

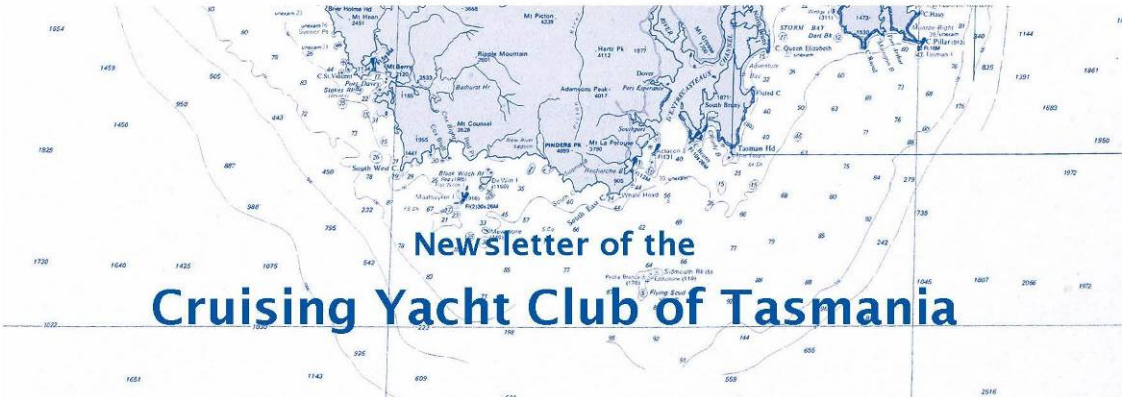
# Albatross

Volume 40 No 4 May 2014



*Gitana competing in the DMSC*

Photo: Dave Davey



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

THE CRUISING YACHT CLUB OF TASMANIA INC.

**PO Box 605 Sandy Bay TAS 7006**

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**cyct.org.au**

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**Life Members**

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Chris Creese

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



## Contents

CYCT CALENDAR.....	2
Editorial .....	3
Commodore’s Report .....	4
Vice Commodore’s Report .....	5
Rear Commodore’s Report .....	7
Introducing New Members.....	9
Freycinet Cruise – 21-30 March 2014 .....	10
Changes to the BOM Weather Forecasting.....	14
Donald Southerland Memorial Cruise .....	16
<i>Honey Bee’s Summer – Plan B</i> .....	19
Cruise of the Year Award: Call for Nominations.....	25
A Bridge Too Far (New Norfolk Cruise) .....	26
Our First Regatta .....	27
GOING ABOUT .....	29
Recipe: Tarragon Chicken.....	30
Recipe: Emu and Parrot.....	31
April General Meeting minutes.....	32

### 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.

	<b>CYCT CALENDAR</b>
<b><u>MAY</u></b>	
Tues 6 <sup>th</sup>	General Meeting – @ DSS 8:00pm Speaker: Kevin and Sharon Donovan
Sat 10 <sup>th</sup> – Sun 11 <sup>th</sup>	<i>Cruise: Apollo Bay (alternative Quarantine Bay)</i>
Tues 13 <sup>th</sup>	Committee meeting @ DSS 7:30pm
Tues 20 <sup>th</sup>	Women on Boats meeting @ DSS 5:30pm
Sat 24 <sup>th</sup>	<i>Cruise: Mary Ann Bay (alternative Ralphs Bay)</i>
<b><u>JUNE</u></b>	
Tues 3 <sup>rd</sup>	General Meeting – @ DSS 8:00pm
Fri 6 <sup>th</sup> – Mon 9 <sup>th</sup>	<i>Cruise: Queens B'day weekend, Huon River</i>
Tues 10 <sup>th</sup>	Committee meeting @ DSS 7:30pm
Tues 17 <sup>th</sup>	Women on Boats meeting @ DSS 5:30pm
Sat 21 <sup>st</sup> – Sun 22 <sup>nd</sup>	<i>Cruise: Dark MoFo Festival, Con Dock</i>

Visit [www.cyct.org.au](http://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](http://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**

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**Editorial**

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I recently sent out a call for “boat friendly” recipes to the Women on Boats group and I was asked what makes a recipe “boat friendly”. Well, these days refrigerators are pretty much standard on boats as is the electricity to drive the power hungry beasts. But I’ve found that there’s never enough room in the fridge (even tho’ I’ve got monster fridge on *Chaika!*) for long cruises and reliance on batteries means the food processor, blender and the sous vide cooker have to stay at home. That means relying on recipes with ingredients that keep well without refrigeration and don’t involve fancy electrical gadgets for preparation. Hmmm, that can’t be too hard, can it?

As editor I always tend to be looking forward a month or two in the club’s calendar to see what will be happening and thinking about what should go into the next issue. This month I realised that by the time you get this Albatross it’s only 3 months until the Annual Dinner (Aug 2) – so it’s time to think about nominating a Cruise of the Year and digging up your best photo for the Photo Competition (details to be announced next month).

It’s also time to start thinking about how you can contribute to the club. While it’s really great to have club cruises, interesting speakers, forums, social events, and publications like the Albatross and the new Cruising Southern Tasmania, these things don’t happen without someone putting up their hand to say they’ll do it. No doubt you’ll be hearing more from the committee in coming months, asking you to consider nominating for a committee position. Please give it some thought and talk to me or another committee member if you’d like to get involved in some way.

This month I’d like to welcome the support of a new advertiser in the Albatross. Mobile Marine Services are qualified technicians providing a wide range of professional boat services, repairing all areas of your boat- engines, anchor winches, prop-shafts, waste systems, etc. See their ad on page 33.

See you on the water.

Jackie

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**Commodore's Report**

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The application to MAST under the Recreational Boating Fund 2014-2015 for the provision of three public moorings at Lady Barron has been submitted, and acknowledged by MAST. The only mooring contractors interested in doing work at Lady Barron are based in Hobart, which makes it an expensive proposition. Two quotes were received, the cheaper being \$12,000 + GST for the three moorings; the other quote was for more than twice as much. Maintenance is of the order of \$10,000 per year. The ownership of the moorings is still to be determined, but not likely to be the CYCT.

I am still waiting for the Chairman of the National Trust in Tasmania to get back to me regarding a meeting between National Trust, the new tenants of the Mariners Cottage – TPI, and CYCT. This meeting is at the request of CYCT. I would like to investigate the possible scenario of the CYCT having access to the Cottage for evening use. Fitting in with TPI's usage, and cost, are two obvious issues. It appears that TPI are now using the Cottage, at least for storage.

The donation to the DSS in appreciation of them providing us with a (temporary?) home has been made. A cheque for \$500 towards a rostrum, with a plaque acknowledging the CYCT's contribution attached thereto.

At the time of writing, the weather for the Easter Cruise around Bruny Island is looking more promising than it did when the briefing was held on Tuesday. Hopefully many of the fifteen boats who expressed interest will make it around.

Sales of the Cruising Guide at the last General Meeting appeared to be vigorous, and will hopefully continue.

Stephen Newham

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## Vice Commodore's Report

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### April Cruises

With April almost behind us and with winter cruising to look forward to, it's probably a good time to take stock of our cruising activities this season. The cruise programme to date has been a busy one with a couple of different cruises to previous year's most of which were very well supported. With the usually glorious late - summer- autumn weather so typical of Tassie, the programme took advantage of every weekend in April, encouraged of course, by the long weekends and holidays. May can be less predictable and experience has taught us that long range cruise planning for May can be difficult as the weather is for some of the time at least, wet and windy. Nevertheless, we are planning a couple of May cruises to add to the Calendar which will take us to June and of course, the long weekend cruise up the Huon River. Details can be seen below.

The malfunction of the Bridgewater Bridge for our cruise to New Norfolk was as frustrating as it was disappointing. Given the design and engineering expertise available in The Netherlands and elsewhere when it comes to opening bridges, and the vast amounts of money already spent on the Bridgewater Bridge, it is quite unacceptable for one of our major waterways not to mention the State's major highway, to be held to ransom so easily and so often. I guess we can be grateful the bridge refused to lift on the fleet's way to New Norfolk and not on its return.

### Cruise Coordinators

Much of the success of this season's programme has been due to the group of members who willingly and competently agreed to coordinate the longer cruises and to be VHF radio contacts for boats in each cruising fleet. The role is not an onerous one but one which is most important for the good organization of each fleet and one which provides a central gathering point of opinions when group decisions are needed. Of course, in addition to the all-important broadcast of times and places for beach BBQ's, the coordinators ensure boats transit the Denison Canal and the Bridgewater Bridge (when it works without glitches !!) with minimal disruption to the public at large, so essential for good PR. They also keep track of "the flock" and along with all the skippers, keep an eye on the weather. They maintain VHF radio contact with vessels experiencing difficulties and to our editor's delight they are responsible for many of the fascinating *Albatross* articles that record the great fun had by all. To the many members who assisted in this way, a very heartfelt "thank you".

### It's what we're all about

I guess when it's all said and done, the Club is all about cruising. Throughout the year we've had some excellent participation in a wide variety of cruises. It's been wonderful to

see so many Club boats at anchor or rafted up together at cruise after cruise. Of course, many skippers take advantage of the good weather to cruise alone, to head off on longer passages, to finally get round to the much needed annual slipping and to spend the summer months interstate and overseas. A surprising number of members live interstate and have to be selective when it comes to cruising down south. But there remain many Club boats languishing in marinas and on moorings, forlorn and neglected. If there is any way we could entice these boats to get out and about please let us know. We have such great times cruising together it's a shame that not all members take advantage of the opportunities.

### **Women on Boats**

Since the Club began this programme some three years ago over seventy women have attended one or more of the meetings. Good on ya ladies.

Alan

## **ADDITIONAL MAY CRUISES TO ADD TO YOUR CALENDAR:**

### **Saturday 10th - Sunday 11th May.**

**Apollo Bay** (alternative Quarantine Bay), overnight weather permitting, BBQ lunches ashore, come and go at convenience, maintain listening watch on VHF Ch 16 & 77. Members email will be sent on prior Tues/ Wed with destination.

### **Saturday 24th May.**

**Mary Ann Bay** (alternative Ralphs Bay) come and go at convenience, BBQ lunch ashore, maintain listening watch on VHF Ch 16 & 77, email sent on prior Tues/Wed with destination.



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## Rear Commodore's Report

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### General Meeting May 6<sup>th</sup>

Travelling by sea, CYCT members have the opportunity to reach destinations not on the usual airline routes and amongst ourselves I bet we could put together quite a list of obscure ports of call. But very few individuals can claim to have set foot on Pitcairn Island, one of the most isolated places on earth. Sharon and Kevin Donovan not only visited, but have lived and worked for 18 months in this tiny maritime community and have a fascinating story to tell about Pitcairn today. If, like me you have always been curious about who lives on this tiny speck in the middle of the Pacific, how they survive and what the future holds for this historic community, join us on Tuesday 6<sup>th</sup> May at 8pm. Or have a meal before the meeting and catch up with other members. Dinner is served from 6pm – just rsvp rearcommodore@cyct.org.au by Monday 5<sup>th</sup>.

We arrived back from tropical Malaysia to less than tropical Tasmania. The short days (so much shorter than six weeks ago when we left) have taken us by surprise and it seems that winter has instantly descended. Don't worry though – winter can be a state of mind and we have plenty to look forward to. Women on Boats are going on a females-only cruise in late May and in June club boats are invited into Constitution Dock for front row seats at Dark MoFo's Winter Feast, celebrating the longest night and winter solstice (8.51pm, June 21). Start preparing now to decorate your boat and rigging with lights. More on this event later.

Kim

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**Entertainment Books** are available to members (for which the club receives a 'healthy' commission), orders can be placed at <https://www.entertainmentbook.com.au/orderbooks/242c666>, or email Treasurer@cyct.org.au, or at a club meeting.

This year a digital version is also available (directory, and discount card/vouchers on smartphone).

New books are valid from 1<sup>st</sup> June.



### **APPLICATIONS FOR MEMBERSHIP**

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Peter and Annie Nichols  
**LUFF**

Rob and Deb Macklin  
**ORINOCO**

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.

### **WELCOME NEW MEMBERS**

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Joy Phillips and Philip Myer  
**HOLGER DANSKE**

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

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## Introducing New Members

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### Joy Phillips and Phillip Myer

Individually we both have various boating experience in Australia and North America (where Joy grew up). Phillip previously held a Master 5 in Victoria and ran a tourist charter business, along with ship's chandlery in Queenscliff, Vic. He has cruised the Bass Strait islands and coastal Tassie/Vic. Joy has taken all her Yacht Master land based courses when living on-board her timber yacht in Sydney Harbour. Before moving to Australia, Joy worked at Bass Harbor boatyard, Maine as well as working as a rigging apprentice in Port Townsend, WA in Brion Toss' rigging loft. We are both members of the Kettering Yacht Club and Royal Yacht Club of Tasmania.

### Holger Danske

Named after the Danish folk hero who rests in Kronborg Castle at Elsinore, in the form of a stone statue, until his services are required to rescue Denmark in her time of need.

Designer: K. Aage Nielsen

Design: As she is a 'one-off' she doesn't have a 'design/class' ... She has a canoe stern and is a comfortable cruising yacht (8 Atlantic crossings & 1 Pacific) with proven racing pedigree (she won the Newport to Bermuda race in 1980 - line honours & handicap - she was 16 and the skipper was 30.)

Builder: Aage Walsted of Walsteds Baadevaerft in Thuro, Denmark. Completed in 1964.

Construction: Double-planked Honduras mahogany over white-oak frames, copper-rivet fastened and bronze strapped. Bow & stern stem Danish oak. Varnished mahogany cabin house, fibreglass-over-ply deck with laid tech cockpit sole. LOA 42'6", LWL 36'0", Beam 13'3", Draft 6' Ketch rigged with removable inner forestay and roller furling on forestay. Original laminated clear-grain Sitka spruce for both masts with double spreaders on main.

There have been a few bits written about HD and Aage Nielsen's other beautiful designs over the years: *Worthy of the Sea* K. Aage Nielsen and *His Legacy of Yacht Design*, by Maynard Bray & Tom Jackson, Pg 58-63; *WoodenBoat Magazine*, Issue # 133, Nov/Dec 1996, Pg 30-47; Articles by Matthew P. Murphy & Maynard Bray.



*Coming in first at Kettering Wooden Boat Rally*

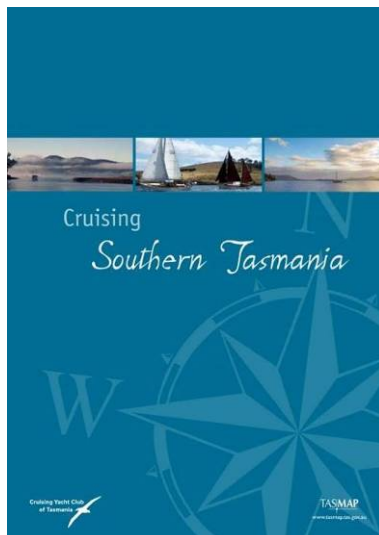
## ***Cruising Southern Tasmania***

***Now Available!***

The brand new, expanded edition of the **Cruising Southern Tasmania** guide is now available to members either at club meetings or on the CYCT website (in the members section).

Members can purchase the guide for a massively discounted price of \$30 until initial stocks run out - after that the price will go up. At this price, there is a limit of 5 guides for each member family.

The guide is also available to the general public at the RRP of \$38.50 through Tasmaps, bookshops, chandleries and the CYCT.



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**Freycinet Cruise – 21-30 March 2014**

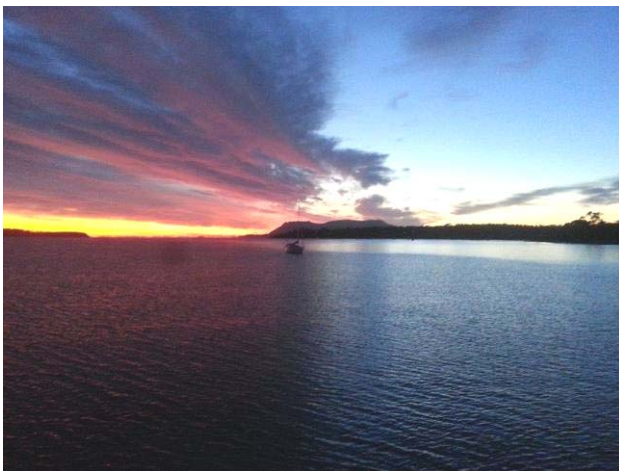
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Lyn Peach

Despite a wet morning, on Friday 21 March, 6 boats set out on the Freycinet cruise – *Africa*, *Blade Runner*, *Fleur de Lys*, *Meridian*, *Pandora* and *Westwind*. We all arrived safely at Lime Bay, with some crews being considerably wetter than others. After a peaceful night in Lime Bay, the fleet was joined by *Kokomo* and *Westerly* and 8 boats proceeded through the Denison Canal, where there were many interested spectators, as well as quite a long line of traffic which was held up to allow us all through. We proceeded to the deep hole at Chinaman's Beach, Maria Island and went ashore for a very enjoyable barbecue (LPG, no fires of course).

On Saturday 22nd, after overcoming some minor anchor and mast problems, *Africa* left the fleet to continue on her long trip to Queensland. (We have since heard that his sole crew member had to fly back to Sydney, which necessitated *Africa's* return from Flinders Island to Port Dalrymple, to await replacement crew).

Ever vigilant about weather forecasts, our next anchorage was Shelly Beach, Orford, with the exception of *Fleur de Lys* who proceeded to Mayfield to collect two friends for a couple of days. We were blessed with warm sunny weather in Orford and several crews took advantage of the lovely walking track around the foreshore and of course, the coffee shop. The four *Westwind* crew were surprised on returning to the dinghy to find a donation of 4 MAST hats for being "most safety conscious dinghy crew" (must confess, we knew the judge!).



Early morning East Shelly

Good weather stayed with us so our anchorage on Monday was Moreys Beach, on the North shore of Schouten Island, where some crew members climbed Bear Hill and some walked along the beach to chat with the volunteer rangers, who later joined us at our barbecue dinner on the beach. *Kokomo* were thrilled to spot a whale near Isle de Phoque en route. The colour and clarity of the water at Schouten Passage deserves mention here, it is absolutely stunning.

Tuesday saw *Kokomo*, *Meridian* and *Westerly* head to Wineglass Bay for the night, which they described as a wonderful experience. *Westwind* went to Coles Bay and enjoyed drinks with friends on their front deck at Swannick, the remainder of the fleet remained at Schouten Island.



*BBQ at Crockett's Bay on Schouten Island Cooks Beach* and everyone enjoyed yet another barbecue on shore. There were several keen fishermen in the group, who had varying degrees of success catching flathead, bream and squid. *Pandora* won the award for the most persistent fishermen/women and generously cooked copious amounts of delicious fish in their own secret batter recipe, which they shared with the whole fleet. (The fish, not the recipe!).

By this time we were all feeling really blessed at the warm, sunny days and excellent anchorages we'd chosen and this continued into Wednesday, when we all assembled at Bryans Corner, Schouten Passage. *Westwind* did a circumnavigation of Schouten Island en route. On arrival at Bryan's corner some enjoyed the walk over to



*Helen cooking entree*



*Tony and Lyn Peach at Cook's Hut*

It had to come, of course, so Thursday brought some rain but undeterred, *Westerly* proceeded to Coles Bay to see friends and later in the day all 7 boats anchored in Chinaman's, Maria Island. On Friday *Fleur de Lys* left the group to travel home via the Tasman Peninsula and the rest of

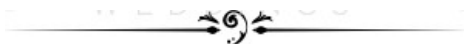
the group were happy to see the sun by Friday afternoon and go ashore for a much needed leg stretch and walk over to Riedle Bay.

Saturday morning the calm settled conditions continued and we were all underway shortly before 7 am to take advantage of the tide for the navigation of the Marion Bay narrows and the Denison Canal. This proceeded smoothly, following which we sadly split up, with *Blade Runner*, *Kokomo* and *Pandora* returning home. *Meridian*, *Westerly* and *Westwind* caught flathead in Norfolk Bay and then took advantage of yet another stunning day to anchor at Dunbabin Point (near Murdunna), where they spent an enjoyable afternoon on a delightful beach, with some of the braver crew members having a swim.

Saturday night was again extremely calm, so after a good night's sleep, the 3 remaining boats returned home. All in all, a very successful cruise with good weather, great company and fantastic scenery.



*Club boats at Bryans Corner*



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**Changes to the BOM Weather Forecasting** from MAST website

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Tasmanian recreational mariners will notice some changes to the marine weather forecasts and warnings during June. This is because the Bureau of Meteorology is changing the way it generates forecasts in Tasmania.

Currently the meteorologists get together to look at all the different computer models, observations, satellite pictures and radar, discuss the situation and formulate a forecast policy for the State's waters. They then sit down and start typing; some coastal waters forecasts for Tasmania are up to 1,800 words long (this article is about 500 words).

From mid June the Bureau of Meteorology in Tasmania will use a powerful computer system to generate the forecasts. The meteorologists will be able to build a picture of weather and atmosphere across Tasmania, in frequent time steps extending out to 7 days. They will be able to adjust and fine tune this picture down to a local scale using an array of locally, nationally and internationally developed 'smart tools' (mini computer programs).

Once the forecasters have finalised their picture of the atmosphere, the computer system will generate all the text and graphical forecast products.

For mariners, the initial main changes to forecasts will be: New separate forecast zones for the Channel, Derwent River, Storm Bay and Frederick Henry and Norfolk Bay extending out to four days, replacing the southeast Inshore Forecast; Separate forecasts for the Southwestern and Central Plateau Lakes replacing the Inland Waters Forecast; Inclusion of more than one swell\* on a Coastal Waters Forecast zone.

\* There is often more than one swell group in waters around Tasmania. A typical scenario off Tasman Island is where a major swell of 3 metres coming from the southwest, generated by the 'roaring forties', meets another swell coming from the northeast of just over a metre, generated by a low pressure system north of New Zealand.

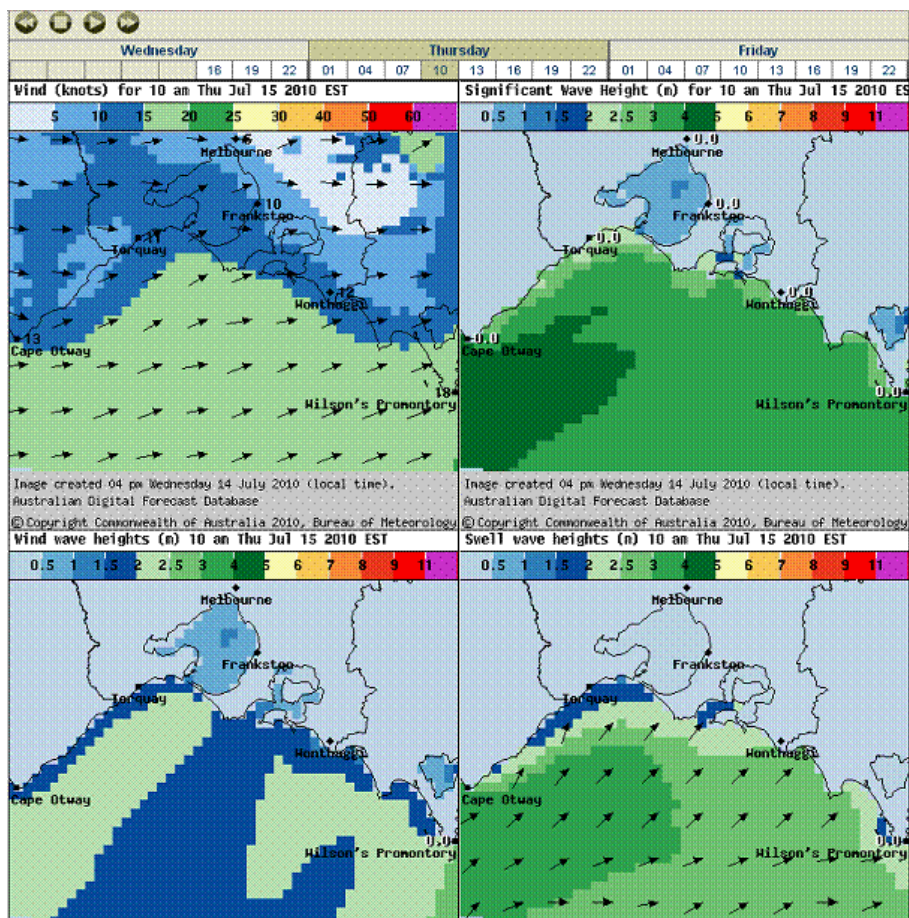
Further down the track a graphics package will allow access to even more detailed information on a 3 or 6 hourly time sequence including: Wind speed and direction and wind gusts; Sea height (wind waves); Swell height (swell waves); Swell period; Significant wave height (combined sea and swell, what you actually experience) "Weather" - description (e.g. "showers", "fog", "thunderstorms"). The graphics package for marine has not been finalised. However, Tasmania will have a similar land areas graphics package to the one currently in operation in Victoria.

See <http://www.bom.gov.au/forecasts/graphical/sectors/VIC.php>

In effect this graphics package will be a separate forecast on a grid every 3 kilometres extending out 60nm off the coast.



In combination with the changes above there will be changes to the Coastal Waters Forecast and Wind Warning service. Wind warnings will now be valid from midnight to midnight, and apply for today and tomorrow, increasing the lead-time in alerting mariners of impending bad weather. Wind warning statements will be included alongside the forecast for each day to clearly indicate which day is under warning. For those coastal zones under warning, the forecast will be re-issued every 6 hours to keep mariners informed of the latest forecast conditions. A marine wind warning summary for Tasmania will detail the coastal zones expected to experience wind warning conditions for today and tomorrow.



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**Donald Southerland Memorial Cruise**

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Jackie Zanetti

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The Donald Southerland Memorial Cruise (DSMC) was held on 5<sup>th</sup> April. For those of you who've been in the club a while, you'll remember this annual cruise as a navigational contest. This year, in the spirit of fun, Dave Davey (winner of the last DSMC) devised a course that was part scavenger hunt, part crafts class, part quiz night and totally entertaining.

There were only 4 contestants – *Gitana*, *Juliet*, *Intrepid*, and *Wayfarer II*, which lowered the odds of winning remarkably. Tasks to be completed included deciphering the code flags flown by *Windclimber*, identifying landmarks, picking up a mooring and splicing a length of rope (Andrew Boon's [*Juliet*] handiwork deserves special mention!!). Of course there were also the ever popular crew questions including mind-twisting cryptic clues! I've included them on the following page for your entertainment.



Splicing handiwork



Windclimber's code

Congratulations to this year's winners:

**Navigation Section:** *Wayfarer II* (Prize: free slipping at Oyster Cove Marina)

**Crew Questions:** *Gitana* (Prize: \$50 voucher from Oyster Cove Chandlery)

Prizes for the DSMC were kindly donated by the Oyster Cove Marina and Oyster Cove Chandlery.

I hope that you'll consider coming along next year!!

Mooring pick-up exercise: Pick the odd one out!!



*Wayfarer II*



*Intrepid*



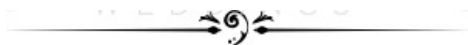
*Juliet*



*Gitana*

**Cryptics based on names on Cruising Southern Tasmania charts and Club boat names (answers in the next issue of the Albatross)**

The diminutive one is busier.	
Scots say bagpipes produce great music.	
Bayer's ban headache.	
Polka on the Derwent.	
Lawyers argue in cove?	
Greenwich has one, but the CYCT has two.	
A timber span.	
Wouldn't mind pinot moss.	
Unbelievable!	
William the Great's spot?	
Mallard's pool.	
Not a peppy barn item.	
A little poison can make it a lethal weapon.	
Sweet stinger.	
Green whiskey?	
Southwest shelter is wonderful.	
Valuable breeze.	
John has a sex change?	
It's night, but is it midnight or 4 am?	
Hot in Delhi.	
Apart from their maritime use, what do the words "port", "left" and "red" have in common compared to "starboard", "right" and "green"?	

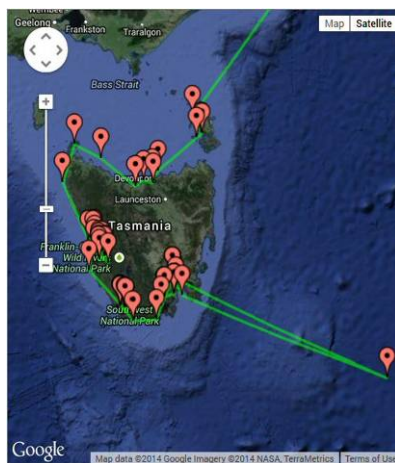


## Honey Bee's Summer – Plan B

Peter & Chris McHugh

We had very ambitious plans for *Honey Bee* for last summer.

Our house was occupied by tenants, our cars were all sold and *Honey Bee* was now our permanent home for the foreseeable future. We had spent months preparing and the broad plan was to spend Christmas in Christchurch – this was Chris's 60th birthday and we wanted to spend it with friends and relatives there. Getting to Christchurch is a bit of a challenge by boat and after some consideration the southern route was chosen – a shorter route, though potentially a bit wilder. It would give us the opportunity to sail the east coast of the South Island and then spend some months in the Marlborough Sounds in the New Year.



*Honeybee's Summer*

In late November, we cleared Customs for Bluff and headed out in a mill pond calm. It didn't last and by the next day we were reefed down, reaching in a 35+ kt southerly. Neither of us coped particularly well with the violent motion, so there wasn't much action in the galley and we did the bare minimum to keep the boat going. By the following day I was starting to feel a bit better and fired up the radio to report our position on Skipr. I was surprised by an incoming email with the sad news that my Mother had passed away. This was not unexpected as she had been in high care for 3 years, but it did come suddenly, without any real warning. After some discussion, we turned around. It was still blowing hard from the south, so we could just reach back towards Hobart. 260 very wet miles out into the Tasman and then back again!

By the time we considered setting off again, there was nothing but foul weather forecast and we sat and waited. Then Christmas was on us and it was starting to seem too late to go ahead with our original plans. It was time for Plan B – explore more of Tasmania's West Coast.

We have always enjoyed the Cygnet Folk Festival, so we took *Honey Bee* down to Port Cygnet and helped out with preparations for the Festival and had a wonderful time. Once that was over, we did a quick restock and headed around to Port Davey for 2 weeks of pleasant cruising. This was our fourth trip there on *Honey Bee* and was a great experience, as always, shared with friends who flew in to join us. All the other trips have involved us returning around the bottom, but this time we wanted to do something different.

With a favourable forecast, we left Bramble Cove at 9pm, heading north up the West Coast. As is often the case, favourable translated to no wind at all and we motored all night. By 10am we were around Cape Sorell and heading into Hells Gate. Of course, at that point the breeze kicked in and we had a lovely sail up to Strahan, but it was too late to save us from a night of burning diesel. Hells Gate was interesting, but not difficult in the prevailing calm. There was even a French yacht anchored in Pilots Bay as we came in, so the conditions really were quite ideal.

Strahan turned out to be a very pleasant anchorage. We were in a sheltered spot right in front of Hamers Hotel with easy access to the whole town. The magnificent 80 foot superyacht, *Maatsuyker*, was moored right next to us. Of course, we had to share the bay with the cruise boats, fishing boats, a jet boat and float planes, so it was a fairly busy place.



*Strahan's waterfront*

We spent an active day in Strahan, restocking the boat, dining at Hamers, exploring the town and gathering information. A very useful discovery was the charts produced by Trevor Norton, who has run the charter boat, *Stormbreaker*, in Macquarie Harbour for years. Trevor has produced an excellent pair of charts of Macquarie Harbour and of the Gordon River – must have

information for cruisers in the area. We caught up with Trevor on *Stormbreaker* and had a very useful chat about the Harbour and the Gordon.

The next day, we retrieved our anchor from the deep mud in Risby Cove and sailed down the Harbour. Despite the fish farms that clog the northern end of the harbor, it was a most spectacular sail, especially when Frenchmans Cap appeared from behind the hills. After a very pleasant afternoon sailing, we dropped anchor behind St Legers Point in Kelly Basin. This proved to be a



*Leatherwood at Bird River*

great spot from which to explore the ruins of the old mining town of Pillinger and to walk back along the old railway track, up the Bird River valley. The Leatherwood was in flower, with white blossoms everywhere. There is a good new jetty at Pillinger which made landing and leaving the dinghy very straight forward.

Then it was time to tackle the Gordon. It was a perfect clear still day as we entered the River. Great for reflections, but we were back to burning diesel. The markers at the entrance make getting into the river simple, but once we passed the River mouth, the markers ceased and our digital charts were blank. From there on it was Trevor's charts, the RYCT Guide and our common sense in following the standard river rules. Fortunately the Gordon is wide and deep with few shoals to worry about. It had been fairly dry on the West Coast, so we didn't have a strong current to push against. Even so, it was early afternoon before Warners Landing came into view. We were 20 miles up the river and that was as far as *Honey Bee* was going. We tied up to the old HEC landing – a fairly industrial set of piles requiring good fenders and fender boards.



*Honey Bee at Warners Landing*

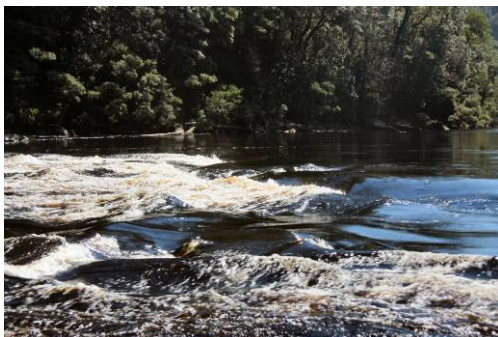
This was a great base to explore this part of the river. Sir John Falls lie a short dinghy ride up stream. There is a modern jetty and floating pontoon here, but float planes use this and I suspect that tall masts and float planes don't mix so well, so we kept *Honey Bee* away from there. The float planes provided an unusual hazard while dinghying around the area – you really don't want to be in the middle of the river when one of them comes around the corner on final approach.



*Float plane at Sir John Falls*

One advantage of cruising well up the Gordon River is that the salt water tap in our galley was now providing us with fresh water, even if the colour was rather brown, due to the tannin. This certainly reduced the load on our water tanks.

Our phones stopped working half way down the Harbour, but it was quite a novelty to call in to CRH on the HF from Warners Landing.



*The Big Eddy*

Trevor warned us that our 2hp Suzuki would not be powerful enough to get us through the Big Eddy a couple of miles upstream and this proved to be the case. We did try and managed to get within a few metres of the end of the rather turbulent Eddy, but the final pressure wave was too much and we couldn't quite get through. I guess that we will have to revisit the area with a bigger outboard to get through to the

Franklin. It was an exquisite experience drifting back down stream, surrounded by flowering Leatherwoods and drooping Huon Pines.

We explored the rafter's camp opposite Warners Landing (with resident snakes!) and walked to the empty site of the abandoned HEC workshops from where the Franklin dam would have been built. Then it was time to head back down stream – a much quicker, easier trip with the current in our favour.

We knew the timetable for the Eagle and the Lady Jane, so we were able to stop at Heritage Landing and explore the forest around that area – there were more very relaxed snakes who were obviously used to visitors. Rather than leave the river in the late afternoon we moored at the old piner's camp (now a fishing camp) at Boom Camp. *Honey Bee* spent the night tied to a Huon Pine.



*The locals at Heritage Landing*

The next day dawned fine, clear and calm – more diesel! From the river we headed across to Sarah Island, anchored off and joined the crowds of tourists exploring the island.

From Sarah Island, we headed a short distance across to Farm Cove to find shelter from the forecast front. For us on the West Coast, this was fairly mild, compared to the havoc in Hobart & the Channel with storm force winds. We explored some of the nearby beaches and had the novelty of finding Huon Pine driftwood washed up on the sand.



Once the weather improved, it was time for Birches Inlet. Watching the depth sounder closely, we got down to the southern end of the Inlet and anchored close off the mouth of the Birch River. We took the dinghy up the River twice to visit Frog Lodge and explore the surrounding area. The dinghy trip was a delight despite the whine of the outboard. We even managed to see a rare Azure Kingfisher.



*BHP Camp on Birches Inlet*



*Frog Lodge*

Low Rocky Point. We followed the track south for a couple of hours to get a look at the country side. The open button grass plains were quite a contrast to the thick forest that surrounded the Gordon and the view stretched for miles.

Frog Lodge was originally a mineral exploration camp and was then used as the base for a failed attempt to reintroduce Orange Bellied Parrots into the area. The ruins of the aviaries are still there near the hut and the hut log book is full of familiar names of friends who were involved in the project.

From the hut, an old exploration track extends all the way down to

There was clearly much more we could do around Macquarie Harbour. We spent two weeks there, with mostly very good weather, and felt that another two weeks could have easily been filled with more exploration. It helps if you enjoy Tasmania's incredible wilderness, but Strahan provides a very civilized base for replenishing stores, eating out, etc. There is the added advantage that, if you have crew who are unwilling to tackle the rougher sections of the West Coast, Strahan is accessible by car, bus or plane. Without a doubt, Macquarie Harbour is one of Tasmania's best and most under utilised cruising destinations.



Refueling at Strahan

By the time we got back to Strahan, our diesel supply had taken a real hammering. Fortunately, there is a self serve diesel pump on the waterfront, so, within a few minutes of returning to civilization, all our fuel and water tanks were full. The next morning brought a favourable forecast and we were off again. After a great overnight sail we had an easy rounding of the NW corner, a couple of days at Three Hummock

Island and then we headed to Devonport. At that point, when we tied up to the MYC pontoon, we had completed a Tasmanian circumnavigation that we started in 1983 – a slow trip with a few significant diversions!

Honey Bee is now in Mooloolaba and we have signed up for the Island Cruising Association Indonesian Rally which kicks off from Thursday Island in late July. It should be interesting, but I can't imagine a greater contrast to Macquarie Harbour.



*A sailor and a priest were playing golf. The sailor took his first shot missed and said, "#@\$!, I missed." Surprised, the priest replied, "Don't use that kind of language or God will punish you."*

*The sailor took aim and hit his shot second shot. Again he missed and under his breath the said, "I #@\$!'n missed again."*

*The priest overheard and replied, "My son, please don't use that language or God will punish you."*

*The sailor took his third shot and once again he couldn't help mutter, "Oh #@\$!..." The priest said, "That's it God will certainly punish you." Suddenly a bolt of lightning came down and killed the priest. In the distance a deep voice said, "#@\$!, I Missed".*

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**Cruise of the Year Award: Call for Nominations**

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The following information details the requirements of the 'Cruise of the Year' award and eligibility for Cruising Plaques. These awards, when given, are presented at the Annual Dinner. Members are invited to nominate themselves or another Club member for either of these awards. **Nominations for the 2013-14 year are due by 1 July 2014.**

**Cruise of the Year Award**

The premier cruising award of the CYCT is the Cruise of the Year award. This is a nominated award and is not necessarily awarded each year.

The Cruise of the Year sub-committee has recommended the following guidelines when considering nominations for the CYCT Cruise of the Year.

1. The award is to be given to the most outstanding cruise of the year by a Club member in a Club boat. However, under exceptional circumstances a cruise by a Club member taking full responsibility for a non-Club boat may be considered;
2. It is not essential that an award be made in any year if no cruise is considered worthy;
3. Nominations for the award to be requested, and all other known cruises to be considered. The Vice Commodore should prepare a shortlist for presentation to the Committee;
4. The boat and crew should be appropriate to the cruise concerned. This criterion is intended to cover such aspects as the seaworthiness of the boat, the experience of the crew and the planning involved. It would preclude the award being made for a voyage classed un-seamanlike;
5. The crew capability should be sufficient to undertake the cruise in a seaman-like manner but it is envisaged that providing this criterion is met then a weaker crew be more favorably considered than a stronger crew;
6. Motive power. It should be recognised that the challenge to the crew of a sailing boat is substantially greater than to the crew of a motor boat in respect of handling ground tackle, navigation and exposure to the elements etc;
7. Whether the cruise is breaking new ground or is in waters previously visited by any crew member;
8. A portion of the cruise should have been taken during the current Club year;
9. The crew should (preferably) have lived on board for the period of the cruise;
10. An article for the Albatross should be encouraged as a sequel to the award, but is NOT mandatory for the award. This is the case where an article in Albatross has not previously appeared;
11. Nominations should be sent to the Secretary.

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**A Bridge Too Far (New Norfolk Cruise)**M. Jones & P Kerrison

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Friday was a great joy for those on farm or in the garden but fortunately Saturday dawned dry and calm just the day for a motor up the Derwent with sails trying hard to catch a wisp of breeze. Nine boats started from various moorings: *Merlyn*, *Birrigan*, *Irish Mist*, *Saltair*, *Westwind* of *Kettering*, *Anodyne*, *Absolute Waterfront*, *Avalon of Tasman* and *Lalaguli*.

In a leisurely fashion we proceeded towards the Bridgewater Bridge with the previously arranged time of passing under the bridge for 11 am. One way of checking up on development along the Derwent waterside suburbs is to view it from the water. Small numbers of birds were sighted, but little boat activity.



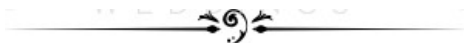
*Merlin heads upriver*

On nearing the Jordan River mouth a phone call from the operator of the bridge was to dash our hopes for the weekend. Some time earlier, he had allowed a large motor cruiser upstream BUT now there was a mechanical fault and we were advised to turn back !!

A great disappointment as this was an event to enjoy as well as to advertise the need for the powers that be to realise that the river access to New Norfolk needs to be available for future generations.

On returning down river, boats scattered in varying directions according to their needs to replenish supplies. Some sailed for Richardson's Beach for an overnight stay. Unfortunately, a bit of confusion and not everyone being prepared for an overnight stay aboard saw *Westwind*, *Irish Mist* and *Absolute Waterfront* the only boats to enjoy the beach at Richardsons that afternoon. A brisk walk ashore for some preceded a very enjoyable evening and dinner on board *Westwind*. Alas *Absolute Waterfront* sought a more northerly anchorage late in the afternoon.

Sunday dawned a beautiful day, and mid-morning *Irish Mist* headed north whilst *Westwind* headed for the channel.



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**Our First Regatta**

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Kate Johnstone

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The weather gods have a sense of humour do they not?

The 1st Beneteau regatta was held in Hobart on Saturday. It began with briefing and lunch at the RYCT, then a race on the river and finished with dinner at Mures. We (Kate and Damian from *Blade Runner*) competed in the race around the buoys along with 19 other yachts.



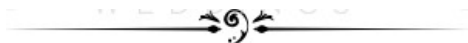
We sailed from Kettering to Hobart on Friday in cold blustery weather. We had a good fast sail up the river with up to 20 kn. wind behind us. It's exhilarating sailing in those conditions, however as we were about to berth in Kings Pier Marina, the wind strengthened to 26 kn. We were not to be let off lightly.

We are not racers so we invited a friend with racing experience to come along. The winds were light on Saturday but we had a good start. Our friend is the competitive type who was dashing around, hauling in, letting out, checking tell tales, losing shoes and being busier than anyone has been on our boat before. As we were about to round the first buoy, the wind dropped completely and we found ourselves amid a tangle of yachts with no steerage, fending off, being pushed back, missing the buoy doing turns and generally just bobbing about going nowhere and I'm sure, breaking rules.

Scraps of wind got us to the second turn and we wing and winged slowly to the finishing line. Clearly nobody was going to finish the planned two laps of the course before breakfast next morning so only one was done.

Dinner at Mures was lively, prizes were given. We came 3rd last and weren't in the running.

It was a good day and the first of many such days in the future.



## MARITIME MYSTERY OBJECT #12



**What was this item used for?**

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

Answer in next month's Albatross.

Object courtesy of the Maritime Museum of Tasmania.

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## GOING ABOUT

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

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### **Sailability request**

MAST is assisting Sailability in a program to enable them to have life jackets donated by the public. Sailability would like a number of life jackets in childrens' sizes. If any boaties out there have any jackets which are now surplus to requirements but are still in reasonable condition, could they please email [admin@mast.tas.gov.au](mailto:admin@mast.tas.gov.au) and they will arrange for the people from Sailability to get in touch with you.



### **Three Peaks Race takes a break**

The Australian Three Peaks Race will not be held in 2014, but will be back bigger and better than ever in 2015 from a new location and at a new "Non-Easter" date.

The 2015 race will be held over the March Labour Day long weekend, and commence from the Mersey River in Devonport.



### **Kettering Maritime Marketplace – July 19th**

Mark your calendars and start clearing out your shed! CYCT and KYC will again be combining forces to organise the Maritime Marketplace to be held in the Kettering Hall on 19<sup>th</sup> July. Details to follow in coming months on how to book a table – if you haven't got enough to fill a table, think about getting together with a few friends.



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**Recipe: Tarragon Chicken**

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Annick Ansselin

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Annick sent in this recipe for a very easy and delectable chicken dish. Quantities are not critical.

- *1 or 2 chicken pieces per person (breast or leg fillets)*
- *1 or 2 good tablespoons of dried tarragon*
- *1 cup of white wine*
- *Fresh or long-life cream*
- *Oil or butter to fry chicken*
- *Salt and pepper*

Roll chicken pieces in tarragon flakes.

Brown chicken pieces until golden.

Add white wine a little at a time, and keep cooking the chicken, turning it over frequently.

Add seasoning to taste.

Keep cooking the chicken pieces gently until all the wine has nearly all evaporated. This takes 15 - 20 minutes.

Add cream to taste (until it coats the pieces well), and stir until golden in colour (don't overheat). Don't let the cream boil. (You could use plain yoghurt instead of cream, but it won't make as thick a sauce)

Serve over rice or boiled potatoes (fresh or canned). If you use potatoes, add the potatoes to the pan to coat them with the cream sauce.

Add greens of your choice if you like.





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**Recipe: Emu and Parrot**

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*Ed: As an alternative to the Chicken Tarragon, you might want to try these recipes sent in by Kate Johnstone:*

Here are some early Australian recipes of Mrs WJ Jacques of Bengworden from a book called *The Flavour of Gippsland*.

**BRAISED LEG OF EMU**

Cut off about 6 lbs. of the chump end of the leg. With a sharp knife, making only one cut, remove the bone.

Fill the cavity with forcemeat or stuffing which has been well seasoned with salt, pepper, sage, onion and one tablespoon of dripping.

Secure by either sewing or with skewers.

Place in camp oven or large pot, add 3 cups of water and one cup of dripping.

Simmer until water has gone, then braise in the remaining fat for about 3 hours or until tender.

**PARROT PIE**

Dress parrots allowing at least 2 to each person. Place in saucepan, barely cover with water and simmer gently for about 4 hours. This time is necessary as some parrots are a great age and tough.

When tender turn into a pie dish. Season with salt and pepper and a pinch of nutmeg.

Cover with pastry and cook 30-40 minutes in a moderate oven.



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**General Meeting held at DSS on 1 April 2014**

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**MINUTES**

1. **Opening**  
Commodore Stephen Newham opened the meeting at 8:00 pm.
2. **Attendance**  
A copy of the attendance sheet is filed with the official copy of the GM minutes.
3. **Minutes of the last meeting (March 2014).**  
The previous GM minutes, as published in the April Albatross, were confirmed and signed.
4. **Introduction of new members and presentation of burgees**  
New members Annie Abay & Tony Giffard, Anita & Denis Planchon, Craig & Margie Westlake and Greg Koennecker & Wendy Stothers. were welcomed to the Club by the Commodore and presented with their burgee.
5. **Vice Commodore – Alan Gifford**  
Report as published in April *Albatross*.
6. **Rear Commodore – Kim Brewer**  
Report as published in April *Albatross*.
7. **Commodore – Stephen Newham**  
Report as published in April *Albatross*.
8. **Comments from Committee members/questions/other business**
9. **Close of formal business**  
The meeting concluded around 8:15 pm, followed by guest speaker Jamie Mitchell.

ANSWER TO LAST MONTH'S  
MARITIME MYSTERY OBJECT



**Cherub Mark II Taffrail log**

The log was used to record a ship's speed. This device would have a line and 'fish' or spinner attached to the rear. The spinner was then cast into the sea, and as it turned in the ship's wake, the revolutions were counted by the mechanical log to record the distance travelled and the speed. Sometimes called a taffrail log, the Mark II was manufactured from about 1900 until 1930.

Do you have a mystery object you'd like to share?  
Send a picture (and the answer!) to [editor@cyct.org.au](mailto:editor@cyct.org.au)

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