

Albatross

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Douglas Mawson Centenary Sailpast

Photo: Sam Rosewarne
Hobart Mercury

Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay Tas 7006

Phone – 0417 560 519

www.cyct.org.au

Commodore	Chris Palmer	H 6267 4994	<i>Wayfarer II</i>
Vice Commodore	Lew Garnham	H 0417 589 008	<i>Minerva</i>
Rear Commodore	Margaret Jones	H 6272 5660	<i>Lalaguli</i>
Treasurer	Wayne McNeice	H 62252392	<i>Riverdance</i>
Secretary	Alan Butler	H 0457000434	
Editor 'Albatross'	Kim Brewer	H 0428 937358	<i>Vailima</i>
Committee	Hans Van Tuil	H 62291875	<i>Alida</i>
	Alan Gifford	H 6229 7389	<i>Eight Bells</i>
Membership Officer	Margie Benjamin	H 6267 4994	<i>Wayfarer II</i>
Warden & Quartermaster	Chris Creese	H 6223 1550	<i>Neptune</i>
Albatross mailing	Chris Creese	H 6223 1550	<i>Neptune</i>
Webmaster	Dave Davey	H 6267 4852	<i>Windclimber</i>

Life Members

Erika Shankley

Doris Newham

Chris Creese

Send all material for publication in 'Albatross' to the Editor -
editor@cyct.org.au

or to P O Box 31 Kettering Tas 7155

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Cruising Responsibilities

Members and others taking part in CYCT events are reminded that the decision to participate in any cruise or event rests with each boat's skipper. Information supplied by the Club or its officers is intended as a guide only. The Club does not 'control' or lead events and neither the Club nor the event coordinator is responsible for the safety of any boat or person.

Regardless of information supplied by the Club or its officers the skipper is solely responsible for the boat at all times.

Skippers are encouraged to keep Coast Radio Hobart informed of their location, destination and plans during the course of any cruise.

CYCT Calendar

- February**
- Tues 7th
BBQ at Mariner's Cottage @ 6pm BYO. See details in Rear Commodore's Report.
- Sat 11th to Sun 12th
Kettering Wooden Boat Rally. Details in this issue. BBQ at Quarantine Saturday afternoon
- Sat 25th to Sun 26th
Aikens Pt Cruise. Sunday BBQ at Apollo Bay
- March**
- Sat 3rd to Sun 4th
"Clean Up Australia" Day Cruise to Aitkens Pt
- Tues 6th
General Meeting at DSS at DSS - 8.00pm
- Tues 13th
"Women on Boats" programme resumes. Mariner's Cottage. Time to be announced
- Thurs 15th Man Overboard Forum Mariner's Cottage @ 1900
- Sat 17th Man Overboard Exercise Day on the water. Location subject to weather.
- Sat 24th to Sunday 25th
Snake Island Cruise and Little Fancy
- Sun 1st
Davey Jones' Hook ?? Details announced on the day
- April**
- Tues 3rd
General Meeting at DSS - 8.00pm
- Fri 6th to Tues 10th
Easter Cruise. Maria Island via Port Arthur
- Sat 14th
Cruise to Barnes Bay Regatta
- Wed 25th
ANZAC Day picnic @ Peartree
- Sat 28th
Donald Sutherland Navigation Trial and dinner at Mermaid Cafe

An up-to-date version of the Calendar can be obtained from
<http://www.cyct.org.au/Calendar/>



Editorial

2011 ended with an exciting Sydney-Hobart finish and CYCT boats, including Lalaguli, were spotted in the fleet which greeted Invetec Loyal and then Wild Oats at the finish. One member managed to score a visit aboard the superyacht "T6" and then got a ride in their airborne tender, a (Eurocopter AS 350 B3 helicopter) over the incoming yachts. It always pays to be in the right place at the right time – and to go out of your way to help lost strangers!



T6 with 'tender' about to land

Several CYCT members stood radio watches for both the Sydney-Hobart and Launceston Hobart Races. A good way to get involved without getting wet and cold.

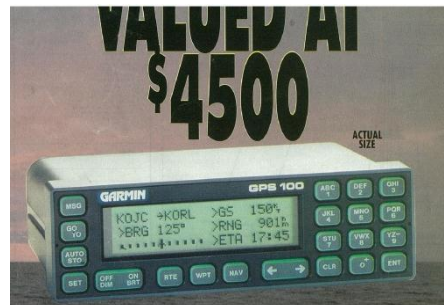


Lalaguli in the thick of things near the finish line

Sadly, our holiday aboard Vailima in the city (in the centre of the Taste and the Race frenzy) ended ignominiously when the exhaust waterlock melted enroute to New Year's Eve at Quarantine. So instead of sipping champagne, we were tasting fumes then towing the boat into her berth with the 3.5hp Yamaha and we spent the first day of 2012 cleaning out exhaust soot. Oh the joys of boat ownership!

On that topic, I found this prize of a Garmin GPS in an old *Cruising Helmsman* magazine. Could we have imagined in 1993 that GPS units would be worth hundreds not thousands and would come free in tiny little telephones?

Kim Brewer



Commodore's Report

New Year Greetings



New Year's Day seems like an age ago, but as this is the first 'Albatross' for the year I would like to wish every CYCT member and their families the very best for 2012. I hope that you get to spend more time on the water, in excellent weather, and perhaps fulfil one or two of those so far unrealised cruising dreams that you have been thinking about for years.

I know I speak for all the Committee when I say that we will be working hard to ensure that membership of this Club continues to be a rewarding experience, and one that makes your boating activities all the more enjoyable.

Christmas Party

The annual Christmas Party was a great success in spite of some serious rain during the afternoon. Once again Dave and Annick were our hosts, and the Club is very grateful to them for their generous hospitality. You will find a report of the event elsewhere in this newsletter.

Port Cygnet Sailing Club – Clubhouse extensions

Margie and I were delighted to be invited to the official opening of the clubhouse extensions of the Port Cygnet Sailing Club last December and as part of the celebrations I was honoured to present Commodore Phil Jeffs with a CYCT burgee and receive a PCSC burgee in return.

Port Cygnet Sailing Club is one go-ahead organisation! No sooner had the 'new' clubhouse been built a few years ago than it was decided that more space was needed, so without further ado plans were made, funds raised and by the end of 2011 the extensions were finished.

The building itself is terrific, with great views over Port Cygnet, but even this is outdone by the warmth and friendliness of the PCSC members. If you are ever in Cygnet, especially if you are on your boat, drop in and say 'Hello'. You will be made very welcome.

CYCT position on moorings in the Channel

The subject of fixed moorings in cruising grounds is a vexed one for the CYCT. Some

members support the concept, others are vehemently opposed. Whatever we think of them we cannot escape the reality that more and more are being laid in the places where we like to cruise. There are now two in previously mooring-free Missionary Bay, laid on behalf of another sailing club.

Your Committee is attempting to grapple with this issue and plans to draft a 'Position Statement' on the subject for review and comment by members. The idea is that we end up with a considered Club policy on moorings that we can use in proposed formal discussions with MAST and others.

Ultimately, our intent is to minimise the negative impact of moorings in our local cruising grounds, and the Committee would welcome input from members on the subject. Please email (committee@cyct.org.au) with your views.

Kettering Wooden Boat Rally – 11th to 13th February 2012

Hopefully you will have received an earlier email regarding this event, and I know that a number of CYCT members have already registered to take part. Even if your boat is not made of this wonderful material - wood (I'm not biased) - it will be worth the trek to Kettering to see the activity on and off the water.

CYCT Club apparel

Our tradition of having an informal barbecue at Mariners Cottage, Napoleon St, Battery Point instead of the usual General Meeting at DSS on the first Tuesday of the month will continue this year with the added attraction of being able to see (at last!) the proposed full range of new Club apparel – polos, caps, hats sweats, rugby tops and fleecies. All will be there for you to see, touch, feel and hopefully order. Bring your money with you!

Date – 7th February, from 5.30pm onwards. BYO everything as usual.

Cheers for now,
Chris Palmer



Vice Commodore's Report



Welcome to the 2012 sailing program that for many of you is well under way with both CYCT and private trips. I understand that *Wayfarer II* is heading off to Flinders Island while quite a few other boats are going south to Port Davey. Paul and Rosemary Kerrison (*Irish Mist*) have returned from the East coast of Australia and Pat Price in *Pendulum* from the Polynesian Islands.

As I sit typing the thunderstorm is rumbling out various warning flashes of lightning that illuminate the sheets of noisy rain on the iron roof; a good night to have a pen for the boat and one for the writing hand.

PAST CRUISES and EVENTS

The visit to 'Get Shucked' oyster farm at Smoothys Point was a success with 11 boats that included *Lady Jack* skippered by Richard Darcy (new CYCT applicant) and my guests Tom and Penny in *Big Chief* from Triabunna Boat Club. It was an excellent day, even with the predicted rain and adequate shed shelter was had as the individual style of oyster farming was explained. The falling tide caught an 'Intrepid' sailor in the shallowing sands. Gus on *Storm Fisher* soon fished him off. Some boats went to southern end of Apollo Bay for an overnight stay, however conditions deteriorated and a midday BBQ was abandoned in favor of sailing home. And what a good sail it was!

I must thank all CYCT boats who participated in the Douglas Mawson Centenary Flotilla Sailpast for putting up with all the changing requirements that appeared on my screen. We were the first to get the identification flags and some clubs missed out. The CYCT had about 24 craft on the water on a day 'out of the box'. Flags and bunting were well flown and in the ideal conditions one 'Pirate Boat' even set its matching tricolor MPS and Mizzen Staysail! It was disappointing that the



Minerva making a dramatic show at the Mawson Sailpast

parade of craft were not able to aggregate about the *Aurora Australis* for an escort down the Derwent. Variable breezes ensured a slow trip to Mary Ann Bay where the remnants of the flotilla anchored for lunch. One boat thought the idea of Shag Bay was more in keeping! The organized returning flotilla of sail did not eventuate and there was no promised welcome on passing the Casino at the appointed time of 1600, only a cold fresh wind. The planned trip to New Norfolk was blown out as the Channel boats had returned south on the Mawson Flotilla Day.

The New Year arrangements of having two main celebration sites was quite successful as it allowed southern cruising for some and a large contingent of some 15 (?) boats at Quarantine Bay. Only two boats partied on past the 'pumpkin hour'.

Our southern journey started calmly, however by the time the channel was reached the wind was screeching and the gunwales were awash. Quarantine was a pleasant shelter, and *Talisman 2* called by on their way home from their Australia East Coast cruise. Ken



Butler's Beach gathering

joined the 'A-Patch-ee', club after being oyster gashed. *Peacemaker* enjoyed the benefits of 'big top' extended living. The front passed and after two days, more BBQ's, a brief sail to the south end of Apollo Bay for more social interactions and a Future Days boat inspection. An evening BBQ ashore was memorable for Ken with his 'heart throb'!

Sailing on to Butler's Beach where the flotilla was silently hidden in this little paradise of white sands, pristine bush and azure waters. Large white spider crab carcasses were scattered over the beach but this did not stop our ladies from swimming from and to their boats: *Riverdance*, *Honey Wind*, *Honey Bee*, *Dreamtime of Darwin*, *Minerva*, *Lets Go* and *Neptune*. *Windrush* did that as she sailed though the boats to Mickey's. A very social BBQ till all went down with the sun. I learned that some boats sailed the outside of Bruny as this was another option. A visit to Deep Hole at Southport revealed a BBQ shelter with two gas BBQs (minus bottle gas) that could be a good future destination.

The New Years Eve site in the south was Mickeys and seven boats (*Dreamtime of Darwin*, *Honey Wind*, *Honey Bee*, *Blade Runner*, *Irish Mist*, *Minerva* and world-travelling guests from *Kotuku II* anchored in the calm lee of the eastern shore for a BBQ on a rocky, virtually oyster-free area. When all the other areas were long shadowed, we watched the sun's red disc slowly sink below the rising horizon. *Neptune* and *Windrush*, with solid, oyster-proof dinghies, opted to stay anchored on the west behind the tall trees.



New Year's Eve at Mickeys

The morning easterly faded out at Ventenat Point, ushering in a stiff NE wind that put a good bone in *Neptune's* teeth as she slowly growled past *Minerva*. The reef was shaken out and we were matched. After another 'Channel doldrum' the NE made good, as did the sail back to Hobart.

FUTURE CRUISES

A lot of cruises are listed but it is a busy time with three boats on the RYCT southern cruise, a few have gone to port Davey and *Wayfarer II* has decided to attack (or be attacked) Flinders Island again. The Schouten Passage Cruise looks like a 'may be see you there'. An alternate suggested channel cruise is programmed for others.

Communication allows events to be successful and if you vote with your keels then allow others to know so fluidity (pardon the pun) in destination setting can occur.

Note the Quarantine Bay Cruise/day trip on the 5th to tour the site and possibly become involved with the Wildcare Friends of Quarantine Station. If we put in a proposal alone it may be opposed and not fit in with the goals of the organization. If you join the Wildcare Quarantine group then involved group discussions may occur so we are all winners.

- Combined Clubs Picnic South Arm Area Sunday 29th Destination set by RYCT.
- Wooden Boat Rally :Sat 11th Feb.

OTHER NEWS

Bowen Bridge What an interesting twist of events with Hydrographic office losing my letter and then finding major errors. This was then cancelled by the re-measure and in fact it has only 200 mm more clearance. Arch height of the Navigation Span is 15.2 m at HAT so the span no 2 has a maximum clearance at HAT of 17.78 m. Maybe we apply for MaST to put in an air draft, tide-operated gauge.

Bridgewater Bridge Replacement. This has been designed to have an air draft of 16.2 m which I feel is too low and should match the Bowen Bridge span 2. I understand that a yachting representation from the clubs (Ron Bugg, Richard Johnson, and ? Peter Roach) were content with this figure as DIER had to replace the original low span northern design. Years of negotiations have occurred so I don't know if this new design can have the extra height needed.

BLACK JETTY NEW NORFOLK

Yes it is confirmed that waling will be added soon so berthing alongside will be pleasant.

QUARANTINE JETTY PROPOSAL

There seems to be a lot of caution regarding 'ownership' by the CYCT and as Wildcare is now managing the Quarantine Station site, any developments here could conflict with their goals. If they are able to be active, then by joining Wildcare and the 'Friends of Bruny Island Quarantine Station' we too may be able to play a complimentary role in achieving mutually satisfactory outcomes. Please attend on the 5th Feb.

PLEASE let me know what you want, are doing or want to do.

Good smooth safe sailing,

Lewis Garnham
(Vice Commodore, CYCT)



Quartermaster Chris Creese tending the BBQ



Honey Bee and Neptune at Butler's Beach. Minerva sailing in.

From Peter and Chris McHugh:

“Following a delightful evening BBQ at Butlers Beach on the 30th, CYCT boats gathered at two sites in Mickeys Bay for BBQs on New Year’s Eve.

It was a perfect night. Those who gathered on the eastern shore of the bay were treated to delicious, perfectly cooked abalone by Phil Bragg who had been diving earlier in the day.

Lew did a great job of organising the venues and providing a BBQ. Lew’s crew included his 95 year old dad, a Cape Horner who still enjoys the water.

We also heard this afternoon from *42 South* that there was a good gathering of CYCT boats at Quarantine last night as well”.



Honey Bee at Mickeys for New Years Eve

Rear Commodore's Report



Christmas Party: Dave Davey and Annick Anselin generously allowed us the use of their beautiful grounds for our annual party. It was great to touch base with everyone especially those who had been "land-cruising" last year. In spite of the four seasons weather we enjoyed very pleasant company. The salmon supplied by Tassal was a welcome addition to the nibbles.

New Year's Eve in Quarantine Bay with a barbecue was a time of catch-up in pleasantly mild weather. "Albert Ross" noted that some enthusiastic members of the club sang the New Year in.

7 February, 2012 BBQ at Mariner's Cottage 6 pm

BYO food & drink

Later February **Guided tour Anglesea Barracks**

Date & time to be advised. This will be advised by Email and will possibly be the last week in February - afternoon/evening.

6 March 2012 General Meeting. Guest Speaker

Bookings for dinner at Derwent Sailing Squadron will be called for later in February.

Members, prospective members, friends welcome.



Funny hats and frivolity at the Christmas Party



CYCT takes part in the Mawson Centenary Flotilla

On December 2nd, 2011 about 175 vessels gathered on the Derwent River to mark the 100th anniversary of Douglas Mawson's departure for Antarctica. The Flotilla ceremoniously paraded before the Governor of Tasmania, His Excellency, The Honourable Peter Underwood, AC, to re-enact the enthusiastic send-off that Mawson's expedition received 100 years ago. This flotilla was an important event in the Antarctic Centennial Year (<http://www.antarcticcentennial.tas.gov.au/home>). You can see some footage at http://www.antarcticcentennial.tas.gov.au/events/antarctic_history#flotilla.

The sail-past began at 1100 with the Governor taking a 19-gun salute from the deck of the launch *Egeria* anchored off the Regatta Grounds. The fleet was led past the *Egeria* by the Antarctic research vessel *Aurora Australis*, followed by CSIRO's research vessel *Southern Surveyor* and several other large vessels, notably *Young Endeavour* and *Lady Nelson*, both with hands looking smart on the yards. Then a dozen vessels in the Vintage Class (originally a suggestion of our Vice-Commodore). CYCT boats were mustered by 1030 with the Eastern Division in Montagu Bay with sailing yachts from other clubs, who joined the parade behind the last of the vintage boats. *Storm Fisher* was our lead boat, flying the Commodore's burgee, followed by *Minerva* (Vice Commodore) with her piratical crew, much bunting and spectacular gennaker and mizzen staysail. Behind them were *Lalaguli* (Rear Commodore) and some 23 other CYCT boats. We all sailed in a southerly direction past the *Egeria*, dipping our ensigns and giving 3 cheers for the Governor.



Saluting the Governor on *Egeria*

Australis, announced over the VHF that he was breaking formation and continuing southwards – to Antarctica. *Aurora Australis* was warmly farewelled. The rest of the flotilla continued in formation until Sullivan's Cove then broke off, some to sail back to their home ports or other business, but many moving to Opossum's Bay for lunch.

It is likely that the crew and expeditioners aboard *Aurora Australis* will have a more comfortable trip than Douglas Mawson and his party aboard the steam yacht *Aurora*

The weather was kind, the wind direction ideal for the sail-past, and all of us on the water had a great day. There were also many spectators, at the Regatta Grounds and around Sullivan's Cove.

Abeam of Sullivan's Cove, Scott Loughton, Master of *Aurora*



CYCT Commodore's barge for the day - Storm Fisher

heading for Macquarie Island and East Antarctica 100 years earlier. This was Mawson's second trip to Antarctica; he had been there with the British Antarctic Expedition (under Shackleton, in the *Nimrod*) in 1907-1909. On that trip he had reached the south Magnetic Pole, made many impressive scientific observations, and demonstrated his strength, endurance and leadership qualities.

By 1911, Mawson was 29, and a lecturer in mineralogy and petrology at the University of Adelaide. He had already distinguished himself by his geological researches in the Pacific and Australia. Because of his scientific expertise and his performance on the Shackleton expedition, he was invited to join Scott in

his quest for the South Pole but Mawson wanted to do science, rather than merely to win a race for the glory of Britain. He proposed to Scott a coastal support role that would enable him to do some important science, but Scott could not accommodate this. So Mawson did not accompany Scott but led his own expedition.

The Australasian Antarctic Expedition (1911-1914) that left Hobart on December 2nd, 1911 is legendary and I won't outline it here. It was incredibly arduous, tragic and heroic – that's the aspect we always hear about – but also produced an astonishing amount of scientific discovery. Mawson made two more voyages to Antarctica and had a long and distinguished career as Professor of Geology and Mineralogy at the University of Adelaide, always maintaining an active interest in Antarctica.

Reading:

For the curious during this Antarctic Centennial Year, there is much written about Mawson, and I guess there will be more published during this year. See <http://www.antarcticcentennial.tas.gov.au>. A few examples of publications are:

Bickel, Lennard (2002) *Mawson's Will: the Greatest Polar Survival Story Ever Written* (Steerforth Press Hanover, New Hampshire)

Mawson, Douglas (1915) *The Home of The Blizzard Vols I and II* (Heinemann, London) is now available as an ebook: <http://gutenberg.org/ebooks/6137>

Jacka, Fred and Jacka, Eleanor (Editors) (1988) *Mawson's Antarctic Diaries* (Haynes/Allen & Unwin, Sydney)

Alan Butler



Aurora Australis heads the Sail Past
Photo: Sam Rosewarne



Minerva heading downriver



Lalaguli saluting the Governor



Intrepid represents the 'cruiser division' of the CYCT



Patient crew

Historic *Jay-Lee M* heading north from Kettering to join the Sailpast



A cloud of sail on the Derwent salutes Douglas Mawson Photo: Sam Rosewarne

Christmas Party – December 11th

Mother Nature certainly did her best attempting to spoil the CYCT Christmas Party at Dave Davey and Annick Anselin's property in Kettering, although your correspondent is happy to report that she failed – but only just!

For those who haven't been there, the venue affords fantastic views over the Channel, looking north, south and east. On more clement days it is a wonderful place to sit, drink in the views and enjoy the company of fellow sailors, but on this occasion it was a matter of dodging the extremely heavy showers that appeared out of nowhere. Luckily there was enough shelter to accommodate the forty plus people who attended and everyone was able to stay dry and enjoy their barbecue.

Dave and Annick very generously got things under way by presenting everyone with a glass of champagne (or two – maybe more) on arrival, and this certainly put everyone in the right mood.

There were no children present, so Santa Claus decided his attendance was not necessary. However, he sent an emissary in the form of past Commodore Peter Makepeace who presented the Flag Officers with some cunningly contrived gifts – to wit:

- Rear Commodore – a 'Join-the-Dots' puzzle book, as she is so good at organising things
- Vice Commodore - a beach bucket and spade, to dig himself out of trouble, and
- Commodore – a pair of underwater goggles, the better to see those pesky oysters before berthing his rubber duckie on them

At this point, on behalf of the Club, our Commodore was able to present Dave and Annick with a bottle of Tasmanian Pinot Noir in appreciation of their hospitality.

And so the afternoon continued, with much mirth and conversation until people started to drift off home, whereupon Dave and Annick continued their generosity by offering everyone a hand-made chocolate from the newly established Kettering chocolate shop.

Let us hope that Mother Nature has now decided that no matter what she does, she cannot spoil CYCT Christmas parties, and will not bother trying in future.



CHRISTMAS CRUISING WITH NEPTUNE

Neptune was restless. For the last few weeks she'd been on the slip and was keen to show off her freshly painted topsides. The joys of Christmas had been left behind and the rain clouds had shed their last drops by the time we cast the mooring adrift and headed down the Channel. It was great to be back on the water again.

An email from the Vice Commodore had suggested that Club boats might be heading for Recherche Bay. However, it soon became apparent that CYCT boats were scattered far and wide, from the East Coast to Southport and many anchorages in between.

As is often the case, the wind was on the nose and the iron topsail was pressed into use.

Reflections

True to form the wind strengthened off Gordon, whipping up a steep choppy sea. *Neptune's* bow plunged up and down - slap, bang, whoomph we went- spray flying.

At last we reached the shelter of Ventenet Point and the anchorage at Quarries Bay. Here, about half a dozen boats were straining at their anchors, including the CYCT's *Stryder* (Nick & Helen Creese) and *Irish Mist* (Rosemary & Paul Kerrison), fresh from their cruise to more northern climes.



Relaxing aboard *Neptune*

There was not much shore activity. Occasionally Nick would take my two grandchildren, Joshua & Georgia and their labradoodle, Buddy, (sporting his own smart life-jacket) for a run on the beach. Chris and I remained on board, enjoying a couple of days lazing in the cockpit as the boat sheared from side to side in the wind.

Finally the wind moderated and *Stryder* headed across the Channel to Dover, *Irish Mist* motored towards Great Taylors Bay and *Neptune* set off in the same direction soon after. After a brief stop at Partridge Island for morning tea we moved on to Butlers Beach where one other boat was swinging at anchor. By evening the number of boats anchored off the beach had swelled to around 15.

Next morning *Neptune* took advantage of the windless clear skies and headed for Partridge Island and secured to the jetty. After several hours exploring the island and reminiscing about times past we returned to the boat just as the making sea breeze signalled it was time to move off the jetty. We returned to Butlers Beach and by evening about 23 other boats had joined us in the anchorage – all enjoying the sunshine and light breezes. Summer seemed to have arrived at last! As the sun sank in the west, a gathering of about 20 CYCT members enjoyed a convivial get-together and barbecue in the corner of the beach.



BBQ at Butler's Beach

It's not often that Butlers Beach can be considered a comfortable overnight anchorage. The forecast was encouraging – just light winds – but true to form the wind swung round to the north to produce an uncomfortable slop. Several boats left in the early hours and *Neptune* departed before breakfast for Mickeys.

Behind Mickeys Point we dropped anchor beside *Windrush* and were later joined by *Let's Go* and a couple of other boats from the Huon. Other Club boats drifted in throughout the day but shunned our comfortable nook, favouring the anchorage on the eastern side

of the bay where Vice Commodore, Lew, said he had a favourite barbecue spot on the beach.

Windrush, *Neptune* and *Let's Go* were loathe to move yet again. Besides, we were reluctant to share our snags with the sand as we had on the previous night so we celebrated the New Year around a fire on the shingle bank.

The chill of the evening was dispelled, thanks to firewood brought by our new-found friends from the Huon and, despite earlier reservations, everyone stayed awake till the witching hour and saw the New Year in.

Our two days of summer ended with New Year's Day dawning grey and dismal, cloud hanging low over the hills. *Neptune* had to return home.

At last we were able to enjoy a sail - at first in a light north-easterly, then as the wind increased, romping along across the entrance to the Huon and up the Channel. A match race developed as we passed *Minerva* off Middleton. Not to be beaten, Lew crowded on sail – adding a brightly coloured mizzen staysail to his already full rig.

Nearing Kinghorne, we said goodbye to *Minerva* and *Windrush* and turned our bow towards Kettering. It has been a pleasant few days and, for me, a time to revisit old haunts.

Erika Shankley



Neptune alongside Partridge Jetty

Merlyn's Pre- Christmas Cruise

Merlyn, a 40 foot cota boat built in 1988 at Queenscliff, of Kauri. With five crew, skipper/owner Bryan, and four of family Myer from Melbourne: David, father, Josh (19) Sarah (18) and Ben (14), we circumnavigated Tasman peninsula from Tuesday Dec 5 to Sunday. 10. That seemed to fit the weather pattern better than round Bruny, or Maria return.

We left RYCT marina at 1600, with a good five day forecast (www.willyweather.com.au) for north/north easterlies, with the dominant high cell over the Tasman and a high-pressure ridge all the way to the WA coast.

The sea breeze was in full flight, so at 1800 we were barely at Opossum Bay so an anchorage behind Betsy changed to Rat Bay, where at 1900 it was dead calm, and in 3 m of water we caught 6 legal flathead and 2 rock cod. Dinner caught to order; with bruschetta for starters and cheese to finish.

A quiet night, then off the hook at 1000 with the morning northerly at 5-10 kts to sail all the way to Dunalley. Wind failed at 1400, so motored the last 8 miles to the canal leads, where an obliging attendant opened to bridge. A big Riviera pushed through ahead of us, crashing through at 12 kts, to the distress of the local boats against the pier and anchored. They were roundly abused by the canal superintendent and were suitably apologetic - all on Ch 72! Windless in Marion Bay, we motored to the exit leads where I pulled up the MAST mud map on the iPhone, to navigate out. Its heart stopping stuff at low tide, with 0.4 m under the keel as we transit the sandbar, but the depths are as marked on the mud map, showing the new channel as well to the north.

Leaving the outer marker to starboard, we turned south for Lagoon Bay, expecting some protection from the NE swell, but no, she rolled in across the whole bay. Picking our way through the kelp, anchoring in 4 m on the south side, an hours fishing produced one flathead, surprising on a sandy bottom. Beef stroganoff (Albatross recipe) enjoyed by all, nightcap of Tassie scotch from "Lark" "delicious (should be a \$100 a bottle!)

An uncomfortable night in the swells, with Merlyn snubbing and shearing 180 degrees, led to an early departure for Fortescue, heading into a strengthening north easterly building from 15 to 25 and finally 30 kts at the Hippolytes. Stunning scenery, with seals hauled out, gannets, Shy Albatross, Dominican gulls, shearwaters and fairy terns wheeling across the island face. Not a bite on the line.

Gybed and straight west into Canal Cove, (having called Lew G on the mobile to ask about the swell there) picking our way through the kelp, we were the only craft to drop the pick in 2 m behind the wreck. Lovely warm northerly, rustling *Tassie Blues* perfect stillness on the water. *Elsewhere* (Huon 36) came in, laid some pots and anchored 100m astern. An hours fishing and 4 hours of laid net produced nothing, maybe too near the

Fortescue campsite, as there were 3 other nets (including one 100m net across the Canoe Bay entrance) and three trolling boats visiting meant it's all fished out. It's a prime tinnie fisherman's destination.

Found a flat BBQ spot, with a fireplace ashore just at the wreck's nose, plenty of firewood in the bushes (able to reduce the fire risk!) and a warm blazing BBQ had by all. Venison sausages, marinated Pork spare ribs, grilled tomato and Kennebec croquettes, delicious, washed down with Holm Oak pinot noir.

We could see the whitecaps outside Fortescue, and read the signs with shaking tree limbs, so cautiously motored out with a reefed main, blowing a steady 25 kts from the NE, soon handed the main, put out 50% of their furled jib, and broad reaches along the coast, with awesome views of the Lanterns, Totem Pole, and sheer dolerite columns, closing them to scoot twixt Tasman Island and the pen, with bullets of 35KTS from any direction but west. Through the gap we employed the iron wind, and sailing was unsafe, with powerful gusts coming down from the escarpment, enough to tear sails, and fill the cockpit.

Soon turning north toward Port Arthur, sunshine, and blessed relief from the half gale, a joyous port tack toward Carnarvon Bay, rounding the Isle of the Dead (the chart gives no depths inside) to anchor at the Port Arthur village to the west of the site.

A short walk ashore disclosed the back way into the historic site, resplendent on Friday afternoon with few visitors. A glass (or two) of Two Meter Tall's Apple Ale kept us fresh for the stroll back to the dinghy and over to the beautiful white beach on the eastern side to anchor in 3m for another peaceful moonlit night, watching the lunar eclipse through partial cloud. Two cocky salmon caught on the way across the bay (500gm each) hit the pan for a starter. Really surprising to catch nothing all the way from Fortescue to Port Arthur on a silver lure. After leek and tomato omelettes, we headed west for Nubeena, where Lew assured us the new CYCT mooring beckoned. We had intended Kettering for supplies/meal ashore but Nubeena was closer and on the route home too. Stiff North easterlies buffeted us from the cliffs and keeping inshore for the views and birdlife, we made Wedge after a few tacks. Used the clonkerbox to deliver us up the estuary to Parsons Bay as the wind was still blowing 25kts+ from the NE. The mooring seemed too close to the western shore for safe collection, if we missed with no way on the boat so anchored off the jetty, not before looking for a spot deep in Parsons Bay, where there appeared to be 2 boats moored. Sounder quickly showed nil depth, alarm screaming, and a solid mud streak at the stern. Merlyn has a centrecase, with a 1m steel drop plate, so up she came (58 winds) and back adjacent to the pier where several ancient fishing boats rest.

Delicious meal in the "Lucky Duck" café/ restaurant, extensive menu of fresh local stuff, Quail, Blue eye, mussels, ribs, salads and local cheeses, with an excellent selection of Coal River wines (Pooleys Pinot at 35 a bottle a steal). Finished at 20.30 and wandering back to Merlyn, a local on the Pier nonchalantly muttered "wouldn't stay there the night, Mate, it's all weed, plenty of good anchors have dragged, go over to that yellow mooring if I was you" Nuff said, we picked up the CYCT mooring, and a happy night had by all.

Slow start Sunday, as homeward bound, 23 miles via Betsy and the Iron Pot. By now the wind had gone west, with the new low pressure system moving in, so port tack, close

fetch all the way to Betsy, turn north at the "POT" and reach on 15 kts of westerly all the way to the RYCT marina.

Apart from blocked head on Day one (shore side for No 2, or the bucket), and a battery box half full of salt water (some sort of marine miracle) with a flat house battery - no breakages. One hundred and twenty miles, five days, five anchorages, 32 hours' sailing. A wonderful trip demonstrating just what is on our doorstep: wild and stunning views, great private free anchorages, enough fish to keep you interested, and (mostly) sheltered waters.

Bryan Walpole.



Riding the nor-wester out of Nubeena bound for the Iron Pot

APPLICATION FOR MEMBERSHIP

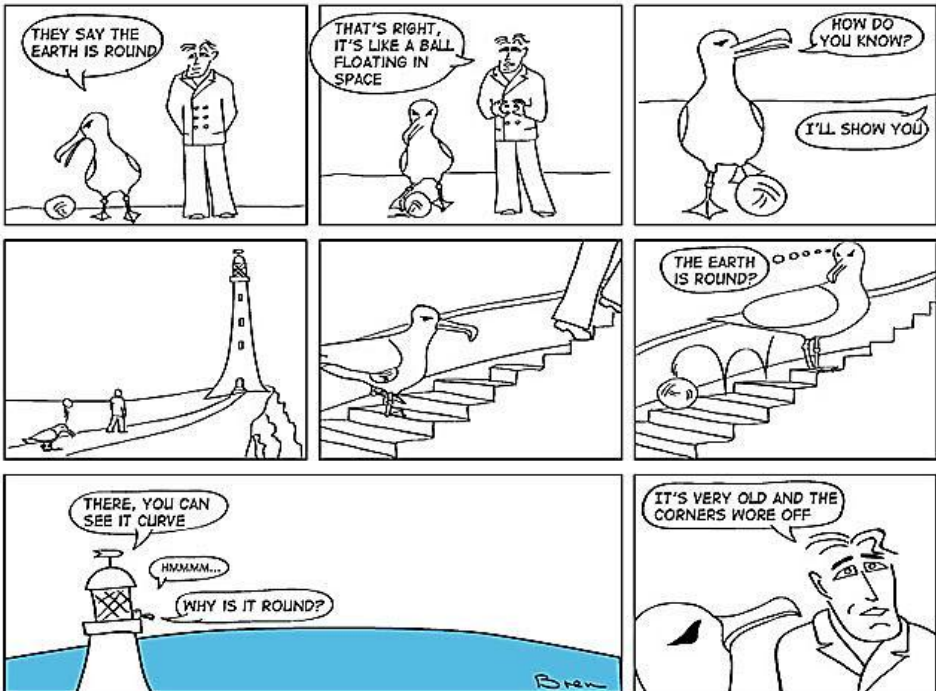
Richard & Mary Darcy

LADY JACK

Michael Ponsonby & Julie Marsaban

RUBICON

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





KETTERING WOODEN BOAT RALLY

**Long weekend - 10, 11, 12 February
2012**

The Kettering Yacht Club and the Wooden Boat Guild of Tasmania invite you to join in a rally of wooden boats on the D'Entrecasteaux Channel. Sailing vessels, motor boats and dinghies are all welcome to join the fun, but all participating vessels must have wood as their principal construction material. This time we'll be including a special event for Derwent Class Yachts.

This time we've added to the program:

- A Friday night twilight race (open to all sailing boats)
- The Derwent Class "World Championships" on Saturday
(A series of short races from 10:30am. Come early and have a look)
- Rowing and paddling events on Saturday, so that you can also compete in the sailing on Sunday

For the Sunday morning and afternoon sailing events starts will be in small groups at regular intervals - details will be in the sailing directions.

The Social side will be on again. There will be a Saturday evening meal and get together under the marquee at the KYC Clubhouse, and breakfast on Sunday and Monday mornings, also at the KYC Clubhouse.

The Rally dinner and prize giving will be held at the Oyster Cove Inn on Sunday evening. Numbers are limited, so early booking is the way to go.

This year there is a new management team in at the Inn, led by Peter Burke (Peter was involved in the establishment of KYC in a previous sojourn in Kettering). They have promised us a great event on Sunday night, with a smorgasbord feast of roast meats (pork, lamb or beef) with roast potato and salads, and a choice of desserts, for only \$35.00.

For entry forms see www.kyc.yachting.org.au and click the "KWBR2" tab.

Marine Life in Tasmania: a role for the CYCT?

Alan Butler (Secretary)

Many members enjoyed the recent talk by Kris Carlyon of DPIPWE, who spoke to the Club about marine fauna (mainly marine mammals, a little about seabirds – and he promised to tell us more about birds another time (article by Kris follows). Kris, and the Committee, have had positive feedback from a number of members and there is enthusiasm for the idea that the Club could help DPIPWE in its work. There are a lot of us out on the water at all sorts of times and places.

I met with Kris just before Christmas to discuss this. He is very keen on the idea of data-gathering by members. Right now, we are tossing around the details; watch this space for something more specific, very soon. But the rough idea is:

We'll prepare data sheets (based on designs DPIPWE already has, but tailored to the kinds of observations people can easily make from cruising yachts, and to information that would be really valuable to DPIPWE). These sheets will include an identification guide, and some simple requests along the lines of:

1. For certain kinds of events (e.g. strandings) please ring DPIPWE's hotline.
2. For other kinds (e.g. sighting a large pod of dolphins) please note the following information ... on the data sheets and eventually bring them back to Alan Butler, who will consolidate them and get them back to DPIPWE.

This should be easy, fun, and very useful in managing and protecting wildlife around our coast. We'll institute several ways of getting feedback to the Club about the kinds of things members have observed, and what the data mean to DPIPWE.

So, polish your binocular lenses and stand by ...



Whales and dolphins in Tasmanian waters

Kris Carlyon, Wildlife Biologist

Tasmanian boat owners are spoilt for choice when it comes to sighting marine fauna – the State's waters support a huge abundance and variety of marine mammals and seabirds, with a number of species regularly seen in sheltered waters or close to the coast. The entire coastline offers different and unique experiences, however the southeast and east coast are unsurpassed in terms of variety in such a small area.

Thirty nine species of cetacean (whales and dolphins) have been recorded in Tasmania, however many of these involve rare species that are only known from a handful of stranding events. All species are fully protected under Tasmanian law and their conservation management is the responsibility of the Biodiversity Monitoring Section

within the Department of Primary Industries, Parks, Water and the Environment (DPIPWE) – in particular staff from the Princess Melikoff Marine Mammal Conservation program.

Two large whale species, the humpback and Southern right whale, are frequently seen during their annual migration from polar feeding grounds to warmer calving grounds on Australia's east coast. These species are typically observed travelling north between May and August and then heading south from September through to December. Whilst humpback whales travelling north past Tasmania are likely to head to warm waters off the Queensland coast, Southern right whales remain at higher latitudes and some will calve in Tasmania.



Southern Right whales in the Derwent

Both species (and others such as the sperm whale) were exploited by a predominately shore-based Tasmanian commercial whaling industry during the 1800s, however Southern right whales suffered the greatest losses due in large part to their preference for sheltered and easily accessible waters. In fact, the Southern right whale was so-called because it was considered the 'right' whale to hunt due to its ease of harpooning, the fact that it floated when killed and the high quality of its oil. Tasmanian waters supported huge numbers of this species and there are descriptions of areas such as the Derwent River supporting so many whales in the winter months that boats had to keep close to shore to prevent them being upset by the passage of whales. Local residents even complained that they were kept awake at night by the noise of the animals blowing!

Whaling in Tasmania was hugely successful and would have contributed to the dramatic population declines observed in humpback and southern right whales during the 1800s. Populations declined to the point where whaling in Tasmania became unsustainable (the south-east Australian Southern right whale population may have been as few as 100

individuals) and shore-based whaling ceased in 1900. In the period from 1827 to the industry's demise, £2,700,000 worth of whale oil and bone were exported from Tasmania.

Thankfully, both humpback and Southern right whale populations are recovering, although there is still some way to go before they can be considered secure. Humpbacks are increasing relatively quickly, with the east Australian population increasing at approximately 10% per year. Southern right whales are recovering more slowly, however DPIPWE sighting records suggest occurrences are increasing in Tasmania in their historical strongholds and a number of calving events have been recorded in the last decade.

Humpback whales are large Mysticete or 'baleen' whales (i.e. they filter krill and other small food sources from the water using large hair-like baleen plates in their mouth) and tend to travel in groups of 2 to 15. Adults grow to 18m in length and weigh up to 40 tons. They can be extremely animated and are easily recognised at sea by their extremely long pectoral flippers, their small dorsal fin and are white under their flippers and tail flukes. Humpbacks are regularly seen breaching clear of the water (particularly calves and juveniles) or slapping their pectoral flippers on the water surface. Hotspots for sighting humpback whales are off the Tasman Peninsula, off Freycinet and on the north coast between Burnie and Bridport. They can be very curious and will often approach vessels if not being harassed.

In contrast to humpback whales, Southern right whales are typically far more sedate. These large baleen whales are typically seen close to shore in sheltered waters simply 'logging' around with just their backs and blowholes visible. They can be easily distinguished from humpback whales by their lack of a dorsal fin, their small paddle-like pectoral flippers and large white 'callosities', or patches of roughened skin, on their heads. No other whale in Southern Hemisphere waters has these callosities so it is a definitive diagnostic feature. Whilst they grow to similar lengths to humpback whales, Southern right whales are a lot bulkier, weighing up to 80 tons. Good locations for observing Southern right whales in Tasmania include the Tasman Peninsula, Great Oyster Bay, Bicheno, Bridport, Pirates Bay (entrance to Macquarie Harbour), Frederick Henry Bay and the D'Entrecasteaux Channel.

Other cetacean species that are relatively common and probably resident in Tasmanian waters include common and bottlenose dolphins, long-finned pilot whales, sperm whales and orcas. These species belong to the Odontocete or 'toothed' whales and typically feed on fish and squid (rather than small crustaceans like the baleen whales). These species are highly social and may travel in large related groups, or pods (up to

several thousand individuals in the case of common dolphins). They all possess the ability of echolocation (active sonar used for foraging and short-range navigation). While pilot and sperm whales tend to be fairly elusive at sea, both dolphin species are commonly sighted and will readily approach vessels to ride the bow wave.

Sighting a whale or dolphin at sea is often the highlight of a trip, however these animals can be easily disturbed by careless or uninformed boat operators. As such, a set of guidelines for cetacean viewing has been developed by DPIPWE and can be found on the Department's website. Essentially these outline appropriate approach distances for vessels and aircraft when viewing cetaceans that are safe for both the animal and viewer. Should a whale or dolphin actively approach a boat then the distances specified do not apply. It is recommended that motors be left running so the animal knows the position of the boat at all times.

Strandings

Mass strandings of live cetaceans only involve species within the toothed whale group. Tasmania is a global hotspot for these events, with multiple mass strandings occurring each year. Long-finned pilot whales are involved in the bulk of stranding events recorded by DPIPWE, with 81 stranding events (3441 individuals) involving this species occurring in Tasmania since 1900.



Long Finned Pilot whale stranding, Bruny Island

The cause of mass cetacean strandings are not yet fully understood. Fanciful explanations have ranged from the Roman's belief that stranded whales were being punished by Neptune, to more recent but equally dubious theories about suicide. It is likely that a combination of factors may be involved but every stranding event is different.

Certain climatic conditions result in cold nutrient-rich waters driven closer to Southern Australia. Whales may follow these currents, increasing the chance of them stranding. They may be confronted with rough seas or a single individual may stray too close to the shore and strand. If a single animal strands they may continue to call and other members of the pod may follow the call, encountering a similar fate. Also, certain topographical features may lead to strandings. Wide, gently sloping beaches are not


detected by the reflection of sonar pulses. Similarly, bays with narrow mouths flanked by rocky headlands may give the impression of being trapped with no way out. This may cause panic resulting in beaching.



Common dolphins at South Cape Bay

Regardless of cause, biologists from DPIPWE and staff from the Tasmanian Parks and Wildlife Service respond to these events with the aim of rescuing as many individuals as possible. Rescue techniques have been refined over the years and currently over 80% of stranded animals that are alive when found are successfully returned to sea. Last year DPIPWE staff responded to six mass stranding events, including a challenging stranding involving 22 sperm whales at Ocean Beach and Macquarie Harbour.

Public assistance

A successful marine mammal conservation program is greatly assisted by members of the public. DPIPWE has a 24 hour Marine Mammal Hotline (0427 WHALES; 0427 942 537) and people are encouraged to report sightings of whales or stranding events. This is an enormously valuable tool that facilitates rapid response to strandings, maximising the chance of successful rescue. Reporting sightings of free-swimming whales allows DPIPWE to gather information on seasonal occurrence, habitat use, migration paths, calving areas and human interactions which in turn assists in the development of effective management activities for cetacean conservation in Tasmania. People interested in volunteering during whale rescues can join [WILDCARE Inc](#)  and register for whale rescue on the membership form. You will receive information about WILDCARE Whale rescue courses and will be contacted in the event of strandings where assistance from volunteers is required.



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Albert Ross *has not been heard of in the pages of the Albatross for some time. It seems that the wily old bird has been sitting in his home writing a work of fiction for the edification of CYCT* members. He writes:*



Recently I noted a MPC launch his boat from a yacht club slip on Marieville Esplanade. He had a busy day and had planned it to the last detail. A PM had agreed to loan a mooring off Sandy Bay to avoid returning to Kettering before the coming Douglas Mawson celebrations. PM would then row out to collect MPC and return him to his vehicle at the yacht club, allowing MPC to attend an IFM.

As MPC left the yacht club and headed south, a northerly breeze sprang up, quickly becoming a northerly wind, and then a SNW. By the time MPC reached the mooring location, it was becoming apparent that picking up the mooring would not be a straightforward project for a single hander. The short walk from the cockpit to the foredeck allowed ample time for the bow to blow off making it impossible to reach the mooring top line. By then PM was on the shore and shouting encouragement. More aggression was advised to make the line easier to reach. MPC heeded this advice and made another approach to the buoy.

As the pickup buoy reached what he judged to be the optimum location, MPC reached for the throttle lever, just as a twang and a jolt left the engine stalled, and the pick line wrapped around the prop. Very quickly the vessel turned downwind and stretched out on the mooring top line, coming to a stop, although not exactly at rest, near the bows of the next moored vessel. Things then became interesting. PM advised that he was unable to row out as he had been to a doctor in the morning, had stitches in his hand and was under instruction not to row. All was not lost though because grandson and friend would arrive shortly to do the rowing. Grandson duly arrived and with friend, launched the dinghy. It became apparent that grandson was not up to the task of rowing into the SNW and he together with dinghy and friend were heading down river at a reasonable pace. MPC considered the option of diving in and swimming after the runaways as thoughts of responsibility rushed by. Before he made the commitment, the boys and dingy washed ashore several hundred metres along the beach. PM went to make a land based rescue.

By now MPC was concerned about making it to the IFM. He didn't have a contact number and so called P to ask her to tender an apology and explanation. It turned out that P was in important meetings and so didn't turn the phone on until several hours later. MPC now decided that marine assistance was required and turned to the VHF to call CRH. Transmission is often unreliable out of the Nutgrove area, and on this day, MPC could not raise a response. Undeterred he resorted to the mobile phone and called the police. Eventually contacting a person of understanding, a conversation ensued:

PM², "Is there any danger to life or limb"

PMC, "Not immediately, but the rope around the prop is likely to let go at any minute and then I will collide with the vessel close ahead following which one or both vessels will be on the rocks within a couple of minutes."

PM², "Doesn't sound like a life or death issue to me." Click

Ever resourceful, MPC remembered that APM had a relative in the Water Police, and may be able to convince them that MPC had a situation worthy of their interest. APM explained that said relative had retired, but offered to do what she could. About this time, or earlier or later, there was a crash and the dodger collapsed forward in a mess of flapping material and banging metal hoops. Dodgers are not designed to withstand a SNW from behind without the vessel moving rapidly forward.

About now, news of the situation reached the yacht club, and two men set forth in the pick up boat to render assistance to their fellow member in sore need, if not indeed in distress. After some circling and discussion on a remedy, MPC suggested they try to get him to another mooring adjacent to the one he had intended securing to. This was known to belong to another club member not likely to be using it soon. With some manoeuvring and struggling, a line was eventually attached between the mooring and MPC's vessel. With great effort on behalf of MPC, the boat was hauled around until side on to the SNW and half way between the two moorings, at least now safe from colliding with the other vessel in the area or going on the rocks.

The SNW continued to blow, and now that the yacht was side on, waves began breaking into the cockpit. Further progress seemed impossible, and the next move undecided when another twang heralded the unwinding of the mooring line from the prop and the vessel swung head to wind, on a long line from the neighbours mooring. By now MPC had had a long and exhausting afternoon and could not pull the boat up to the mooring.

A tentative try on the engine proved that not only did it start, but that it was prepared to provide motive power. MPC was able to move ahead gradually and eventually secure to the mooring. Greatly relieved, he strapped the remnant dodger on deck, left lines where they had fallen and with some difficulty boarded the pick up boat for a long awaited return to the club house.

After some recovery but still in a bemused state, he went to the car park for his vehicle, but after several searches of the entire site was unable to locate it. Obviously this was not MPC's day and some low life had stolen his car to add insult to injury. About now P had turned on her phone, and hurried to the yacht club to offer support and assistance. She was able to take MPC to the police station where he reported his vehicle stolen, presumably not to the same PM². They finally made their weary way home.

MPC's brain slowly cleared from the exertions and excitement of the day, and he remembered that the car had actually been left in the car park of the adjacent yacht club. Back to the club, located vehicle intact, and then to the police to undo the report and make appropriate apology.

"The best laid plans..."

CYCT*	Cruising Yacht Club of Tasmania.
MPC	Multiple Past Commodore
PM	Past Member
IFM	Important First Meeting.
SNW	Strong Northerly Wind
P	Partner
VHF	Very High Frequency
CRH	Coast Radio Hobart
PM ²	Police Man
APM	Another Past Member

And..... just at the moment that Albert Ross spilled the beans, the hapless hero of his observations ‘fessed up with his own version of events. Don’t be like me and read this in a public place, where loud laughter will draw attention!

Here’s Leo’s version of events:

A day in the life of an ‘OlderMan’

Tuesday, 15 November: All is well with the world, as I finish my annual maintenance program on Talisman II. Slipping this year was pretty much hassle-free. Not much weed on the hull; my anode had lasted a full year, surprisingly! And that meant my propeller was intact, albeit with a huge surplus of shells and barnacles that almost obliterated it from view. No wonder progress against the wind and waves was so slow. But after a few days of scrubbing, sanding and painting, things looked very ship-shape indeed. The pride of the fleet, perhaps? But we all know that pride only just precedes the fall. It was not long in coming.

At about 3pm, we pushed the cradle into the Derwent. It was pretty windy, so I recruited a mate to ‘keep her off’ the jetty as I reversed off the cradle. The operation went surprisingly smoothly. I wouldn’t say ‘smug’, but a feeling of satisfaction was clearly evident. That was my first mistake!

I had arranged to pick up Hugh Garnham’s mooring at Nutgrove, and leave the boat there for a couple of weeks. There is a re-enactment of Mawson’s departure for the Antarctic on 2 December, and I want to be part of that, so it made sense to leave the boat in Hobart, rather than a double trip to Kettering and back. That was my second mistake!

On arrival at Nutgrove, I turned up into the (very strong) wind and approached the mooring with care. Solo handling is always fraught with danger, so I made doubly sure I put the boat right on top of the mooring buoy before leaping from the cockpit, and running to the foredeck to pick up the mooring line. Alas, the years have intervened since I was the under-9 sprint champion, and by the time I reached the pulpit, the buoy was out of reach. No problem. I just brought her round again, and calmly went through the routine again. And again; and again.

It was clear that I needed to be slightly upwind, and further forward to give me a chance of picking up the mooring. The tricky bit was to place the boat there with little headway in the very choppy sea, and the 30+ knots blowing down-river. In a nutshell, I overcooked it. Just one extra metre, but enough for the mooring to slip below the hull, and as I raced (at a gentlemanly pace) back to the cockpit, the motor died. I knew instantly that I had fouled the propeller. Mistake No. 3!

Talisman II turned downwind, leaving her stern to the waves, which broke over the transom regularly, and necessitated washboards to avoid flooding down below. I needed thinking time, but boats rarely offer that, so we act on instincts. I was worried on two immediate counts. I was falling back on *Bronzewing*, lying on her mooring, and I couldn't know how much mooring rope I was held by. And, indeed, was I held at all? Who knows what was around the prop? Thick rope coiled into a Turks Head, or a bit of string temporarily, and loosely attached?

All I really knew was that I had no motor, and was just 30 metres from shallow water if the knot slipped. I hastily readied the anchor as a last refuge if all else failed. While I did so, the sound of breakage was conveyed to my ears. I looked up to see the dodger had broken loose, and had collapsed on the cabin top. Too much wind, funnelling into a small space. Oh well, what's another thing to attend to? After lashing it down, I had a few seconds to think. Perhaps I need some assistance? Mistake No. 4!

Hugh had launched a dinghy from the beach with his grandson and friend aboard, but they weren't able to make sufficient progress against wind and waves, and eventually beached a couple of hundred metres to leeward on Nutgrove Beach. I wasn't sorry to see them safe on shore. The wind was very strong, and the waves were a 'metre high and a metre apart'. Very difficult conditions. I hadn't heard the wind warnings for that day, but winds over 100km were forecast in some areas. Mistake no. 5.

I tried Ch 16. Not a Mayday or Pan Pan – just a call to the local radio network. No answer. After a few minutes, I put out a 'radio check' call, again to no avail. I moved to Ch 12, and called Port Control. They responded, and said they would monitor Ch 16 for further developments.

I also rang (mobile phone) the Police - the emergency number. I was asked whether I was in danger of 'life and limb'. "No", I said, but I could be if the bit of rope around the propeller chafes through. Not good enough, apparently. I must be near dead to qualify for assistance. I resolved to spook them from the grave if things turn ugly!

So, now short on options, I called 'me mate Gail'. She fixes things. Every time! Loving a challenge, she contacted Water Police, but without luck; then DSS, who launched the AK Ward to come to the rescue. Why didn't I think of that? Mistake No. 6!

It wasn't easy, but thanks to Nick, Shane and Glen, a line was attached to another mooring nearby and as she came around, the rope cleared from the propeller. It must have been holding by just a thread. On such things, aversion of a disaster rests. After some tricky manoeuvring, and a leap of faith, I was aboard AK Ward, and returned to DSS in one piece. Shaken, and about to be stirred!

The mind races at such times. Normal communication ceases as survival instincts come to the fore. The technology exists to make such incidents less lonely than they once were, but the physical and mental exertion is still beyond our normal safety settings. Mistakes were made, but I was always confident that I was in control of my destiny – to some extent.

To top my day off, I managed to 'lose' my car. I had left it at DSS; why wasn't it there after the ordeal? So many things had happened, I completely forgot I moved it to RYCT during the day, and it sat happily there through the drama. But events prior to the mooring drama drained from my mind. The nice policeman wasn't convinced about this theory, however, when I was retracting my stolen car notification. But that's another story.

Bet you're glad I'm running the city!!

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Cruising Yacht Club of Tasmania Inc**General meeting held at the Derwent Sailing Squadron****on 6 December 2011****MINUTES****1. Opening**

Commodore Chris Palmer opened the meeting at 8 pm.

2. Attendance

54 members registered their attendance. There were 4 visitors and guests.

Apologies were received from 18 members

4. Minutes of the previous meeting.

The minutes of the previous meeting held on 1 November 2011 were accepted and signed.

5. Business arising from those minutes (not elsewhere on these agenda).

None.

6. New members.

The Commodore presented burgees to the following new members, who said a few words to introduce themselves:

David and Lynne Brown, *Deja vu*

Tom and Suzie Davison, *Let's Go*, who have rejoined the Club after an absence. They were building a new plywood catamaran at Electrona but it was destroyed by fire; they have now built another one, and are back sailing.

Malcolm Proctor and Margaret Armsby, *Legend*.

7. Vice-Commodore's report

Lew Garnham reported on the recent cruise to Smoothys Point, the Mawson Centenary Flotilla, and recent discussions concerning the Bridgewater and Bowen bridges and the waling at New Norfolk. A form has been drafted for members to record destinations, hazards etc., to assist in updating the cruising guide, and Lew hopes it will appear on the website soon. He wished everyone a happy Christmas and New Year, and good cruising.

8. Rear Commodore's report

Margaret Jones thanked the diners who have supported DSS, and noted that she would welcome menu suggestions for next year. The February BBQ will be on 7 February at

Mariners cottage at 6 for 6:30; BYO everything including (optionally) chairs and a BBQ. She noted the Wooden Boat Rally at Launceston, not a club event but of interest to members. She gave details of the Christmas party to be held on Sunday 11th Dec at Dave and Annick's home at Kettering. Next year's program may include a visit to Rotor Lift, details TBA.

9. Forums

Alan Gifford reported that 4 members of the Women on Boats forum have now successfully completed the day skipper course and will receive certificates on Friday 9th December at DSS.. WoB continues – they meet monthly on a Tuesday at 5-7 pm at Mariners Cottage - and new participants are welcome.

Future activities under consideration include medical aspects of cruising, and boat handling and berthing.

10. Treasurer's Report

Wayne McNeice sent his apology but reports Club finances tracking satisfactorily.

11. Editor's Report

Kim Brewer called for contributions.

12. Webmaster's report

Dave Davey sent his apology; nothing to report this meeting.

13. Commodore's report

Chris Palmer urged members to use the Club's library.

He reported progress in organizing a new range of Club apparel, to be purchasable via the Internet.

Chris had a call from Ian Turnbull (the club had sent a sympathy card on the recent loss of his wife Judy); Ian will be visiting Tasmania soon and members hope to catch up with him.

Chris wished everyone a merry Christmas and happy New Year, and thanked the Committee for their efforts.

14. Other business

Several guests, returnees and prospective new members were welcomed: Paul and Rosemary Kerrison back from their Queensland cruise, Jo and Les Westerman back from a 'land cruise', and Richard and Mary Darcey, 'members in waiting'.

15. Guest Speaker:

Margaret Jones introduced **Kris Carlyon** who spoke on **Marine Fauna in Tasmania**. His very interesting talk on whales, seals and seabirds around our shores raised many questions which Kris answered throughout the talk. Some key points:

There is a Whale Hotline – feel free to use it to report sightings etc. 0427 WHALES

or 0427 942537

There are 39 species of cetaceans known from Tasmania, all fully protected. Tasmania is a stranding hotspot; this year 44, 7 in 6 weeks.

This year is a big season for Humpbacks; the species is recovering, but still threatened.

Southern Right whales, identified by the callosities on the head, are recovering more slowly.

Toothed whales are more prone to stranding than baleen whales; the most commonly stranded species is the long finned pilot whale.

Volunteers are a great help with major strandings; contact Wildcare if interested.

There is thought to be a new species of bottlenose dolphin in Tasmania (*Tursiops australis*; the long-accepted one is *Tursiops truncatus*) but you won't see the difference. The common dolphin, however, is easily distinguished and can occur in huge congregations.

The Australian fur seal is the most common seal in our waters.

Kris discussed seabirds more briefly; Short-tailed Shearwaters arrive from Siberia with amazing regularity on 22-26 September each year; they spend some time re-establishing burrows and pairs on the islands around Tasmania, go further south to feed, then come back (about now – December) to lay eggs and rear chicks.

The Shy Albatross is most commonly seen around Tasmania. It is very vulnerable because of incidental catch in fishing, and other pressures.

Alan Gifford thanked Kris. He noted that we are privileged to be out sailing and to see these animals in their natural environment, and perhaps we could work with the DIPIPWE team to help in their study and protection. E.g., we could carry logbooks. Committee members will follow this up.

16. Next meeting

Xmas BBQ Sun 11 Dec.

Combined Clubs picnic South Arm area 29 Jan.

The next meeting will be the annual BBQ @ Mariners Cottage on Tuesday 7th February, 6 for 6:30 (BYO).

17. Close

Meeting closed at about 10 pm.



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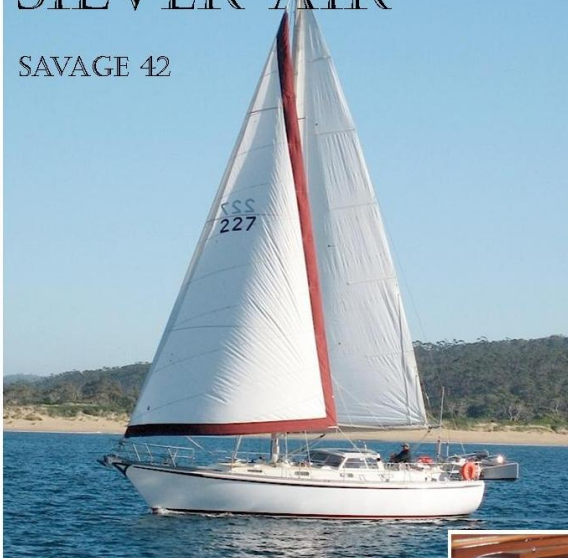
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