



Albatross

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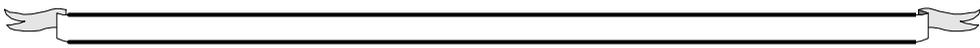
October 2004



Tall Ships are Coming!

*Newsletter of the
Cruising Yacht Club of Tasmania*





**THE CRUISING YACHT CLUB OF TASMANIA
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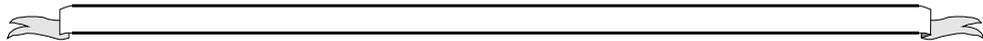
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Editorial

Dave Davey

Paul Kerrison may have had reservations about his editorial skills at the outset of his term "behind the pages of the *Albatross*" but looking back at his issues, I can only conclude he will be a hard act to follow. Thanks Paul for a job well done!

Of course editors can only edit, not write whole issues, so it is up to you as readers to be authors as well, and keep me busy putting together content rich editions. You can also help by persuading fellow members who you know have interesting tales to put them on paper, and by telling me of topics you would like to covered in future issues.

Two regular features I would especially welcome are: 1. Articles on "A favourite anchorage". Our waters are blessed with so many of them but newcomers to our waters, or to sailing, know little about them. 2. Pieces on "My boat". No two are alike, and every one has good points (and bad) that others can learn from. This issue features *Hellebore*.

But perhaps the most interesting and valuable articles are on cruising, and this issue includes an excellent example from our Commodore. Let's have more like it.

Just keep me busy!

cheers

Dave

Windclimber



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Commodore's Comments

Helen Stewart

Meridian

Welcome to the new committee for the coming year and thank you for agreeing to play an active part. We have a full complement and it's good to have a balance of "old" and "new" members. We have decided to change the dates of committee meetings – they will now be held three Tuesdays before the general meeting. This is principally to give Editor Dave more time to get the *Albatross* off to the printers and for *Albatross* Mailing Person Chris to get it labelled and posted to you well before the general meeting. The committee meetings tend to generate a bit of information for the *Albatross* and so its publication does seem to be tied to them.



Dave needs articles and photos. Please write him a story; it can be as quick and easy as a page or so about the last trip you took and a couple of photos. Just imagine if everybody in the club wrote a story!

Several of us attended the MAST Recreational Boating Fund presentation at MYC earlier this month. There was an interesting range of requests, mostly upgrading boat ramps. I spoke to our Kettering public jetty proposal and even offered a bit of volunteer labour if that would help. There were a couple of other requests that were relevant to yachts and motor cruisers, including an upgrade and remodel at the Franklin wharf. MAST is implementing an "email newsletter" as part of a wider communications program. If you want to get on it send an email to Peter.Hopkins@mast.tas.gov.au but I don't think it has started yet.

We are working on the Calendar of Events that will become a handbook for the committee.. The draft has been circulated to a range of members. Interestingly, Ken Newham said Doris had written a similar document some years ago. When we've developed it to a reasonable stage it will be available by email for more comment and content.

I hope we have nice weather for the opening of the sailing season on Saturday. And I hope as many of you as possible can make it for the sail past and afterwards somewhere for a raft up and celebration to mark summer's approach. Look forward to seeing you then.

Good cruising, Helen

Vice Commodore's Report

Rosemary Kerrison

Obsession

How great it is see all the Spring bulbs, blossom and new leaves on the deciduous trees. With Day Light Saving commencing on the Saturday 2nd October and some nice, bright sunny days to follow, maybe this will entice members to shake out the cobwebs and enjoy their boats by spending a day or a weekend away.



The 4-day break over the Show Day Weekend will commence on Thursday 21st October at 10am for those who would like to travel with other member boats. We will assemble at the entrance of Little Oyster Bay and wind our way down to Great Taylor Bay. Depending on the wind direction we will decide on the overnight stay as we get down towards the head of Great Taylor Bay.

On Friday we could organise a lunchtime barbecue in one of the bays along the southern side and for those who are energetic a walk to the Cape Bruny Lighthouse on Saturday morning.

The 13th and 14th November I suggest we travel to Copper Alley Bay for the weekend. Sunday 28th November a day picnic or barbecue at The Wreck at Peppermint Bay.

Please let me know if you have any particular destination that could be a great weekend outing and remember that there will be a call on VHF Channel 77 at 10.05 and 11.05 on organised club weekends or day trips to clarify the advertised destination.

Happy sailing, Rosemary

<i>Club Calendar</i>	
October – Saturday 2 nd – Tuesday 5 th – Thursday 21 st	Combined Sailing Clubs Opening Day Maneuvers General Meeting at the Regatta Pavillion 7:30/8:00pm Speaker: Keith Wells - 17 boats in three months Four day cruise to Great Taylors Bay
November – Tuesday 2 nd – Saturday/Sunday 13 th /14 th – Sunday 28 th	General Meeting to be held at the Tasmania Fire Service Training Depot - Cambridge Copper Alley Bay Picnic/BBQ at The Wreck - Peppermint Bay
December – Saturday 11 th	Evening Christmas function

Rear Commodores Report

Wendy Lees

Kiap

I am looking forward to an interesting year ahead with guest speakers and social events. Cheryl did a great job during the past year. I hope to carry on with some different ideas which I trust the members will enjoy.



October Meeting

Keith Wells will be our guest speaker - taking us further with his boating odyssey *17 Boats in Three Months*.

November Meeting

More details on the November Meeting at the Training depot at Tasmanian Fire Service Cambridge will appear in the November *Albatross*.

Christmas Function

Our Christmas Function will be on the evening of the 11th December. Please keep this date in mind for a "glamorous night" of fun. More details in the November *Albatross*.

Wendy

FOR SALE	
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<p>Phone Alan or Erika Johnson 62231550 or 0429230937</p>	



New Members

An application for membership has been received from:

Peter & Janet Hill

Oriole

36' Motor Sailer



New member details . . .

Russell and Sue Streckfuss – Homer

Started sailing in Townsville in 1977 on a cruising yacht. Built and cruised yachts from 1990 onwards. Built sails for sailboards and raced them from the mid 80s onwards. Some of the best cruising has been at both ends of Australia, i.e. Lizard Island, FNQ and Tasmania. Formalised sailmaking trade in Adelaide.

Future plans include sailing NZ and Micronesia but that's a while off yet. Sue and I hope our pending child will enjoy sailing too. Next little cruise should be to Port Davey but summer is a busy sailmaking time so we may be waiting for a while.

Brad Hampton – Ubique

I have been sailing for over 20 years, primarily deliveries, coastal and offshore racing on the east coast extending to Lord Howe and Brisbane – Gizo. I own *Ubique*, a 32' Lyle Hess cutter which I built in conjunction with the other students at the Wooden Boat School at Franklin and launched in 2002. I am still renovating an 1870 house in Franklin which will be sold, then I plan to move aboard *Ubique*. I have an interest in Tas wooden boats with a history and have my next project on the mooring to be completed for entry in the next Wooden Boat Festival.

I am an AYP Offshore instructor and have Master 5/MED 2 commercial qualifications. I am an instructor with Sailtrain and teach at the DSS. *Ubique* is built to survey and I plan to use her for sail training and charter.

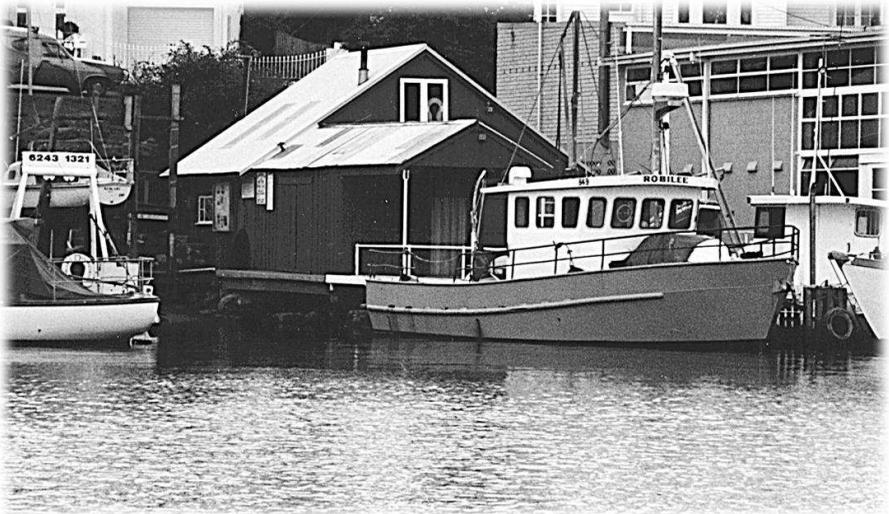
I have an aim to venture north next year in search of winter warmth and cruise for a few months. My interest is in cruising and wish to join the club in order to seek knowledge and share others' experiences.

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***James Craig* to return to Hobart**

Next year's Wooden Boat Festival (12 - 14 February 2005) should see the return of the barque *James Craig* to Hobart (see cover photo).

Hobart merchant, Henry Jones, who owned the thriving IXL jam and fruit processing business, also owned *James Craig* for a time and traded her between Hobart and the major Australian ports where she was a familiar sight in the period following World War I to the early 1920's.

Originally named *Clan Macleod* when she was launched in Sunderland England in 1874, she is 197 feet overall with a beam of 31 feet. She was built of iron plates riveted to iron frames with a yellow pine deck. Her main and fore masts were also riveted iron plate with timber topmasts and the mizzenmast was all timber. Her first voyage to Australia was in 1877.

After sailing all the oceans of the world and visiting most of the major ports *James Craig*, like most windjammers of her vintage, fell on hard times unable to compete with the more efficient steam vessels.

In the mid 1920's she was stripped of her masts and rigging, converted to a coal hulk and eventually scuttled in Recherche Bay. Here she lay virtually forgotten other than by the crews of fishing boats and a few visiting yachts.

In the early 1970's, a few far sighted (or misty eyed) enthusiasts arranged a survey which reported that she was recoverable. So began a massive multi-million dollar recovery program, which lasted over 30 years. Refloated in Recherche Bay she was towed to a berth just north of the Port of Hobart where she became a familiar site while undergoing restoration work on her iron plates.

In early 1981 she left the Derwent under tow and entered Sydney Harbour on 18 January. Almost 20 years later in July 2000, the restoration of *James Craig* was complete and she began sea trials in Sydney Harbour.

With new spars, rigging and sails, and beautifully fitted out below decks, *James Craig* is a superb example of a traditional windjammer. In March 2003 she was presented with the prestigious World Ship Trust Maritime Heritage Award. She is now waiting on final certification which will allow her to make the Bass Strait crossing. Plans are for her to sail from Sydney to Hobart in early February 2005 arriving in time to join the spectacular Parade of Sail in the Derwent River on Friday February 11. This opening event promises to be magnificent with a large fleet of yachts, sailing dinghies, steam powered vessels and vintage launches led into the port by up to half a dozen superb tall ships.

"The news about *James Craig* is really exciting," says festival committee chairman Ben Marris. "We have been discussing this possibility with the Australian Heritage Fleet for

some time and are delighted they are keen to bring *James Craig* to the festival where she will be a major attraction."

"While she is not a wooden vessel, she is a classic example of a traditional windjammer with superb work by shipwrights in her timber fitting out and she represents an important part of our maritime heritage - that's what the festival is all about!"

It is likely *James Craig* will be joined in the Parade of Sail and later in the dock at Festival 2005 by at least six other tall ships. These include the South Australian brigantine *One and All*, and the three masted brigantine and former trading vessel well known to 'old hands' in Hobart, *Alma Doepel*.

Enterprize, the Victorian based replica of the Tasmanian built brigantine which settled Melbourne, has registered for the 2005 Festival and the beautiful Hobart built replica brigantine *Windeward Bound*, is a possible starter.

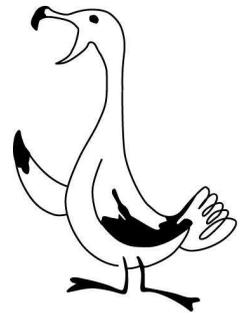
The 72 ft sail training vessel *Wutuku* from NSW has also registered and will sail south in time to join the Parade of Sail. A classic Alden design, she will be a spectacular sight under full sail. The Tasmanian built and based brigantine *Lady Nelson* will be on hand to welcome the visiting tall ships to her home port. She is a replica of one of the ships that settled Risdon Cove, the initial European settlement on the Derwent River in 1803.

- Extracted from the *Australian Wooden Boat Festival News*, September 2004, with permission. See <http://www.australianwoodenboatfestival.com.au> for more information.



Albert tells....

Albert caught up with some visitors, including Judy Baras from Noosa, who were down here a few years ago. He has a cheerio from Judy who says: "If you catch up with any of the Cruising Yacht Club of Tas members, some of them might remember us and our boats: 'Builders Arms', 'Lowana' and 'Tania'. Some of our best times were spent cruising in Tassie, and we have left one son there on Bruny Island."



OCTAS 04 Ocean Cruising Seminar

20 November 2004 9.00am to 3.40pm

Room 1, Adult Education Centre, Church Street, North Hobart

Most marine education courses do a fine job of teaching navigation, seamanship and boat handling; fundamental skills that we all need regardless of whether we are day sailors, offshore cruisers, racers or commercial fishermen. But here is a set of seminars with a difference. Aimed at those planning an extended cruise, they cover aspects of long term living at sea and at anchor for which there are no standard text books.

With speakers drawn from the offshore cruising community, subjects covered will vary widely and cover technical and lifestyle topics such as:

- Emergency navigation.
- Communications – keeping in touch with friends and business contacts
- Cruising with kids
- Animals aboard
- Heavy weather cooking
- The ideal cruising boat
- Emergency repairs
- Life (in the tropics) without refrigeration

For up to the minute details and to register, check out the website on www.pangolin.co.nz/octas or get in touch (see below).

This is the first seminar of its type and hopes are that it will be followed by others covering different topics. If you have ocean passage experience aboard small boats, have lived afloat in other countries for a couple of years or more and would like to contribute to an OCTAS seminar, I would very much like to hear from you.

Mike Harris

Phone: 0407 923 156

SV Pangolin II

PO Box 841

Hobart Tasmania 7001

Meridian in the South West

Helen Stewart

Meridian

Our trip to Port Davey in February this year was the culmination of several years of planning. In the first place, Phil and I had never managed to have more than a week of holidays that coincided, let alone three weeks in a row. This year we managed it perfectly so it was special from the start. Then, because we had enough time, there was the added opportunity of being able to share our trip with guests on board. So it came to be that we shared our trip with three guests: my sister Susie and our friends Robbie and John.



Susie and Roger Locke at New Harbour.

Susie, it seemed to me, had often wondered what I saw in cruising. She'd ask things like: "And did you enjoy yourselves?" or "Was that really fun?" or "Did you see anybody else there?" when we were talking about how we spent weekends on the boat. No matter how many times I answered "Yes, yes and yes!" I don't think she really understood. That is until she flew in to Melaleuca, and had four days taking in the Bathurst Channel and the bays and hills that make up this extraordinary part of the world. She wrote up the log during her time aboard and her parting comment was, "Now I know why you love it so much." She'd climbed hills, fished, partied, visited *Obsession* for a memorable dinner one evening and with Phil and Roger Locke (*Andromeda*) had walked down to New Harbour. I got blisters and turned back and so never got to see it from the shore. It was useful, as it turned out, that Phil had seen the bay in good weather. Susie left and a few days later we went back to the

airport to wait for the Rileys. Rough weather delayed their plane for 24 hours so we whiled away the time with *Sea Esta*, *Moshulu* and *Ill Eagle* on the pile moorings at Melaleuca.



Waiting at Malaleuca.

Robbie and John had spent time cruising in the Channel with us and knew how much fun the trip would be. They had planned to add another dimension to their visit; they were flying in and sailing back home with us. To add further to their experience they had included a couple of days of bushwalking in their itinerary; this is why we came to call in to New Harbour. We had been gone for three weeks and they came to visit in the final week. They left *Meridian* at Melaleuca, walked to New Harbour and spent a couple of days camping on the beach and exploring the surrounds. It was at this stage that the weather broke.

Our plan was to leave early on Saturday morning and call in to pick them up, perhaps spend the night there and return to Recherche. However, we woke on Friday morning and had a weather forecast that inspired us to leave immediately. Our departure was a day earlier than we'd intended but the forecast was for the sort of wind and seas that prevent boats from leaving Port Davey, keeping you behind the aptly-named Breaksea Islands.

Five metre swells and 50 knot winds were the order of the day and on the morning sked we heard Graeme on *Sea Esta* report that he was just rounding South West

Cape; he too was leaving before he got locked in for the weekend. I packed up as we motored along Bathurst Channel, preparing the boat for the trip and cooking some lunch. Our run down the coast was uneventful. We motor-sailed in a 10-knot breeze and a gentle swell, the heavy cloud cover was the only indication of what was to come. The wind was starting to build by the time we reached South West Cape and we decided to take down all sail. Not a moment too soon because a few minutes later the change came through and we were having a rollercoaster ride – it was wet and wild with winds gusting over the 50 knots forecast. (We hadn't measured wind speed on our first boat and I was interested to know what 40, 50, 60 knots was like – whether our guesses about wind speed were accurate. We decided they probably weren't far off it.) Anyway, there we were, having a wet and rollicking ride into New Harbour, spray everywhere and waves breaking over the deck. Rain was lashing our faces and as we neared New Harbour Point the rugged coastline was hidden in mist.



Meridian at anchor in New Harbour.

Phil had inspired me with the picture he painted of New Harbour – the beauty of the bay, its turquoise waters, broad white beach and the jagged rocks in the middle forming sentinels to the Southern Ocean beyond, and the mossy green banks of the New River as it flowed into the harbour. None of this was evident as we settled down for the afternoon with two anchors – the danforth down first and then the CQR and 55 metres of chain with the snubber on. There was no-one else anchored in the bay

for us to worry about, we could sit and swing all we liked. We had the GPS doing an additional anchor watch. The afternoon was grey and dismal as the rain fell and the sentinel rocks seemed menacing in the middle distance. Phil had discussed anchorages with Graeme Brownell, a fisherman who knew the coast well, and who'd given him some useful information and descriptions. The nor-nor-westerly was blowing over the hills and straight offshore at 40+ knots – at the shore the waves were curling back over themselves, the spume blowing in streamers.

It was still blowing too strongly for us to be able to put the dinghy in the water that afternoon so we decided to wait for the morning and rendezvous with Robbie and John as we'd planned. Meanwhile, camped on shore, they were not inclined to do much walking in the rough weather. It stopped raining later in the afternoon and the wind eased a bit. It was then they emerged from their tent to stretch their legs and saw us anchored in the bay a day early. We'd given them our handheld VHF so they were able to call us up and make plans for the following morning.

We retired early and had a lousy night's sleep. The snubber rope broke first, finally surrendering to the 20 tonne yacht's relentless tugging. This didn't improve the comfort level particularly. During the night the wind had eased and swung round more to the west, and the swell surging into the bay had increased. As we swang with the wind we were brought more side on to the swell and this started us rolling. To compound our discomfort, at about dawn, one of the bolts holding the bow roller on the bowsprit failed. When we went to see what the racket was, we found the roller hanging by a whisker; the clamp around the bowsprit had opened like a hinge when the bolts had gone and the heavy steel roller was swinging freely, about to part company with us. Phil climbed into the dinghy and deftly rescued it, stowed it safely on board and arranged for the anchor chain to come over the bow in a fairlead. It was noisy and we were powerless to do much about the awful rolling. By now it was daylight and time to start the day – but it was one of those mornings when you don't really feel like breakfast even though you know you have to eat something.



Leaving New harbour

We had heeded the advice we'd been given about anchoring on the western side of the bay and it proved to be sound advice with some shelter and less fetch. The best camping site happened to be on the eastern side of the bay. The eastern side was also a better place to land the dinghy through the surf, as it was gentler on that part of the beach. Two trips later Phil had our crew and their gear safely on board and we were ready to weigh anchor. A bit of four-by-two which we conveniently had on board was wedged in place for the chain to come on board over, and the anchor winch then grumbled the 55 metres of chain into the locker. (Putting all our chain out had a side benefit, it had washed off the last of the amazing black mud from Claytons Corner.)

The swell had definitely built up overnight and as we left New Harbour and came out past Cox Bluff we could see it was going to be an uncomfortable trip back to Recherche Bay. Once again we motor-sailed and had the swells on our aft quarter.

The seals poking their heads out of the sides of the 5–7 metre swells lightened the crew's mood a bit but it was a relief to arrive at a calm anchorage at about 5pm. It had been a long day. It was lovely to sit peacefully in the evening light, talking about the day's events over a glass of red and enjoying the stillness of the Coalbins. We savoured this trip's end with no regrets. When we'd been planning the trip we'd talked about calling in somewhere on the way round or back. We'd achieved that



Home at last.

and much more and it had turned out to be a really good shakedown trip for *Meridian*.

Helen Stewart

MEMBERSHIP DETAILS

To avoid incorrect details being published, please send altered boatnames and details addresses etc to the Membership Officer so the database can be updated.

Hellebore

Rosalie and Brian Kirby

Hellebore, a winter flowering plant, usage of which is said to cure insanity or depression! The overuse of this medicine is said to have killed Alexander the Great!!

Our boat is *Hellebore*, a John Alden design clipper bowed ketch strongly built in Ferrocement (hull) with steel decks and cabin. Dimensions are 50' O-A; 46' L-O-D; 12' beam, 6' draft, 18 tons displacement. She carries 1500l Diesel and 1200l water (each in 4 tanks with inspection ports). Auxilliary power is by a Mitsubishi 70 HP 4 cylinder Diesel installed December 2003 which pushes her at 6 ½ knots at an economical 1500 RPM or up to 8 knots at 2000 RPM. 2 batteries provide 24V for the motor whilst 3 batteries provide 12V for other needs. We also carry a 2 kva generator giving 240V or 12V power.

Hot water for shower, galley and laundry is provided by running water from the motor through a serpentine in a 60l watertank. Pressurised salt water is on tap in the galley and laundry. Cooking is provided by a 3 burner plus oven kero Shipmate.

Steering is hydraulic, with Robertson auto pilot. Accommodation consists of owner's cabin (2 single bunks) 2 V berths for'ard and a pilot berth by the aft hatchway. One shower and electric W.C.



Hellebore.

Ground tackle is ½" chain on a 60 lb CQR with Danforth in reserve and is easily handled by an electric anchor winch. Having been built to sail to Northern Europe. *Hellebore* is thoroughly insulated and lined throughout in Blackwood.

She is easily handled and surprisingly fast in light weather under Mizzen, Main, Boomed stays'l and Yankee (Roller reefed) and comfortably stable in heavy weather when the rig provides many possible variations for sail reduction.



Hellebore is moored in Hospital Bay, Port Huon.



Book Review: "1421" by Gavin Menzies.
Bantam Press. 2002, London.

This long book (491 pp + Appendices) must surely be one of the most remarkable sea stories of our day. It is told by a former Royal Navy officer who not only writes in a convincing and highly readable style but has also navigated upon many of the routes he describes. Centred firmly upon the deep oceans of the world, this tale is effectively a detective story carrying vast implications for the interpretation of world history as it has been traditionally seen from a Eurocentric viewpoint.

The nub of the book is Menzies' claim – which he documents in consuming detail – that Chinese fleets set out to explore **all** the world in 1421 on the orders of their Emperor Zhu Di. On their return in 1424 the Emperor was dead and the Chinese ruling élite was totally changed in outlook. An information clamp was set in place so successfully that only now, six centuries later, are the details and records of those voyages leaking out.

Zhu Di (1360-1424) was the first post-Mongol emperor of all China and had by 1420 achieved the defeat and expulsion of the Mongols, the rebuilding and re-enforcement of the Great Wall (originally built from 221-206 BC), the building of a canal to link Beijing to the sea and the design and building of the Forbidden City. For the completion of his Grand Plan to know and be known by all the world, he next methodically set about the construction of fleets of vast ships capable of inter-ocean travel. For this plan the Chinese had pre-existing experience of long distance travel,

knew the world to be round, knew of the North and South Poles and devised navigational skills to permit with certainty measurement of latitude and longitude, an essential for their world task and a skill not achieved in Europe for a further three centuries.

The major ships themselves were of 480^{ft} length and 180^{ft} beam capable of carrying some 2000 tons of cargo and having up to 16 water-tight internal bulkheads. Each ship had a multitude of cabins with interpreters of many languages, religious savants and, separately accommodated, concubines. In addition were huge numbers of grain, water and storeships in the fleet train and, often, accompanying ships belonging to traders from S.E. Asia and India. Such a fleet had crews totalling over 30,000 men and were equipped to hold the sea for about three months at a time and cover, perhaps, 4,500 sea miles.

Interesting contrast lies in the fleets' orders when compared with European practice of the period. Vasco da Gama's arrival in S.W. India was marked by the capture, torture and death of local inhabitants and the Dutch in the East Indies in the seventeenth century were as unnecessarily cruel. Zhu Di's admirals, however, were instructed to make friends with the peoples they met, to trade amicably and exchange envoys.

The Emperor's fleets proceeded to Calicut in Kerala, the major trading, west-facing port in the Indian Ocean, and then split up to go in various directions; around the Cape into the Atlantic both north and south, around the Horn and into the Pacific, as well as south and east to Kerguelen Island, and then to Australia and New Zealand.

Menzies' book adduces the evidence from several different disciplines. The Chinese captains set up memorial stones of their landing places around the world's shorelines. A particular instance is a stone in South America engraved in ancient Tamil. Wrecks are found of datable Chinese teak, and plant species were transferred both inwards and outwards between China, Africa and the Americas. Perhaps most telling, and still based on incomplete sampling in 2004, is Chinese DNA found in California and West Mexican peoples based, one must suppose, on wrecked ships and marooned crews (with concubines!) on faraway shores.

For Australians Menzies' hypotheses debunk Captain Cook's and even Tasman's Voyages of "first discovery". The existence of Australia was known in China in 316 A.D.; there were kangaroos in the Emperor's Beijing collection in 1421 and his fleet brought back descriptions of the Great Barrier Reef.

The evidence is far-reaching and overwhelming. It will take a bold man now to debunk Menzies' ideas. They provide a fascinating and thought-provoking read.

Contributed by Neil McGlashan.

Minutes of the 29th Annual General Meeting of the Cruising Yacht Club of Tasmania Inc. held at the Regatta Pavilion Meeting Room at 8.07pm Tuesday 7 September 2004

OPENING:

Commodore Helen Stewart opened the meeting and expressed pleasure at the good attendance of 41 members.

APOLOGIES:

Judy Boon, John & De Deegan, Bill & Trish Wright, Ian Madden, Richard Brabazon, Margaret & Gordon Gowland, Neil McGlashan, Jill Saunders, Tony & Sallie Creese, Russell & Sue Streckfuss.

GUESTS:

Commodore (CCCA) John & Patricia Tyler, Barry Gow (CCCA).

MINUTES ANNUAL GENERAL MEETING 2 September 2003 (Ratified 7 October 2003):

Read by Commodore Moved Paul Kerrison, seconded Jo Westman - carried.

CRUISE OF THE YEAR AWARD AND NAVIGATION CRUISE AWARD:

- 'Cruise of the Year' to Bill Mills on *Amenesia* to Whitsundays last year.
- 'Cruising Plaque' to Barry Jones on *Lalaguli* - Port Davey cruise 2004.

PRESENTATION OF FLAG OFFICER REPORTS:

- Commodore - Helen Stewart (attached).
- Vice Commodore - Rosemary Kerrison (attached).
- Rear Commodore - Cheryl Price - see 'Albatross'.
- Treasurer - Andrew Boon (attached).

Reports - moved Andrew Boon, seconded Keith Wells - carried.

ELECTION OF OFFICE BEARERS FOR 2004 - 2005:

Commodore Helen Stewart vacated the chair. Paul Kerrison in the Chair. The following officers were elected unopposed.

- **Commodore - Helen Stewart** Nominated Paul Kerrison, seconded Keith Wells.
- **Vice Commodore - Rosemary Kerrison** Nominated Paul Kerrison, seconded Keith Wells.
- **Rear Commodore - Wendy Lees** Nominated Paul Kerrison, seconded Keith Wells.
- **Treasurer - Andrew Boon** Nominated Paul Kerrison, seconded Keith Wells.
- **Secretary - Milton Cunningham** Nominated Paul Kerrison, seconded Keith Wells.
- **Editor - Dave Davey** Nominated Paul Kerrison, seconded Keith Wells.
- **Membership Officer - Dennis Lees** Nominated Keith Wells, seconded Paul Kerrison.
- **Committee Members - Chris Creese and Annick Anselin** Nominated Paul Kerrison, seconded Keith Wells.
- **Warden - Keith Wells** Nominated Helen Stewart, seconded Paul Kerrison.
- **Quartermaster - Barry Jones** (continuing).
- **Honorary Auditor** - Treasurer indicated that Peter Dawson prepared to continue in position. Nominated Andrew Boon, seconded Leo Foley.

Commodore congratulated the incoming committee and looked forward to working with them. Commodore also thanked the outgoing committee for their support and productive effort during the past 12 months.

Finally, Commodore thanked the membership for their increasing participation throughout the year which made the position of Commodore worthwhile and the club viable.

Meeting closed 8.25 pm

**Minutes of General Meeting the Cruising Yacht Club of Tasmania held at Regatta Pavilion
8.25pm on Tuesday 7 September 2004**

PRESENT

Commodore Helen Stewart and 41 members.

APOLOGIES:

John Boon, John & De Deegan, Bill & Trish Wright, Ian Madden, Richard Brabazon, Margaret & Gordon Gowland, Neil McGlashan, Jill Saunders, Tony & Sallie Creese, Russell & Sue Streckfuss.

GUESTS:

(CCCA) John & Patricia Tyler and Barry Gow (CCCA)

MINUTES GENERAL MEETING TUESDAY 3 AUGUST 2004

As printed in the *Albatross* without amendments. Moved by Paul Kerrison, seconded by Rosemary Kerrison - carried.

BUSINESS ARISING

- Proposal to MAST re jetty access at Quarantine. Keith Wells had discussion with MAST and Kingborough Council and prepared submission. Keith project officer for the proposal.

COMMODORE'S REPORT:

- Doris Newham advised that Derek Farrar regretted inability to attend AGM and general meeting.
- General meeting with MAST at Motor Yacht Club Wednesday 8 September regarding MAST allocation of funds Commodore and other members attending.
- 'Calendar of Events' has been prepared to assist committee in running the club. Draft is available for input.

VICE COMMODORE'S REPORT:

See *Albatross*

REAR COMMODORE'S REPORT

See *Albatross*

NEW MEMBERS:

Commodore Welcomed new members and presented club burgees

- Helen Andrews
- Brad Hampton

GENERAL BUSINESS:

- Jo Westman seeking second hand stainless steel gas BBQ.
- Paul Kerrison - Club photograph albums now available for perusal at meetings.
- Jetty at Partridge Island is deteriorating, access is difficult, landing step(s) required.

Meeting closed at 8.40 pm

Next meeting 5 October 2004