially required to identify the start location by way of a numeral pennant displayed by *Neptune* stationed off Lennonville Point. Luckily, it appears that all entrants could, at least, identify the numeral flag "1". It later transpires that a large number of the entrants needed to swat up on their code flags to even get to the start!

The first requirement of the event was to inspect each vessel's flares. Several entrants must have had a quick visit to the chandlery just prior to the event by the look of the shiny new packaging. The honour of the oldest flares went to *Talisman II*, with their 1997 expiry example requiring careful handling for fear that they were about to detonate.



Navigation Cruise entrants congregate on the foreshore of Alexanders.

Instructions for the first section had been placed at the Lennonville Light, so all entrants were required to walk to the light to retrieve their paperwork. Of course, this was just a diversion to get them all away from their dinghies so a bit of sabotage could take place. Upon return, it was interesting to see how few noticed something obvious missing, especially our Editor who was heard to mutter a curse as he pushed off from shore with great gusto, only to find himself floating out to sea and his only means of propulsion being the bailer.



A new game called "where are my oars". A dejected looking Editor finds something missing from his dinghy and wonders if a rescue is forthcoming!

Each vessel proceeded with their first section of the event. To minimise the chance of too many followers, the sections were randomly split between the vessels, each doing the three sections in differing order to the rest. The control point for the start and the end of each stage was *Stryder*, who remained moored at Alexanders for the whole day. A very strenuous time was had reading, eating, drinking (coffee!) and watching boats going everywhere.

'Barnes Bay Blitz' ran the entrants up the middle of the bay to Simmonds Bay, where the vessel *Dolphin* had to be identified. The route then returned to the start control. Quite a few fell for the trick requiring them to plot a course to find the control vessel, but being required to proceed directly to control. *Kiap* appeared to

carry out a circumnavigation of Bruny Island, being seen to sail out of Barnes Bay into the Channel, only to return an hour or so later to complete the section.

'Highs and Lows' should have been a clue to the intention of this next section, taking vessels to the deepest part of the channel, and then across to the Channel Rock. From the answers given, it appears that boats must have been spread for miles up and down the channel. Upon return to the control, again at the start location, entrants were required to demonstrate their sound making apparatus. This varied from aerosol horns which emitted no more than steam and water, whistles and bells and sirens sounding like a rubber duck or a goose being interfered with. The award for the most imaginative device goes to *Margaret Ellen* whose furry, four legged crew member was able to bark on command.

'Cryptic Confounder' took the vessels past "Bobs" (Roberts) Point, past "Spacecraft" (Apollo Bay) towards "Halfway Settlement" (Middleton). The features identified from a plotted line (Flertys Point and Butts Reef) were correctly identified by most crew, with some interesting interpretations being given – usually involving bottoms and ladies. The course then took vessels to "Parasol" (Umbrella) Point, towards "Timber Crossing" (Woodbridge) and "Deceased Males Head" (Deadmans Point). On a line towards "Goodbye Mountain" (Farewell Hill), the wreck of the *Laura* was identified. Proceeding towards "Timberchoppers" (Woodcutters) Point, "Entrepreneur" (Speculator) Point was sighted before heading to "Sickhouse" (Quarantine) Point and to the control. *Talisman II* reported that they had sighted the observer vessel along the way and gave them a wave. Only problem is, there was no observer vessel!



The Editor and his (borrowed) Marine Low Visibility Audible Warning Device proudly display their prizes the morning after the Navigation Cruise.

Only a couple of vessels correctly identified the signal flags flown by the control vessel as "Report your depth" and "Advise the nearest supply of diesel oil", however, several others saw the flags and asked me what they meant!

The crew questions were answered with varying degrees of success. Many had trouble with the correct way up of the clubs own burgee (a constant point of discussion) as well as the Google images of well known channel locations. The final question stumped a few.

All questions and their answers are shown in the following article.

Navigation Cruise - Questions, answers and result

BARNES BAY BLITZ:

1. Proceed to the position indicated by the first 'B' in "Barnes Bay".
2. Steer a course on a line from 20 metres south of Quarantine Point to the middle of Yellow Bluff. Proceed along this course for 26.5 minutes at a speed of 4 knots.
3. Change course to 354°m and proceed at the same speed for a further 1 minute. Destroyer turn please!
4. Observe a bearing of 270°m from this location. What sea creature is visible (note that it may be necessary to approach this creature in order to confirm its identity).

Dolphin

5. The control boat now is located at the end of the following route:

A course of 180°T for 0.20 miles.

43°07.9', 147°21.0'

A point at the intersection of lines drawn between Birches Point and Bleaches Bluff, and Roberts hill and Langford point

A course of 302°t for 0.50 miles

Proceed directly to the control.

6. What distance was covered by your vessel during this section?

4.5 miles (or thereabouts)

THE HIGHS AND LOWS:

1. Proceed to a point which is at the intersection of the approach bearings to the Bruny Island ferry terminals at Kettering and Bruny island
2. Steer a course for Langfords Point for 0.40 miles.
3. What is the measured depth at this location?

50 metres (plus or minus a few)

4. What is the significance of this location?

Deepest point in the channel

5. Steer a course of 252°m until a bearing of 28° is observed to the Bligh Point light.
6. What is the depth at this location?

5 metres

7. What feature is observed at 303°m?

White mark on the foreshore showing location of the Channel Rock

8. Plot a course at 120°m until a depth of 20 metres is encountered along the eastern side of the Channel. Follow this depth southwards until a bearing of 115°t is observed to the Lennonville Point light. Proceed along this line in an easterly direction until a depth of 10 metres is read. Follow this depth in a general easterly and southeasterly direction for 0.4 miles to control
9. As you approach the control boat, demonstrate your noise making apparatus.

CRYPTIC CONFUNDER:

1. Proceed to a point which is 0.25 miles west of "Bobs" Point.
2. Steer a course leaving "Spacecraft" Bay on the port, on a heading to the lighthouse near "Halfway Settlement" for a distance of 2 miles.
3. What features are on a line extending westwards at 228°t at a distance of 0.8 miles and 9 miles (in the spirit of this section)?

Fleurty Point (Teaser Head, Playful Miss Head etc)**Butts Reef (Bottoms Reduction, Bum Rocks etc)**

4. Change course to leave "Parasol" Point 0.2 miles to the east of your course and proceed for 0.7 miles. What is attached to the tree directly in front of you?

6

5. Now proceed for 1.4 miles towards "Timber Crossing" and change course to "Deceased Males Head"
6. When a latitude of 43°09.1' is crossed what feature is observed on the foreshore on line to "Goodbye Mountain".

Wreck of the *Laura*

7. From this location, proceed towards "Timberchoppers" Point until 50° is observed to "Entrepreneur" Point.
8. Change course by 57° towards "Sickhouse" point and proceed for 1.5 miles.
9. Steer a course of 240°t to control.

CREW QUESTIONS:

1. You find yourself East of a North Cardinal Mark, South of a East Cardinal Mark, North of a West Cardinal Mark and West of a South Cardinal Mark. Where are you and what course must you steer to avoid danger?

You are stuck inside a reef. maybe by receding floodwaters? Vertical take off?

2. Where would you find the Ceiling of a ship?

Lining of the hull or hold

3. You were sailing your yacht some time ago through thick fog and hear four chimes of a ships bell followed by a gong. What is nearby?

A Light Ship, a freighter at anchor or The Royal Yacht Britannia

The *Britannia*

4. Name each part of a mainsail (Bermudan), starting at the lower corner nearest the mast.

Tack, Luff, Head, Leech, Clew, Foot

5. What is the difference between Chart Datum and Australian Height Datum?

Chart Datum is Lowest Astronomical Tide, Australian Height Datum is Mean High Water (about 0.83 metres above LAT).

6. Who said "When anyone asks me how I can best describe my experience in nearly forty years at sea, I merely say, uneventful. Of course there have been winter gales, and storms and fog and the like. But in all my experience, I have never been in any accident ... of any sort worth speaking about. I have seen but one vessel in distress in all my years at sea. I never saw a wreck and never have been wrecked nor was I ever in any predicament that threatened to end in disaster of any sort."

Captain Edward Smith of the RMS Titanic

7. When transiting the main span of the Tasman Bridge and heading downstream, what colour and on which side do the navigation lights appear on the main span piers.

Eastern side Green, Western side Red

8. When a vessel raises a flag, she **Flies** her national flag or ensign, and **Wears** a personal flag, such as an Officer's flag or burgee."
9. A passenger falls from your boat as you travel across the water at 6 knots. You continue at that speed for 24 seconds more. How far away from your man-overboard will you be, in metres?

74 metres

10. What is Flam?

The outward curve of a boat's topsides

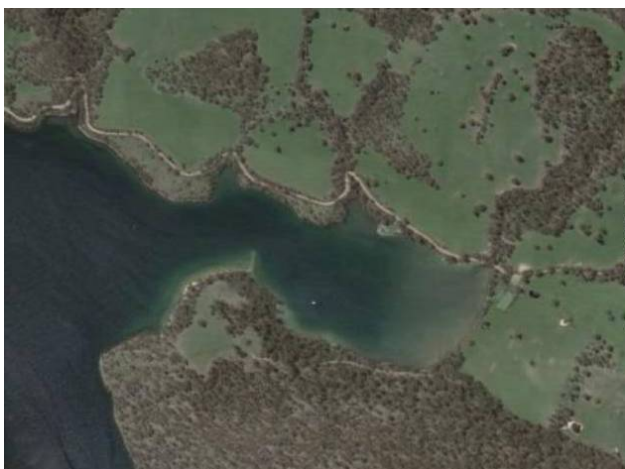
11. How many feet of chain has a vessel laid, when it has paid out two "shot"?

180 feet

12. Draw the burgee of the Cruising Yacht Club of Tasmania (right way up!!!)



13. Identify the following:



The
Duckpond



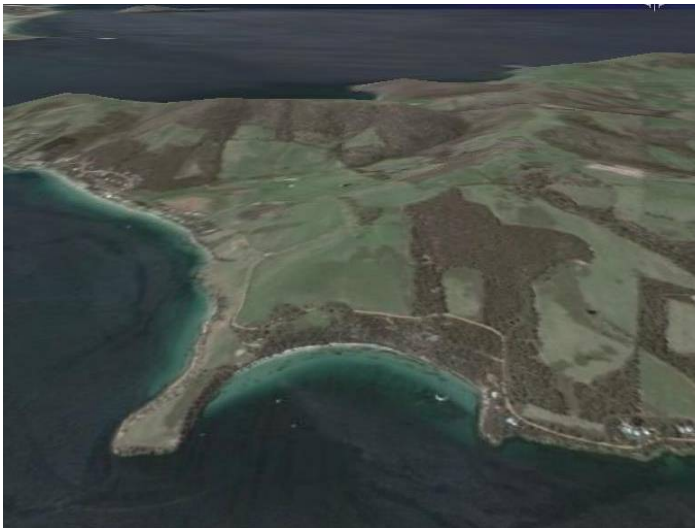
Cloudy Bay



The Iron Pot



Port Cygnet



Killora Bay /
North Bruny
/
Bligh Point



Palm
Jumeirah
Dubai

14. The Captain wants to take the crew ashore for a BBQ after a long passage. He has two crew and the carton of beer to take ashore. His dinghy is not big enough to take any more that one of the crew, or the carton of beer at a time. He cannot leave the two crew together because one will not let the other forget about the Chinese gybe whilst he was relieving himself over the rail getting his main sheet caught in the self tailer, and has threatened to tie the other crew members stanchion to flag halyard and hoist him to the mast head. One of the crew is a tea-totaller, the other would down the whole carton before you could say starboard.

How should the captain transport the beer and crew ashore, one at a time, to ensure that the beer won't get drunk, and the crew won't cause each other a mischief?

Answer 1

Captain rows drunk to shore and returns to vessel
Captain rows tea-totaller to shore and takes drunk back
Captain rows beer ashore and returns to vessel
Captain rows drunk back to shore.

Answer 2

Tea-totaller rows beer to shore and returns to vessel
 Tea-totaller rows captain to shore and captain returns to vessel
 Captain rows drunk to shore.

Answer 3

Bugger the crew, captain takes beer ashore and has bbq!

RESULTS

Boat Number	Boat Name	Position
3	Irish Mist	1
5	Pandora	2
7	Andromeda	3
6	Freelance	4
9	Sagres	5
8	Talisman ii	6
10	Margaret Ellen	7
2	Windrush	8
1	Kiap	9
4	Minder	10

Donald J.W. Sutherland - Founding Commodore

By Erika Johnson

(The Navigation Cruise named after the Club's Founding Commodore prompts the question – Who was he? Many Club members, myself included, arrived on the scene long after Donald was no longer with us. For those of us who did not know him personally, the following article, which can be found on the Club website, is reproduced.)

Donald Sutherland was brought up in Scotland and spent his early years "mucking about" in his father's boat.

Donald studied medicine at Aberdeen University in Scotland but war intervened in his medical studies and took him off to Burma and India where his second love, horse riding, became a daily necessity on the North West Frontier. Returning to his medical studies at Aberdeen he met his wife-to-be, Anne. They moved away from the sea to a practice in Yorkshire where horse-riding replaced sailing as their leisure-time activity. In 1960 they moved to Norfolk in England where they set up a small country practice and sailed an Enterprise dinghy and later a Fireball.

In 1966 they boarded the *Canberra* with their three children John, Deborah and Andrew for an assisted passage to Australia. The ship sailed *via* the Mediterranean and through the Suez Canal. The children excitedly pointed out bombed-out wreckage which was already evident from early forays prior to the Middle East War.

Arriving in Tasmania they went to New Norfolk where Donald took up a position as medical officer at the Royal Derwent Hospital. At weekends they explored their new country and Donald was able to indulge in some of his favourite pastimes - looking for a boat, horse riding and fly fishing.

During their explorations they found *Boronia*, a mansion of gargantuan proportions, set on the cliff top south of Kingston. Despite its ideal position they decided that, with about eight bedrooms, stables and a separate cottage, the property was far too big. However, some time later the owner rang to ask whether they would again be interested - the house was much smaller now, she said - half of it had been burnt down. Thus encouraged, Donald and Anne and their family bought their first home in Tasmania.

There was much work to do before the house was ready for habitation. At weekends, Donald, Anne and the children drove to *Boronia*. Neighbours eyebrows may indeed have been raised to see a group of patients from the Royal Derwent assisting in the restoration - wielding hammers, saws and axes. Not long after they moved in, fire once more damaged the property. During the 1967 bushfires the cottage on the property was burnt to the ground. The fires also partially destroyed the stables and burnt out one of their cars.

With the sea at their doorstep it was not long before they once more got into boating. Their first forays into The Channel were in a small dinghy and outboard and later they bought the 18 foot Hartley Trailer Sailer, *Chuckles*. Their next boat, *Hermione V* was a bit bigger, 27 feet long and 6' 6" beam. She was a character boat, built of Huon Pine with a jaunty pig-net slung beneath the bowsprit. It was in her that they were able to sail further afield and forged cruising friendships which ultimately led to the formation of the *Cruising Yacht Club*.

Completing his stint at the Royal Derwent, Donald took a job at the Repatriation Hospital. Later he did locum work in the Kingston area before setting up in private practice at Channel Court, Kingston. He then purchased a vacant block of land in John Street Kingston where he built his own surgery with adjacent chemist shop. They also bought a cottage at Howden on the shores of North West Bay where members of the CYCT often congregated for convivial get-togethers.

Donald and Anne must have had a penchant for Hartley. In the first edition of *Albatross*, their new boat, the Hartley RORC, *Calavon*, is featured as Boat of the Month. They came to an arrangement with the builder, Ian McKay, to swap his partly finished concrete hull for their 27' *Hermione V*.

Calavon was 32'2" x 10'2" x 5'6" and displaced 7 tons. The hull was transported to *Boronia* and set up adjacent to the house. A telephone extension was installed inside the hull and Donald was able to continue with the fitting out while still on stand-by as a GP! In his article he described how to deal with visitors while you're trying to fit out a boat! "It is possible," he said, "to get almost anyone to give of his best if you start doing his particular thing badly. He will shove you aside and do it beautifully. You then do the same thing when the next visitor calls, and before you know it you have a gang working for you. Strangely enough, most of them come back for more. Figurin' time over flagons of Rose is never wasted."



Calavon was launched on February 14 1974 and after some teething troubles was ready for serious cruising. She was seen regularly on *Club* cruises and participated in racing round the buoys with the Channel Sailing Club at Snug. It was during one of these events that *Calavon's* solid hull came into conflict with the more pliable hull of fellow member *Neptune* who called for "starboard" just short of the finishing line. However, *Calavon* never faltered and 7 tons of solid concrete hit *Neptune* square amid-ships! Luckily little damage was done except bruised egos!

Donald's first mate, Anne, died on 17 February 1983 while cruising in Port Davey on the *Eye of the Wind*. An annual trophy for the Cruising Yachtsman of the Year, made by son Andrew, was dedicated by the Royal Yacht Club of Tasmania in her honour.

The incentive to sail *Calavon* diminished, but as an alternative Donald crewed on yacht deliveries to the mainland and overseas. Prior to completing *Calavon*, Donald's love for the sea saw him participate in the 1973 Sydney to Hobart Yacht Race on *Utiekah IV*.

Donald remarried in 1990 and retired from private practice in 1991. He had sold *Calavon* and was looking for a new boat. Together with his wife, Julie and John, Debbie and Andrew and their families, they purchased the wreck of the Farr 37, *Silver Minx* which had come to grief on the St Helens bar while returning from the Sydney Hobart race. They bought her and over the next 18 months repaired and refitted her, this time in John's backyard, before re-launching as *Silver Mist*. By this time illness had forced Donald to the side-lines but he came down to Constitution Dock to cheer in *Silver Mist* at the finish of the 50th Sydney-Hobart Race.

An era came to an end when Donald passed away on 26 March 1995.

Thanks to Donald's children, John, Debbie and Andrew for their help in compiling this article

Reflections on a Trip to Port Davey - March April 2008

PART 2

Mike Temple-Smith

Saturday 22nd March (Day 15) After a calm night on the "piles" at Melaleuca the morning reflections were excellent. *Two B* left for the Old River while Andrew Boon, Chris Creese and I left *Reflections* at 0940 for the airstrip. Judy and Ruth arrived on the second of three Par Avion planes and soon everyone and the luggage (including lots of fresh food and meat) were on board and we also left for Old River. We managed to hit bottom on the way up the inlet but soon got free with all the crew hanging off the boom. However a bit further up we found *Two B* also stuck in the mud after going too close to the sticks. After doing some soundings from the dinghy, *Reflections* pulled *Two B* off backwards and we both proceeded without incident to the mouth of the Old River where the anchors were dropped after consulting the RYCT Guide. Chris then guided the rubber duckies up stream

to the first rapid where we went ashore and walked up a flood channel with sizeable Huon Pines until we were above the second rapids.



Andrew & Judy Boon on top of Mt Rugby - Sun 23 March

On the way back we stopped to look at a box-like stone tunnel on Easter Point where food was left for piners in the 1800's, safe from animals. Both boats motored across to Ed's Cove for the night - very calm with a nice moon.

Sunday 23rd Awoke at 0645 to find the moon close to Mt Rugby with its magic reflection in the water. After a "hot cross bun" breakfast both boats motored to Lola Bay and anchored before taking the ducky to the start of the climb to Mt Rugby. Started walking at 1110 and saw *Two B* go down the channel on the way back to Recherché. Reached the top of Mt Rugby at 1410 – wonderful views all round with a couple of wedge tails and a sea eagle on the thermals. After a memorable lunch on top we left at 1505 and despite getting well off the track (i.e. lost) at one point we reached the duckyies at 1700. That night had a roast for tea with an occasional glass of red – we certainly fared well !!!

Monday 24th Great sunny, calm morning. Andrew and Chris did some soundings of Lola Bay in the dinghy before we motored to Clytie Cove where Chris guided us to an old bench mark carved in the cliff. This was part of a hydrographical survey in 1922 and "HMAS G 1922" is carved in the cliff above the bench mark. *Reflections* then motored to Parker Bay hitting an unmarked rock on the way in. Chris led us to the grave of Critchley Parker who died in his tent in 1942 aged 31 years. He died

surveying the area of Port Davey as a potential homeland for Jews fleeing fascist Europe following attempts by the British Zionist League in the late 1930's to find a homeland for Jews in Australia. We did our good deed for the day by cleaning the marble headstone and grave of moss and plants. Before leaving the bay Andrew and Chris sounded the 3m contour around Parker Bay and located the rock at 43 20.108 S, 146 03.306 E.



Crew at Clytie Cove near 1922 Bench mark - Mon 24th

They estimate the rock is probably less than 1.7m below the surface at all states of the tide. Motored to Bramble Cove where we spent the night in the company of *Mater Cara* and the motor cruiser *Karla Venturer*. Good thunder storm and rain during the night.

Tuesday 25th Barometer dropped from 1020 to 1004 over night and the mountains were in the mist. Motored across Port Davey to Carvers Point where we dropped anchor at 1130 and left in the ducky for the Davey Gorge. With a high tide and a low swell we had a good ride over the bar way and proceeded up stream. Unfortunately the dull weather reduced the grandeur and reflections in the gorge and the up stream wind in the gorge prevented us floating back downstream. On the way back we landed at Settlement Point and found a couple of old saw pits, a log close to the bank with a hole for a capstan to haul up the boats, a couple of rusting bedsteads and old bricks as well as a recently erected Huon Pine plaque in remembrance of Sarah Henderson, a piners wife from the 1800's. We also landed at Piners Point to try and locate an old HEC hut without success. Back on board at 1700 we then had a good sail back to Schooner Cove for a dinner of Thai curry. The night was wet and windy after a forecast SW change of 25-30 kts arrived.

Wednesday 26th Probably the most miserable day of the trip so far. No one even ventured on deck the whole day. Good eating and reading was had by all.

Thursday 27th Overcast and drizzly weather. *Karla Venturer* and *Mater Cara* left Schooner Cove and *Antares A*, ex Melbourne arrived. We went ashore at 1100 and climbed Schooner Hill and Mt O'Brien. During sunny breaks we had some great views over Stephens Beach, Hannett's Inlet and Spain Bay and returned to *Reflections* at 1420 for lunch. *Ailsa* anchored in Cove after lunch and we were invited to have a coffee with Harold and Karen Bain and children aboard *Ailsa* that evening. We returned to *Reflections* at 2230 with the moon on a still water after a great evening.

Friday 28th Cold, calm morning - all boats anchored with us had left Schooner Cove early (0300-0600) to return to Recherché Bay. We left, filling up our water



Andrew with GPS over 1974 RAN triangulation marker
Fri 28th

tanks at the waterfall on the way to Bramble Cove where we had mid morning coffee while waiting for the bread to rise and bake. Went ashore to a small beach in the western corner and found plaques with information about graves in the area. Chris then found and led us to a 1974 RAN Hydrographical triangulation mark on rocks at Datum Point, past the track to Roaring Beach.

We also landed on the larger beach further east and found a party of kayakers at the camp there waiting for good weather to go round SW Cape. They had taken 5 days to kayak from Strahan. Returned to *Reflections* and had warm bread for lunch before motor sailing down the Channel to Casilda Cove for the night. Despite NW winds of 15-20kts down the Channel we had a calm and peaceful night in this sheltered anchorage.

Saturday 29th Very cold in

the morning with drizzly rain and the peaks in mist. We made more yummy bread and left for Claytons Corner under motor. We noticed that once again both rowing boats used by walkers on the Lake Pedder to Melaleuca Track were on Joan Point so Chris and I did our good turn for the day and in the rain and wind returned one dinghy to Farell Point before continuing to Claytons Corner. We tied up to the jetty and left mid afternoon to climb Mt Beattie. It was overcast, cold and windy on top but some sun glistened on Bathurst Channel to the west. Returned to the boat and took food up to the house and lit a roaring fire in the "lounge room". Cooked sausages, peas and roasted potatoes in foil on the fire for tea and Chris puttied up some holes in a 4 gallon drum so we could heat water on the fire. This was much appreciated as we were all able to have a body wash/splash with warm water in the bath before returning in the rain to *Reflections* at 2245.

Sunday 30th It was still raining so we read and made bread before leaving in mid afternoon for Melaleuca Inlet where we tied up on Deny Kings berth - the other two had been condemned by Parks and Wildlife. A windy night with our first thunder and lightning.

Monday 31st Still raining - used the last of the muesli for breakfast! We all left in the ducky at 1100 but the outboard motor would not start so we rowed to the point and walked to the walkers' huts. A plane arrived and we booked for Judy and Ruth to fly out the next day. Chris's knowledge of the area was invaluable and he guided us to Deny Kings house and introduced us to Qyg, Deny's granddaughter, as well as the garden, boatshed and museum. We had lunch and a cuppa with Qyg in the house as she was living there between working on Roaring Forties kayak trips. After lunch Chris took us to meet Peter and Barbara Willson and Peter kindly explained the workings of the tin smelter where the ore



Reflections taking on water from the Waterfall Fri 28th

they extract was converted into 10kg tin ingots. Returned to the boat and fixed the outboard before tea.

Tuesday 1st April No one was an April fool!!!! After breakfast we took Judy, Ruth and Chris with their luggage to the airstrip. Chris was going to stay with the Wilsons before flying out in a few days time.



Abeam the Pyramids Tues 1st April

Two planes arrived at 1000 but we found Judy and Ruth could not fly out until 1500 so we left them to fill in the day and returned to *Reflections*.

After considering the weather forecast (strong N-NW winds for the next 4 days) Andrew made a decision to return to Recherché Bay that day.

The barometer read 1016 and we had NW winds of about 15kts. We left Melaleuca Inlet at 1115 after stowing the dinghy on deck and making things ship shape for the trip around Southwest Cape. Motored carefully up the Inlet as the tide was 0.5 m lower than before and we didn't want to get stuck and were out of Bathurst Channel at Turnbull Head by 1320. Motor sailed under full jib out through South Passage but had to reduce sail to prevent the NW swells from filling the sail with water. At this stage Andrew asked me if I was OK continuing under these conditions and we agreed to keep going. Winds got stronger around the Pyramids and *Reflections* was rushing along at 7-8 kts with the occasional surf to 9 kts. The seas got bigger and more confused at Southwest Cape and at times we did 10kts but things quietened down after rounding the Cape where we saw a large yacht in the distance heading northwest and flying a courtesy flag. We took the southerly passage between De Witt and the Maatsuyker group and the wind died away in the dark about Whale Head. Andrew guided *Reflections* into the Coal Bins at 2340 hrs

where we joined the Melbourne Cat *Ocean Star* and the fishing boat *Bold Contender* at anchor. After a late meal we got to bed at 0100 hrs with the barometer at 1014.



Off SW Cape 1st April

Wednesday 2nd Both Andrew and I awoke mid morning to a calm day. Given the forecast for hurricane strength winds we decided to re anchor further into the Coal Bins and we then both had a hot wash and changed clothes – a lovely feeling. Despite Hobart experiencing winds >100kmh that morning it was remarkably calm at Recherché Bay but the barometer dropped from 1005 to 992 during the day. The approaching low had a pressure of just 976. During the afternoon the fishing boat *Chieftain G* joined the *Bold Contender* sheltering from the expected winds. At sunset the bay was still calm and there was little evidence of the coming change as we sat tight.

Thursday 3rd The change hit from about 0300hrs with *Reflections* slewing across a great arc centred on her Bruce anchor. Each gust would cause the chain to growl and the boat would tilt sideways, in some cases far enough to throw articles on the saloon table to the floor. Of course neither of us slept and Andrew was up monitoring the GPS to ensure the anchor was not dragging. It was the worst night I have ever spent at anchor. Luckily the anchor held tight and as dawn came the scene was one of dark low cloud and driving rain. The barometer on board read 989 and the greatest gust on Maatsuyker Island was 167 km/hr – no place for a Mottle!!! - with the wave rider buoy averaging 10m with a top reading of 17m. By

midday the wind had died down and the fishing boats had left for the South Coast. We read, listened to fishermen talking about their lost craypots (predicted to be washed up on Bruny) and had a hearty tea of steak, chips, onions and peas.



View of Recherche from Coalbins – the morning of wind. Thurs 3rd April

Friday 4th April (Day 28) We awoke to a calm but overcast day and left the Coal Bins at 0850. A 3m southerly swell helped us pass Sterile and Acton Islands and we were abeam of Zuidpool Rock by noon. By late afternoon we were tied up at the DSS jetty having a final G&T on board with Ruth and Judy and reflecting on a great adventure.

End Note

One great benefit of spending time on someone else's yacht is what you learn and this experience taught me a lot. In particular Andrew's thorough approach to all he does on the water was inspirational and made me consider what I could do better, in particular with record keeping and communications.

I experienced the great holding power of a Bruce anchor when you really need it. I learnt of the practical benefits of a portable VHF radio (your crew can request to be picked up as soon as they arrive by plane). I got practical knowledge of the value of LED lights compared with other forms of lighting, a portable depth sounder (when you're stuck in the mud!!), the use of a portable butane gas cooker (when your stove burners play up) and some of the advantages and deficiencies of rubber duckies. Ideas about how best to provision and store a months supply of food and drink on a boat, warm bread dough so it rises well, drain dishes in a confined space

when washing up, deal with compostable waste separately from other waste and live extremely well for four weeks on a yacht were also invaluable. Best of all I became absorbed in the magic and history of the waterways and topography of this fantastic area of Tasmania and I can't wait to go back in my own boat. Many thanks, Chris, for providing us with your knowledge of the area and many, many thanks Andrew for a great experience.

Going About

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

CYCT Anniversary Dinner

While final details of the location have yet to be determined, it's not too early to set aside the evening of Saturday 9th August to attend this 'gala occasion'. As the Rear Commodore has indicated, the hope is that we can revert to the time-honoured practice of assembling in Constitution Dock prior to making our way to the venue.

An equally time-honoured custom is that of enjoying mulled wine on a Club vessel in the early evening. However, this year, if negotiations are successful, we may have a particularly interesting location for our pre-prandial drinkies. Watch this space!

Aspro II (Don Marshall) pops up again!

Members may recall in an Albatross of a few months ago the re-appearance of a long lost member, Don Marshall. Don was living on his boat *Aspro II*, a 23' miniature Spray design at Kettering Marina.

In late April your Editor received a letter from Don, posted from Townsville, North Queensland. And yes, he sailed there in *Aspro II* – all 23' of it!

Extracts from the letter follow. The original will be held by the Secretary.

Sorry to miss you all at the Christmas Party.

I could not stand the cold weather any longer. It was affecting my knees and hip.....

....Left Kettering 3rd December. First stop that night Port Arthur. Left early next day motor sailing between Tasman Island and Cape Pillar. Got to anchor at Riedel Bay Maria Island before dark.....Next day in to Triabunna. There for two or three days. Next stop anchorage N of Bicheno.....

.....Off next morning for Gabo Island. Becalmed halfway across Bass Strait all night.....Finally into Eden in the dark.....

....Depart Thur 20th for North. 0930 N NNE NE winds. Current came close inshore. Tacking E W trying to get between mainland and Montague Island.. Making no headway so turned and put up twin headsails and took off.....Headed straight back for Eden.

The rest of the letter covers the trip as far as Port Hacking, and it sounds as though it was not that easy. Those Members who have seen Don's boat would have more than a little respect for his ability to bring it to Kettering from Darwin via the West Coast (of Australia, that is) and then sail it to Townsville.

I am sure we all wish him well on his travels.

Van Diemen's Land Circumnavigation Cruise

The Royal Yacht Club of Tasmania, in conjunction with the Royal Geelong Yacht Club, is organising another circumnavigation of our fair isle in February – March 2009. The cruise is planned to take five weeks and will travel anti-clockwise. The fleet size is limited to 45 vessels, and the fee is \$450 per vessel.

Further details can be obtained from the RYCT, or from their website:

www.ryct.org.au>cruising>circumnavigation.

'Cruising Southern Tasmania' guide – a cautionary tale

As we all know, the 'Cruising Southern Tasmania' guide is an excellent publication – not least because of the heavy involvement of the CYCT in its preparation.

However – a word of warning. KEEP IT DRY! Your Editor found out the hard way that a waterlogged guide when dried morphs into a solid block of *papier mache*. Good as a heat resistant mat for a frying pan directly off the stove, perhaps, but not much else.

Berrimilla off again

Some twelve months ago we published some extracts from the log of *Berrimilla's* two handed world circumnavigation in 'Albatross'. To refresh your memory, *Berrimilla* is a 33' Brolga design, owned by Alex Whitworth, a very interesting, erudite and imaginative person in his early sixties. I have had the pleasure of meeting and getting to know him a few times, most recently when *Alamak* was berthed for a few days at the CYC in Sydney.

It was on that occasion that he hinted at another long distance project. Well, it's now under way, and if possible, is even more adventurous than the last. This time he is sailing, with one other crew member only for most of the trip, direct to Alaska and then through the N W Passage, observing a total eclipse of the sun as they go through. All this came about because of a chance remark that led to making contact with the International Space Station on the previous trip.

As before, Alex is maintaining a 'blog' of the voyage, so you can update yourself on his doings daily. It's a rather idiosyncratic read, but well worth it for the vicarious thrill of imagining yourself as part of the expedition.

Go to <http://www.berrimilla.com/tng/blog.html>

Kettering News

Work has started in earnest at Kettering Marina, where a barge mounted excavator has been dredging from dawn to dusk most days. Rumour has it that the new marina design has been finalised and orders have been or shortly will be placed for pontoons and all the other stuff that makes up a modern marina.

The other bit of news from this part of the Channel is that the Oyster Cove Inn has finally changed hands. The potentially really good aspect of this is that the purchaser is Gary Rogers, one of the owners of the Marina. This means that the potential is there for a good integrated development over the whole area covered by the two businesses.

Kettering residents reading this may like to consider patronising the Oyster Cove Inn with the aim of returning it to its rightful place as the social centre of Kettering.

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.

D'Entrecasteaux Marine Electrics

Kettering

The electrical systems on your boat are a vital part of your safety equipment. Can you afford to have them operating at anything less than 100%?

TROUBLE-SHOOTING

REPAIRS

REWIRING

Campbell Gregory

Ph: 03 6267 4980 Mobile: 0400 871 332

Minutes of the Cruising Yacht Club of Tasmania - May 2008

TUESDAY, 6th MAY AT DERWENT SAILING SQUADRON, SANDY BAY - 8 pm .

WELCOME:

Commodore Leo Foley opened the meeting, welcoming members and visitors.

PRESENT:

34 members present, including new members Ross and Pam Scrim

APOLOGIES:

Joy Bryan, Kevin & Chris Hussey, Tricia Wright, Conchita Navarra, Jo Westman, Julia Greenhill, Milton Cunningham, Quenton Tuxon, Ruth Temple-ASmith, Pam & John Skromanis.

MINUTES OF PREVIOUS MEETING 1 APRIL, 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 May edition of the "Albatross"), as a true and correct record of proceedings.

BUSINESS ARISING

Nil

CORRESPONDENCE

Inward: Ebb Tidings May

Outward: Marion Jameson

COMMODORE'S REPORT:

Commodore Leo Foley welcomed new members Pamela and Ross Scrim and presented them with a burgee for their yacht "Vento".

Reminder of the Navigation Cruise on 10 May and the start in the Barnes Bay area.

Anzac Weekend to the Huon River proved enjoyable for the 8 attending boats.

VICE COMMODORE'S REPORT

10 May is the Navigation Cruise – Chris & Nick Creese have planned this and the instructions for the start are in the May Albatross.

Sunday 11 there is a cruise in the area north of Kettering.

24 & 25 May overnight cruise to Tin Pot.

REAR COMMODORE'S REPORT:


Reminder of the dinner on 10 May after the navigational cruise

GUEST SPEAKER

Ian Ross was welcomed by Commodore Leo Foley. Ian spoke of the developments in sail design and materials.

The meeting closed at 9.30pm

Margaret Jones
Acting Secretary



The Oyster Cove Marina, Chandlery, & Brokerage

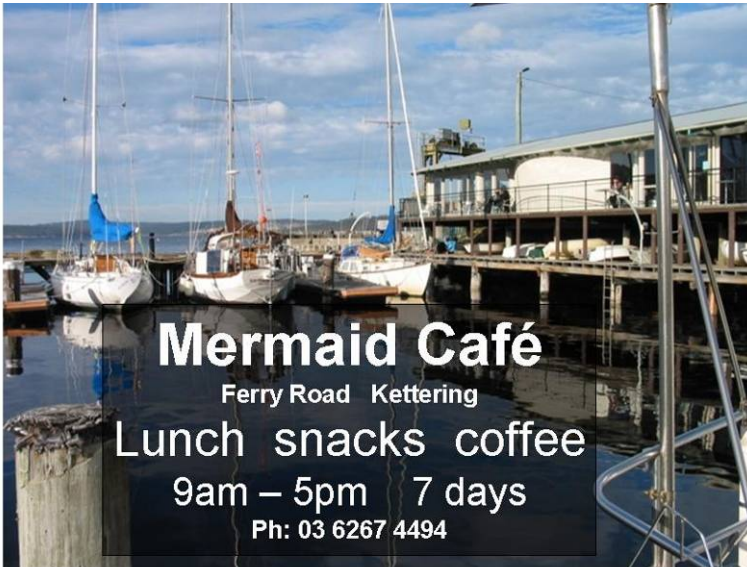
If you are...

Slipping	6267 4418
Chandlery	6267 4300
Rigging	0419 497 850
Buying or selling	6267 4259

Come down and see us at Kettering. Open 7 days.

Our hours are: Monday - Friday: 0830-1700 h
Saturday: 0900 - 1600 h
Sunday & Public Holidays: 0930 - 1230 h Phone 03 6267 4300

Email: oystercovechandlery@bigpond.com



Mermaid Café

Ferry Road Kettering

Lunch snacks coffee

9am – 5pm 7 days

Ph: 03 6267 4494

LINDISFARNE BAY BOAT YARD

FORD PARADE LINDISFARNE

- Slipping/Workshop Hire, Engine/Mast Hoist
- Jetty Hire Available ▪ Yacht Delivery/Raft Hire
- Boat Surveys ▪ Repairs/Fitouts to all types of craft
- Painting ▪ Engineering/Mechanical/Electrical

MALCOLM McDOUGALL - MASTER 5 ENG. 2
PHONE 6243 1321 MOBILE 0408 123 805



MOORING AND DIVER SERVICES
CONTACT BEN WEST - PHONE 0421 443 003

SERVICING CHANNEL AREA EVERY 4 - 6 WEEKS
SERVICING EAST COAST ANNUALLY NOV/DEC

