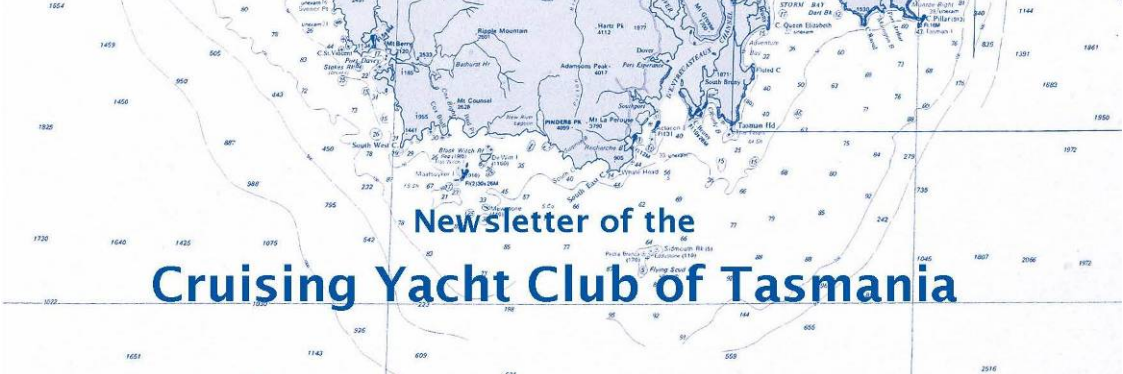


Albatross

Volume 39 No 2 March 2013



Port Esperance



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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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	
<u>MARCH</u>	
Tues 5 th	General Meeting @ DSS at 8pm Speaker: Water Police
Wed 6 th	Committee meeting @ Mariner's Cottage 7:30pm
Fri 8 th to Mon 11 th	Cruise to Recherche Bay
Wed 13 th	Cruise to Port Davey or Macquarie Harbour: See cruising calendar for more detail.
Tue 19 th	Women on Boats @ DSS 5:30pm
Fri 29 th Mar to Mon 1 st Apr	Cruise – Circumnavigation of Bruny Island
<u>APRIL</u>	
Tues 9 th	General Meeting @ DSS at 8pm Speaker: Wayne Wagg: Photography
Wed 10 th	Committee meeting @ Mariner's Cottage 7:30pm
Fri 12 th to Mon 15 th	Cruise to New Norfolk
Tue 16 th	Women on Boats @ DSS 5:30pm
Thu 25 th to Sun 28 th	Cruise to Nubeena and Port Arthur

Visit www.cyct.org.au and click on the Calendar tab for more info on all events.

Not a CYCT Member?

Then download an application form from the Club website – www.cyct.org.au.

Contact any CYCT Committee Member (details inside the front cover of this magazine) for more information.

WE LOOK FORWARD TO WELCOMING YOU TO OUR CLUB

Editorial



“You can have a garden or a boat, but not both”. I recall this being said by a friend who had recently downsized his house and upsized his yacht. Well, I’m working on having both and this summer certainly provided challenges. Warm dry weather has meant bumper crops of berries, stone fruit and veggies, but keeping the water up and coping with the ever growing piles of produce while we’re off cruising has meant imposing on our helpful neighbours (What, you don’t consider 10kg of giant zucchini proper compensation for 10 days of watering?).

This month I’m pleased to announce the first of two fantastic contests designed to stir the creative juices of our members. Stay tuned for the next contest announcement.

Editor’s Choice Prize:

Ok, this may be a shameless bribe to get more contributions to the Albatross, but I’m willing to put up a bottle of some very fine Tasmanian grog (courtesy of Nant Distillery) for an outstanding contribution to the newsletter between now and the end of November. This could be on any topic related to cruising and of interest to our membership – general articles, trip reports, gear reviews, poetry, humour, etc. You know, the sort of thing you’d like to read about in the Albatross, so get writing!

Also, this month sees the return of Albert Ross, that pesky procellariid, trip reports from sunny summer cruises, and the final instalment of the Partridge Island chronicles. It’s been a fascinating look at a bit of the history in our local waters.

Smooth sailing.

Jackie Zanetti



Knowledge is knowing that a tomato is a fruit;

Wisdom is not putting it in a fruit salad.

Commodore's Report



Australian Wooden Boat Festival

What a wonderful weekend! So much colour and activity, and more gorgeous wooden boats than you will ever see in one place anywhere in the Southern hemisphere. Once again, the AWBF outdid its history and turned on an even better show than before.

Of course, the fine, albeit somewhat windy, weather helped, but all in all it was a fantastic event – great for boating, great for Hobart and great for Tasmania.

The CYCT marquee (which we ended up sharing with Coast Radio Hobart at the last minute) attracted a constant stream of interest, and the Club's thanks must go to Hans and Ottmar for setting it all up, and to the team of Club members who volunteered their time over four days to talk to Festival goers about the benefits of membership. I'm sure a number of new members will be the outcome.

A highlight of the Festival for many CYCT members was the barbecue the Club held for members and interstate visitors on Sunday 11th. Around 120 people attended, and all seemed to be having a whale of a time! Thanks to Kim for organising, and to the DSS for making their clubhouse available. Special thanks to DSS chef Brent for the provision of some excellent salads. A great night!

Navigation Cruise and Annual Dinner survey results

By the time this issue of 'Albatross' hits your letterbox you should have received an email detailing the results of the survey and the decisions made by your Committee as a result.

One of the main changes to come from the survey was the decision to run the now re-named Donald Sutherland Memorial Cruise (the word 'Navigation' has been dropped) by a sub-committee of four, comprising the previous year's winner and three others, one of whom will be replaced each year. If you would like to be part of this sub-committee and are able to commit to help plan this cruise for up the three years, please contact the Committee.

If you have not received the email explaining the results of the survey and our conclusions, please contact me (0402 118 548) and I will get it to you some other way.

'Mailman' members mailing list

Most members are aware that the Club has a facility that allows a person to send an email to one address and have it go to all Club members. Recently this facility was used for what might be deemed commercial purposes on a couple of occasions and a few members

contacted me to express some concern at this and to suggest that this was not the purpose of this facility.

Your Committee now realises that it needs to address the fact that no written guidelines for the use of the 'Mailman' members mailing list have ever been put in place. This is now in progress and we expect to put them on our website shortly. In brief, though, they will state that the primary purpose of this mailing list is for disseminating information about Club activities and events, not for promoting commercial ventures.

MaST Recreational Boating Fund

MaST is currently receiving suggestions on how it should distribute the funds it sets aside for recreational boating in 2013. Successful proposals received before March 31st this year will be assessed during May. Proposals received after that date will have to wait until 2014 for assessment.

If you have any suggestions, please either send them to the CYCT Committee (committee@cyct.org.au) or send them direct to MaST. We must make sure that the interests of cruising sailors are supported just as much as those of trailer boat owners – which is where the majority of the money goes.

Cheers for now

Chris Palmer

Vice Commodore's Report



We are halfway into our current cruising calendar and February is as good as over. This means of course, we will have about one more month of summery weather (as I write this we've just endured 34°C max. today) with I guess, more bush fires. Before long the days will shorten and the temperatures will cool as we head into Autumn

But Autumn also brings glorious days of very pleasant and gentle sailing weather, pastel twilights and starry nights. Nights when snuggling up in your bunk is just heaven. A time when it's safe to

BBQ on the beach and the after dinner chat goes on long into the night.

If you've not joined one of the Club's cruises this season read up on the excellent cruise destinations remaining in the calendar, and commit to taking part. On the way there it's good to know other Club boats are nearby and there's always the possibility of a bit of

competition, you know, ... whenever there are two boats in sight of one another there's always a boat race.

We've had excellent turn-outs for most of our calendar cruises to date. Dover is a long way from Hobart yet nine boats and their crews enjoyed the fabulous weather last weekend with northerlies there and southerlies back.

Our Club offers its membership many things. High on the list is the friendly interaction at the range of gatherings organized by various members and the Committee. Undoubtedly for many, the opportunity to cruise and later to enjoy the company of other members on the beach or in the cockpit, is important and a very good reason to rush to the boat on Friday and get going.

There are many members who have yet to swell the numbers of the cruising fleets. If other things crowd-in on your weekends then choose a cruise or two and slot it into your diary. It's a great opportunity to shake out the sails and give the boat and its systems a good workout. But more importantly, it gives us all a chance to enjoy your company, to hear your stories and to share some of ours with you. There'll be a few tall stories but you'll sort them out. Although, I have to admit, it gets harder as the nights wear on. Sometimes in vino veritas doesn't always work.

Our next calendar cruise will once again take us south, south to the edge of the Southern Ocean. Our destination is Recherche Bay or, as it is so often Anglicized, Research Bay. Steeped in indigenous, French and later English history, the delightful anchorages, the world class walks ashore (too numerous to mention) and the all-pervading sense of colonial endeavour have rightfully earned this place its reputation akin to that of a yachties' holy grail. It's not a hard slog, it's all within the Channel, well most of it anyway. It's just that it's two hours sailing south of Dover and requires a little chart observation as you near the Bay. But it's a must for every boat owner and a cruise you can dine out on for weeks to come. I'll send out a note about the arrangements nearer to the date.

For something a little closer to home for us all, and something extra to the Calendar, how about a Saturday 2nd March cruise to Mary Ann Bay (north of Opossum Bay and just south of Ralphs Bay) or if conditions dictate, to The Spit Beach (inside, and on the southern arm of Ralphs Bay)? Both destinations have sandy beaches and will make for a delightful days outing. Arrange to sail in company or just turn up.

See you on the water.

Alan

Rear Commodore's Report



The Australian Wooden Boat Festival was a phenomenal success in so many ways – and one of the happy results has been a hugely increased work load on my desk, so this will be a brief report. Thanks to all those members who turned up at DSS on the Sunday of the AWBF weekend to share a meal with over 60 out-of State visitors. Among the guests were members of the Coastal Cruising Yacht Club of Australia and the Sydney Amateur Sailing Club, the Royal South Australia Yacht Club and nine members of the Island

Cruising Association from New Zealand. All seemed delighted to have the opportunity to talk to CYCT members and were complimentary about the food and the facilities. I had to confess several times that although we are a lively Club, we aren't *quite* financial enough to afford such great clubrooms. Thanks yet again to DSS for providing the venue, to the hardworking, helpful bar staff and to Brent for effortlessly catering those delicious salads (while at the same time running the bars at the AWBF!). Thanks to Club members who helped to set up and register guests. Running about busily organising, I realised too late that I had completely forgotten to bring any BBQ fodder. Luckily I'm a vego!



Many of those visiting yachts joined the VDL circumnavigation, while many others are still cruising in our waters. Keep an eye out for them. The Island Cruising Assoc. yachts cleared Customs for NZ on the following Wednesday and will make landfall tomorrow in Nelson (21st) after a very quiet passage. The Kiwis voted Tasmania the highlight of their Australian cruising and will be spreading the word in Aotearoa. Tony and I have been asked to act as Port Captains for ICA and we look forward to meeting more visiting yachts from across the Tasman.

March General Meeting – March 5th

Our normal meeting routine resumes this month with Senior Constable Tim Trail speaking about the role of the Marine Police. No doubt he will have a few hair-raising tales from the Police files and cautionary tales of the dumb things boaties do on the water!

Dinner will be available before the meeting. Please RSVP by Friday 1st March by email to kim@boatsalestas.com.au or phone 0428937358.

April General Meeting – April 9th

A reminder - the April General Meeting will held on the SECOND Tuesday of the month – April 9th. The first Tuesday is the day after Easter Monday, so this change of date allows people to recover from Easter Round Bruny Island Cruise etc. Wayne Wagg from the Hobart Photographic Society will be giving us pointers on the choice of camera and lots of tips for successful photography in the marine environment.

Looking forward to seeing you there!

Kim

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Interesting Websites

Do you following any fascinating sailing blogs or have you got a favourite techie forum? Why not share them with the CYCT community? Send the editor a link and a few words about why the site is interesting. Here's a site I'm (Jackie) enjoying:

Women and Cruising – Advice, Resources and Inspiration for Women Cruisers

<http://www.womenandcruising.com>

This site is run by a group of seasoned women cruisers who post masses of information and experiences about the cruising life. There are practical topics such as how to choose a dinghy or galley refit ideas, psychological topics about fear management, and inspiring stories about families at sea. There are plenty of links to other blogs and commercial sites. And it's not just for women – there are topics for everyone, such as iPad applications for cruisers, and resource links to maintenance info and weather forecasting sites.

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February BBQ @ the Mariner's Cottage

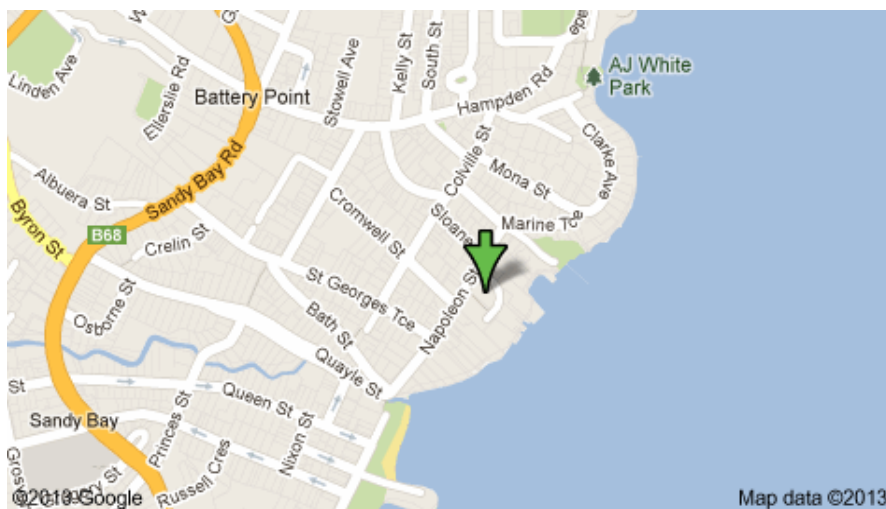


Mariners' Cottage

Although not used much for Club functions these days due to its limited space, most CYCT members are familiar with, and have a fondness for, the Club's headquarters, Mariners' Cottage at Battery Point. What may not be widely known is that the building is available for use by Club members for private functions such as birthday parties or other celebrations. A nominal charge of \$10 per half day or \$20 per full day is levied to cover consumable costs (power etc) and of course users are expected to take care of all cleaning up and leave the place as they found it. Talk to Warden Chris Creese if you are interested.

Where is the Mariner's Cottage?

42 Napoleon Street, Battery Point



APPLICATIONS FOR MEMBERSHIP

Fiona Preston
(no boat)

Stuart Mackley and Sally Holt
(no boat as yet)

These 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 later than that date.

Australian Day Cruise to Cygnet

The cruise started on Friday with a leisurely stop at Peppermint Bay. Four or five boats took advantage of the Peppermint Bay restaurant's moorings and were joined by a land contingent for a pleasant dinner in the bistro.

We were joined on Saturday morning by a fleet from Kettering and Hobart and enjoyed a gentle sail down the Derwent until Gordon, where the wind dropped and most seemed to think that motorsailing was the best option. Around Arch Rock and Huon Island and up into Port Cygnet – Cygnet becoming visible in the distance as a barricade of moorings across the head of the inlet. Fourteen boats in all made the trip to Cygnet. Once we were all tucked in among and around the moored boats of the Port Cygnet Sailing Club, we dinghied ashore to enjoy a BBQ at the excellent facilities of the PCSC.

Sunday morning involved a leisurely start. Some walked into town for coffee or breakfast at one of the cafes, while others slept off the excesses of the night before. General consensus suggested that the Quarries might be a good destination for a BBQ and about half the fleet set off. A strongish southwesterly kicked in as we neared Huon Island and each crew made its own decision to proceed or divert – in the end only Irish Mist,

Pandora, and Westwind made it to Quarries, where they enjoyed a quiet BBQ followed on Monday by another BBQ in Apollo Bay before returning to Kettering.



Boats participating:
Illywhacker, Wayfarer II, Irish Mist, Pandora, Gitana, Chaika, Fleur de Lys, Bladerunner, Puffin, Westerly, Westwind, Intrepid, Get a Life, Silver Air

Illywhacker and Gitana at anchor in Peppermint Bay



Drinks all 'round



Never try to eat anything bigger than your head!



Chaika seen through Arch Rock



BBQ at PCSC



Squid.

I noticed even before I started boating that it never seems to get completely dark on summer nights, partly because of the light from the commercial squid boats in Storm Bay. Why bother catching squid at night when enough are available by day? But we were told to leave a squid jig a couple of meters under the stern when at anchor and were amazed to find how often a squid is there in the morning. This seems to work better on smaller boats. I was also told to always try a squid jig too when flathead fishing. Chasing flathead, I have had lots of nibbles but no fish and with a very slow retrieve discovered squid are the culprits. Of course I don't have a squid jig with me.



Still, we always keep a lookout for schools of arrowhead squid ghosting through the water and have caught enough for the freezer in half an hour. Then the dolphins arrive and it's all over. We discovered early on that you have to plan what to do with your squid before it's hooked. Now we drop them in a big bucket after giving them plenty of time to squirt their ink away from the boat. Sea water in large quantities, with a little elbow grease, gets the ink off metal, plastic and paint but we are very careful of our woodwork and canvas. We run our anchor wash aft with an extension hose to clean up. We have also caught calamari, usually within a hundred metres of the shore with a big squid jig. They are much nicer eating than arrowhead squid but just as messy.

Cleaning squid is easy but messy. Pulling the entrails out with the head and then removing the quills from the top of the tube sounded complicated, but turned out to be just fingernail blackening, messy and tiring if there were lots to do. Paper towels do help to hold and clean them. We usually freeze most of our catch so we are careful to get the tubes really clean.

Australian salmon, Couta and Mullet.

We are always on the lookout for boils of baitfish near the boat. If we're at anchor, it's into the dinghy and off around the boil. Casting and retrieving into or near the boil with a metal lure about 50 mm long and flashy sometimes hooks one of these fish, usually Australian salmon. I have also tried circling the boil towing a lure at a few knots and caught salmon and even small couta, which don't have the worms in them that make large couta undesirable. However, we learnt that if you get couta on your boat you'll be cleaning scales off it for weeks.



Gillnet fishing for Atlantic and Blackback Salmon, and lots of other interesting fishy things.

Gillnets are indiscriminate fishtraps, but I found out how to target specific fish we want to eat. Nets require a licence from Service Tasmania and there are rules on where and when to use them. Many people advised me on how, and some things I found out the hard way. I discovered that setting a net just outside a Reserve yields an amazing range of fish, most of which I'm not interested in. Now, like most people I know, I aim for Atlantic salmon because catching one of them on a line is rare indeed and I'd rather eat them than leave them for the seals.

For Atlantic salmon I start the net just outside those damned oysters where the bottom runs out at a few metres deep for 5 to 20 metres, then dips down. If the bottom is weedy, I find that leatherjackets are a common catch and we sometimes keep a really big one but these beautiful characters are easy to release unharmed. So, I try to find a clear bottom, often on the edge of the weed near a beach. Being lazy, I also try to use a shore where the afternoon wind blows offshore; it's difficult keeping an inflatable dinghy off those magnetic oysters as you pull in the last of the net.

Seals love nets. As soon as one cruises up and down ours, I pull it, for the seal will keep coming back. Only by checking the net every hour can I beat the monsters. Not only are the fish gone but they are replaced by seal sized holes in the net.

In the net I have found mullet, gurnard (good eating once you get past the spines), blackback salmon, wrasse (mushy unless caught in mid-winter), elephant fish (which we put back), trumpeter and spider crabs. Spider crabs and seaweed are the bane of net fishing but the crab claws contain good meat. More than 10 crabs make it worthwhile.

Crayfish or Southern Rock Lobster and Abalone

Being always on the lookout for a bargain, I found that having a net licence invites adding a craypot licence and dive licences for lobsters and abalone at minimal cost. After an intensive period of laying pots, I rarely set one now. However, I did discover that the best way to tell where to put a pot is to just put it where lots of locals have put theirs. Now that I don't have a proper fishfinder to tell what the bottom is like, I try to find a reef with plenty of kelp and land the pot up the right way up on the bottom, but success is elusive. So, don't mistake my pot for a local's.

Now abalone are a different story, for the scuba divers haven't decimated them yet. Even we can find them using a snorkel along the shore in kelpy rocks. Just flip them off using a store bought knife. But my best ever was a good one I found hiding in a crevice while strolling along a rocky platform in Great Taylors Bay. I only got my arm wet up to the elbow.

Tuna

We have two game rods from our fishing boat days, and usually tow a squid-like lure on sea passages. Your fishing shop will advise you on lures, rods and how to use them. Yachts travel at the ideal speed, but after catching big couta instead of tuna, we were told to keep the speed about 8 knots to avoid them. When we caught a big bluefin tuna off De Witt Island, all seasickness disappeared, but the cleanup of the mess in the cockpit afterwards took hours and enough seawater to sink a ship. If we had bled the fish by cutting the gills we would have got better meat but even more mess. The fish provided us with tuna meat for nearly a year, but I'd like to go to the Friars to get some albacore on smaller lures, one day.

Afterword

Any fish we catch we tend to clean and fillet on the transom steps, keeping the frame for mornay or stock. Heads can be used for craybait. On Atlantic salmon we often take a few cutlets off before filleting the tail. Tuna also yield big topside fillets.

The only fishing where we have approached the possession limits is for flathead and squid, but we do refer to the Recreational Sea Fishing Guide, free from Service Tasmania or online from www.dpiw.tas.gov.au, to check size limits too.

So that's our story, we have a boat and want to catch fish. You can, too.



MARITIME MYSTERY OBJECT #1



What was this tool used for?

Here's a brain teaser to test your knowledge of maritime history.

Answer in next month's Albatross.

Object courtesy of Maritime Museum of Tasmania.

Australian Wooden Boat Festival 2013 – Photo Gallery



Neptune in her finery



Alida in the Parade of Sail



THE PARTRIDGE ISLAND CHRONICLES

PART V – END OF AN ERA 1935 – Present

Erika Shankley

Nearly ninety years had passed since Richard Cleburne had become owner of Partridge Island as final payment of a mortgage taken out by Thomas Laughton. Following Cleburne's death in 1864 the island remained part of his estate. At last, his surviving grand-children Laura Jane and Frances Catherine, felt the time had come for them to relinquish the island on which they had been born and spent their early childhood years.

An advertisement in The Mercury on Saturday 9 February 1935 heralded the sale, describing Partridge Island as "*That desirable grazing property ... 248 acres, all well watered.*" The sale was to be conducted by Roberts and Company Ltd at their Mart, Murray Street on Monday 25 February.

However it was not until 11 June 1937 that the island finally changed hands, with retired Public Servant, William Keogh paying £200.¹ A resident of Woodbridge, *Gruffy*², as he was sometimes known, bought the old school house and transported it to the island on board the fishing boat *Austral*. The house was re-erected about 300 metres from the site of the original house, closer to the jetty. Apart from running cattle he attempted to grow Cape Gooseberries commercially, but this venture was not a success.³

During a prolonged period of ill health he was joined on the island by his daughter, Ethel and grand-daughter Hazel before returning to Woodbridge where he died at his daughter's home in 1941.⁴

In the meantime, the Pike family were living on Partridge Island in 1938. Mrs Pike wrote to the Education Department requesting a Subsidised School on the island and that she be appointed teacher. Her husband was ill, she said, and was unable to work for at least six months. Unfortunately, her request was refused as the only pupils would be her own children and regulations stated that two families were required before a subsidy could be given.⁵ The name of Thelma Doris Pike still appeared on the Electoral Roll in 1939 as being resident on Partridge Island, though her husband does not.⁶

¹ LSD 20/548

² Irene Sward *pers. com.*

³ Hazel Jackson *pers.com*

⁴ Hazel Jackson *pers.com*

⁵ TAHO ED10/1/2239

⁶ Electoral Roll 1939

The clouds of war were gathering. In 1941 there was a proposal by a local defence committee to protect D'Entrecasteaux Channel by laying mines across from Partridge Island at the southern end and from Simpsons Point, securing North West Bay at the northern end of the Channel.⁷

However, the 2nd World War seemed to barely have touched the island which, at that time, was used for grazing. Herbert Leslie Clark appeared in the Dover Police Court in 1941 charged with failing to provide sufficient food and water for a herd of about 50 cattle. Between February 2nd and March 8th they had been found to be in poor condition and several had died, reported Inspector T.H. Nolan. Clark pleaded guilty and he was fined £10 with 16/- costs and witness expenses of 10/-.⁸

Three years later Clark became the new owner, purchasing Partridge Island from the estate of William Keogh on 15 September 1944 for £250.⁹

Clarke, in turn, leased the island to Timothy Vincent Murphy on 1 June 1948. Murphy, the eldest son of Denis & Margaret Murphy of Alonnah, had grazing leases at Sheepwash Bay and both Partridge and Woody (Satellite) Islands. Murphy was also the proprietor of the D'Entrecasteaux Hotel, which opened at Alonnah in 1939 as well as a bakery and butcher's shop.

GEORGE DIBBERN

Self-described free-thinker and citizen of the world, German adventurer George Dibbern produced his own passport. However, his German origins did not prevent him being interned in New Zealand, twice, during both the 1st and 2nd World Wars!

In the intervening years he roamed the world in his yacht *Te Rapunga* and won the Trans Tasman Race, Auckland to Melbourne, in 1934 over the only other competitor, John Wray's *Ngataki*. The following year *Te Rapunga* won the Melbourne to Hobart Race. He became well known for his all-girl crews and, while still corresponding with his wife back in Germany, formed a new relationship with one of his crew, Eileen Morris.



George Dibbern

⁷ NAA MP1185/8

⁸ The Mercury, 29 April, 1941

⁹ LSD 22/3182

In the early 1950s George Dibbern returned to Tasmania and one of his many jobs was helping fellow countryman, Ernie Brusck with renovations at the Mintoburn Hotel at Kettering. Later he shared 1st prize in Tattersall's lottery. After years of sailing the world, he was he thought, ready to settle down. Woody (Satellite) Island was for sale and sounded just the place! He proposed to share his island with youngsters searching for their way in life. However, this ideal wasn't a success and George, and his partner Eileen and their young daughter, Michela Lalani, spent only three years on the island.

During this time he heard that Partridge Island was also for sale. The price had doubled to £500 since its last sale in 1944, but they sailed down, and on seeing the beautiful tree-clad island George said, "This is for me!"¹⁰ and signed the contract on 2 March 1951. However, he almost immediately mortgaged the island to the Bank of New South Wales.¹¹ There was no mention of any buildings on the island nor did he ever live there.



Te Rapunga and Ngataki, Trans Tasman race, 1934

George Dibbern returned to New Zealand and, after his death in 1962, *Te Rapunga*, the yacht in which he'd sailed the world for over 30 years, was put up for auction in Auckland. Partridge Island, left in trust for his daughter then only a teenager, was left to slumber on.

¹⁰ Erika Grundman, Dark Sun, David Ling Publishing Ltd, 2004

¹¹ LSD 31/80

There was occasional interest in the island. Alex Ryan, from Liffy, wrote to the Surveyor General's office enquiring about leasing the Partridge Island in 1959. Then in 1968 Bruny Island resident, J.M. Dillon, expressed interest in buying the island. He also applied to the government for land on the Bruny shore as access to get cattle over to the island, but his plans appear to have fallen through.

RICHARD HAM – DASILU P/L

Melbourne doctor, Richard Ham, hoped to establish an outward bound type sailing school, much in line with George Dibbern's thinking, when he purchased Partridge Island from the Dibbern estate on 8 January 1974 for \$50,000.¹²

There was a flurry of activity – and later that year a substantial new jetty and lifting derrick had been built. Soon there was quite a settlement, with several log cabins and a boatshed nearby.



Dr Ham's cabins, 1976 photo by Bob Wyatt

Unfortunately, it seemed that history was to repeat itself when, on Friday 16th May, 1975, an Inspector from the Department of Lands arrived on Partridge Island and presented Dr Ham with a letter from the Acting Director of Lands, Mr Bridges. The Government, he said, intended to resume the island.¹³

Giving credence to the Government's position the Director of Parks & Wildlife, Peter Murrell, wrote that *"It is a beautiful island ideally located in a scenic environment of a pre-eminent magnificence. ... at the centre of an area which embraces secluded safe cruising waters ..."*¹⁴ and that the Government had, for some time, been researching and formalising a proposal to establish a State Reserve on the Labillardiere Peninsula, including Partridge Island.

On 2nd May 1975, the Parks & Wildlife office had heard that Dr Ham was negotiating with a bulldozer contractor to clear about 25 acres of land on the island. It was this single fact

¹² The Mercury, 12 September, 1975

¹³ Partridge Island / letters from Lands Dept. to Dasilu Pty. Ltd. and Peter Murrell (Director National Parks and Wildlife Service) to Partridge Island Arbitration Committee re acquisition of Partridge Island by State Government] TL.PQ 333.780994651 TAS

¹⁴ Partridge Island / letters from Lands Dept. to Dasilu Pty. Ltd. and Peter Murrell (Director National Parks and Wildlife Service) to Partridge Island Arbitration Committee re acquisition of Partridge Island by State Government] TL.PQ 333.780994651 TAS

that brought forward the Government's proposal to resume the island and precipitated the controversy that ensued.¹⁵

In a memo written after his visit, the Inspector said that Dr Ham had indicated that under no circumstances would he sell the island but as an afterthought, put a price of \$4,000 an acre or \$1 million on the whole island. He also said that he had no intention of ceasing work on his project. The memo continued "*Work carried out to date includes a first-class jetty,*" together with "*a large boatshed*"¹⁶ and construction had commenced on accommodation.

Nevertheless, on 20th May 1975, the Governor, Sir Stanley Burbury, signed an order to resume Partridge Island which was to become part of the South Bruny National Park.¹⁷

Dr Ham was, justifiably, aggrieved. In December 1975 a headline in *The Mercury* said "*Ham plans to sue Minister*"¹⁸ Melbourne valuer, Mr Kitty accused the Tasmanian Government of using taxpayers money with "*extravagance and bacchanalian abandon*" and Opposition Leader, Max Bingham, said that the Government was '*brutal and inhuman*' in its takeover tactics. And of the Tasmanian Government and the then Minister for Parks & Wildlife, Neil Batt, Dr Ham said "*There's got to be some measure of trust ... and frankly, I don't trust them as far as I can kick them.*"¹⁹

The Government valuation of Partridge Island at that time was \$129,000²⁰ with a rateable value after improvements of \$145,800,²¹ but Dr Ham indicated that he expected compensation of at least \$500,000,²² taking into account the building works already completed and costs of arbitration.

In State Parliament it was announced that a telegram had been received from the Federal Minister for the Environment, Mr Berinson, indicating that Federal funds would be provided to assist with the purchase under the States Grants (Nature Conservation Act 1974), part of the National Estate Programme.²³

¹⁵ *Partridge Island / letters from Lands Dept. to Dasilu Pty. Ltd. and Peter Murrell (Director National Parks and Wildlife Service) to Partridge Island Arbitration Committee re acquisition of Partridge Island by State Government*] TL.PQ 333.780994651 TAS

¹⁶ TAHO AB567/3/2

¹⁷ *Tasmanian Government Gazette, Wednesday 22 October, 1975, page 4818*

¹⁸ *The Mercury, 3 December 1975*

¹⁹ *The Mercury, 3 December 1975*

²⁰ *The Mercury, 12 September 1975*

²¹ *The Mercury, 3 September 1975*

²² *The Mercury, 12 September 1975; The Mercury, 3 December 1975*

²³ *The Mercury, 16 October 1975*

There was talk of a High Court appeal, but legal advice to Dr Ham suggested that this was a no-win situation. As a compromise, a proposal that he lease 30 acres near the jetty was finally agreed. However, this was not an ideal situation and Dr Ham said that his plans for a sailing academy cum bushwalking and nature study centre were dashed because of the “bloody ludicrous” conditions which the government now wanted to write into the lease.²⁴ There were also arguments with the Bruny Island Council regarding the apportioning of rates. In 1974, Richard Ham said, rates were \$28 for the whole island, while in 1977 he had been presented with a bill for \$360 for his 30 acre portion for which the Council provided no services at all.²⁵

Meanwhile, the picnics on Partridge Island which had been popular during the 1850s and 1860s were re-introduced. In 1976, in a joint exercise between the Hobart Walking Club and the CYCT, Club boats transported HWC members to Partridge Island for a weekend of camping, walking & swimming. Some years later the HWC chartered the *Cartela* for day trips to the island. After the ferry tied up at the jetty Club members and their friends spent about two hours exploring the island. The most exciting trip, said writer Sheila Reynolds, was in 1982 when, enveloped in sea fog, the *Cartela* almost ran aground on the Middleton Shoal!²⁶



Cartela at Partridge Island, 1982 photo by Bob Wyatt

The island's Queenscliffe cota boat, *Palana*, lay behind the jetty and a pleasant few hours could be whiled away having a cup of tea with Tony Trumble who had taken up residence as caretaker. A track round the island enabled visitors to visit the ruins of previous settlement and interesting nooks and crannies with evocative names such as Dead Horse Gulch and Mantlepiece Bay.

Finally on 17 January 1978, Richard Ham wrote to the Tasmanian Government that he was prepared to relinquish his island lease for the sum of \$30,000.

In a quirk of fate, John Bennett - the lawyer who had originally advised Richard Ham during his stoush with the Government – had become Attorney-General and Minister for Lands

²⁴ The Mercury, 3 December 1975

²⁵ Letter to Bruny Island Council, 8 November 1977

²⁶ Sheila Reynolds, Partridge Picnics, *Tasmanian Tramp* No. 30, 1995

and, in a short phone call in 1987, agreed that the Government would buy out the remaining lease.²⁷

FULL CIRCLE

Today, Partridge Island is administered by the Parks and Wildlife Service as part of the South Bruny National Park.

Once abandoned, it wasn't long before the log cabins and the magnificent stone fireplace were a target for vandals. *"We'd heard some took boatloads of material off the island ... the whole place is being totally abused."* said a report in the Mercury. *"doors; insulation and roofing has gone; verandah posts have been chainsawed off ..."* Ranger, Pat Bortignon said that he would *"come back a week later and something else would have been knocked off"*²⁸

However, vandalism was nothing new. A letter to the Premier from J.M. Dillon dated 30 May 1975 alluded to the belief that the original house on the island had also, long ago, been wrecked by vandals and subsequently burnt down.

What was left of the log cabins were finally removed, to be reused as storage sheds at Port Arthur and the concrete slab and jetty are now all that remain of the Ham's dreams. With no maintenance, it won't be long before the jetty too, is relegated to the realms of history. A sign advises the public that they now use the jetty at their own risk!

In 1998 a group of Dover-based Coastcare volunteers visited Partridge Island to remove an accumulation of rubbish from around the jetty.²⁹ Then again, in 2001, members of the aboriginal community and other volunteers carried out rehabilitation work on eroded areas and again removed rubbish - approximately 4 – 5 tonnes of it!³⁰

The Bruny Island Boat Club's newly-formed Coastcare group, with their motto *"If you want something done, do it yourself"* also hoped to become involved with work at Partridge Island.^{31 32}

Sailing down D'Entrecasteaux Channel, the familiar shape of Partridge Island on the horizon hides many secrets and its story is ongoing. Not long ago, a walk around the

²⁷ The Mercury, 6 October 1987

²⁸ The Mercury, 6 October 1987

²⁹ Huon Valley News, 5 March 1998

³⁰ Hand On No. 9, the newsletter for Bushcare, Coastcare, Landcare and Natural Heritage Trust Programs, 1 March 2001

³¹ News, Tasmanian Landcare Association, May 2007

³² Tasmanian Landcare Association News, 2007

island revealed wind-blown rubbish from the nearby fish farm and rampant growth of invasive species such as English ivy, blackberry, periwinkle and fuchsia. Originally brought to the Island by European settlers, these plants are now invading the bush.

The Parks & Wildlife Service Management Plan says, “*The remains of the European settlement overlay a long heritage of aboriginal use.*”³³ While the remains of European settlement have historical importance, unfortunately this overlay is in danger of smothering the original heritage of Partridge Island.

An on-going effort is needed, caring for both the environmental and historic heritage. Perhaps this is a project for the CYCT?



Neptune at Partridge Island Jetty, Dec 2011

³³ *South Bruny National Park Management Plan, 2002*

The return of “Albert Ross”

Many of you will remember Albert, that sneaky sticky-beak, who has been known to haunt CYCT cruises and functions, catching out unwary sailors in compromising situations or noting the gaffs, antics and general silliness that sometimes accompanies an otherwise good time on the water.



Albert first appeared in the very first edition of the Albatross in December 1975 (under the guise of the author of “Birds Eye View”) and was a regular contributor throughout the history of the club. He’s been on holiday in recent years (we hear he was checking out retirement villages in Majorca), but he’s been seen flying about Tassie again and has sent in these reports from the front:



- These two were spotted at the Cygnet BBQ having a good yarn – so good that they couldn’t be bothered putting their dinner on the BBQ. Less talking, more cooking please!
- After the Cygnet BBQ, when others had settled into their bunks for a quiet night, 3 or 4 dinghies were seen hanging off the back of a certain flag officer’s boat as bottles were passed on board. A post-BBQ carryon party or rum smugglers caught in the act?
- Speaking of parties, Albert reports there were a few sore heads and a late start after Saturday night’s get together on *Eight Bells* during the AWBF.
- And which Club member was spotted at Rabbit Island flying his burgee upside down? Tut tut - but at least he redeemed himself (partially) by weighing anchor under sail rather than under power.

There’s no telling where Albert will show up next, so keep a watch out!

[Albert can be contacted c/o editor@cyct.org.au, if anyone has tip-offs or incriminating photos!]

The forecast for the cruise to Dover was looking good and as things turned out, the reality matched it – or was even better.

A group of fifteen members and guests arrived by car and boat at Peppermint Bay on the Friday evening, ostensibly to discuss the cruise, but in practice to enjoy a meal and a couple of glasses of wine in good company. Your correspondent and partner arrived by car, and promised to make an early start from Kettering on Saturday morning to take photos of Club boats under sail at the entrance to Port Esperance. Early rising is not his forte, but he outdid himself this time and sailed past the rest of the fleet while they were still at anchor – possibly still asleep. Heaving to at the entrance to Port Esperance after a great sail south of Gordon in a good nor'easter approaching 20 knots he waited for the first boat to arrive. And waited. And waited. Then the first stirrings of mutiny were heard from the crew, so the idea was abandoned.

During the course of the afternoon a total of nine Club boats anchored in the vicinity of Rabbit Island and plans were hatched for the evening. Prudence (nice lass – known her a while) suggested that the proposed barbecue on Rabbit Island might not be such a great idea in the conditions (stiff northerly and tinder dry) so the



decision was made to retire to the beach instead for drinks and nibbles, and then repair to our own boats for a meal. *Sprayfoam* well and truly raised the nibbles bar by handing



round hot, home-made (boat made?) pizzas. That'll take some beating.

The following morning, the flat calm which had descended the previous evening was still evident, and most crews took to their dinghies for an exploration of the Esperance River. This was not without hazard as there were all

too many clumps of oysters waiting to strike an unwary inflatable. Your correspondent speaks from personal past experience as to the damage they can do. However, all was well and the group made it to the limit of navigation and back, wondering how large boats could make it up river as far as they do. There must be a deeper channel there than the route we took.



By lunch time, we had all left the anchorage and were making our way back to Kettering or Hobart. What started out as a nice 20 knot sou'easter soon died away in the usual Channel fashion and only the most dedicated made it as far as Kettering without a little assistance from the iron mainsail.

A perfect weekend. Well, it would have been had your correspondent not had his specs flipped off his face and into the briny by an errant mainsheet. Still, could have been worse. The last time his glasses took an unplanned dip, he was wearing them.

Boats at Rabbit Island were *Blade Runner*, *Chaika*, *Fleur de Lys*, *Get a Life*, *Honeywind*, *Sprayfoam*, *Surreal*, *Wayfarer II* and *Windclimber*.





Which way is the wind coming from?

Once upon a time there was a famous sea captain. This captain was very successful at what he did. For years he guided merchant ships all over the world.

Never did stormy seas or pirates get the best of him. He was admired by his crew and fellow captains. However, there was one thing different about this captain. Every morning he went through a strange ritual. He would lock himself in his captain's quarters and open a small safe.

In the safe was an envelope with a piece of paper inside. He would stare at the paper for a minute, then lock it back up. After, he would go about his daily duties.

For years this went on, and his crew became very curious. Was it a treasure map? Was it a letter from a long lost love? Everyone speculated about the contents of the strange envelope.

One day the captain died at sea. After laying the captain's body to rest, the first mate led the entire crew into the captain's quarters. He opened the safe, got the envelope, opened it and... The first mate turned pale and showed the paper to the others. Four words were on the paper, two on two lines:

Port Left, Starboard Right.

GOING ABOUT

Miscellany of items from near and far that may be of interest to CYCT members

Disposal of Out of Date Flares

Boat owners are advised out-of-date flares will be collected by MAST on Monday, 4 March 2013 between 9.00 am and 2.00 pm.

Collection point is 5 Franklin Wharf, Hobart.



Wynyard Wharf Redevelopment

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- Fire hydrants on all facilities.
- A 'dump point' for visiting vessels.



Wynyard Wharf

Recipe – Zucchini Slice

This perennial favourite is a snap to make ahead and serve cold for lazy lunches in the cockpit or heated up for a quick dinner. A great way to use up those zucchini that keep multiplying in the garden!

2 -3 medium-large zucchini (~400g), grated
 1 brown onion, finely chopped
 3 rashers short cut bacon, finely chopped
 1 cup grated tasty cheese
 1 cup self raising flour
 5-6 eggs, lightly beaten
 1/2 cup olive oil
 salt & pepper to taste



Combine everything together, pour into greased or lined tin (16cm x 26 cm) and bake at 190-200°C for 30-40 min. I like to serve it with homemade tomato chutney and a green salad.



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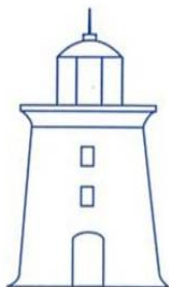
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