



Albatross

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*A stiff breeze in the Greek Islands. Photo: Bill Wright
See article on page 26*

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



THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay Tas 7006

www.cyct.org.au

Commodore

Leo Foley H 6228 6486 *Talisman II*

Vice Commodore

Andrew Boon H 6228 5807 *Reflections*

Rear Commodore

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

Treasurer

Caroline Dutton H 6224 3229 *Sagres*

Secretary (Acting)

Margaret Jones H 6272 5660 *Lalaguli*

Editor 'Albatross'

Chris Palmer H 6267 4994 *Margaret Ellen*

Committee

John Skromanis H 6267 2766 *Rhona Marion*

Mike Temple-Smith H 6247 3969 *Minder*

Membership Officer

Annick Ansselin H 6267 4852 *Windclimber*

Warden

Chris Creese H 6223 1550 *Neptune*

Quartermaster

Ian Fletcher H 6229 8189 *Asterix*

Albatross mailing

Chris Creese H 6223 1550 *Neptune*

Webmaster

Dave Davey H 6267 4852 *Windclimber*

Life Members

Erika Johnson Ken Newham Doris Newham

Send all material for publication in 'Albatross' to:
The Editor PO Box 340 Kettering Tas 7155
editor@cyct.org.au (electronic copy preferred)

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Editorial



Your editor is a happy man!

His boat is back in the water, looking much improved after some time on the slip. Whilst far from being finished, *Margaret Ellen* is now in a state where she can be cruised safely and comfortably around the Channel and hopefully further over the summer months. One of the more important jobs completed recently was the installation of the auto-pilot (final connection courtesy of 'Albatross' advertiser, D'Entrecasteaux Marine Electric's Campbell Gregory). What a boon this bit of electronics is!

At last the rationale for changing from a perfectly good yacht to a motor-sailer can be enjoyed fully – the ability to get home warm and dry should the weather blow up on a cruise. Port Arthur in January is looking good!

By the time this edition of 'Albatross' gets to you, the election will be over. Among the telephone number sized financial offerings of the major parties was a commitment by both to fund a new bridge at Bridgewater. No details have emerged to my knowledge of the type of bridge, and specifically, its height above the water. Will we be able to cruise our boats up to New Norfolk once again? Time will tell. A rather long time, I suspect. Promises are one thing, delivery something else again.

Enough of the serious stuff.

The holiday season is almost upon us, the weather is consistently warmer (always relative in these parts, I admit) and our Club has a full cruising calendar to enjoy.

This publication's contribution to the reading pleasures of summer includes four quite different cruising or travel articles – Vanuatu from those contributing stalwarts the Cerutti's, impressions of Buenos Aires from the Dardens, canal cruising in the UK from Erica Johnson and impressions of a group charter in Greece from Marjan Geursen.

As well, there are extracts from the very first edition of 'Albatross', a nautical quiz, and an article on heavy weather cruising to stop you getting too complacent.

Don't forget the Christmas Barbecue on 15th December at Dru Point Reserve, Margate. There will be prizes for the 'best Christmas look'.

My sincere thanks to all those whose contributions have made this newsletter possible over 2007.

Have a great Christmas, and a safe, happy and healthy 2008.

Chris Palmer
editor@cyct.org.au

Commodore's Report



Merry Christmas to all members. I hope the festive season gives you much joy with family and friends. And, of course, I wish you fair winds and pleasant conditions wherever you might cruise.

I hope to see a good roll-up of members at the Club's Christmas function on Saturday, 15 December. Details are elsewhere in this journal, but I would love to catch up with as many of you as possible.

Bruny Bio-region

There has been some concern about the effect on cruising yachts of the new regulations surrounding the Bruny Bio-region Plan. Peter Hopkins from MAST represented all sailing clubs at a conference convened by RPDC on 12 November and reported that:

"The Commission panel has decided that there should be no anchorage restrictions in any of the MPA areas should they proceed."

That is an excellent result, and shows the worth of making submissions on such issues. The Commission was able to see there were genuine concerns, and has taken prompt action to satisfy those concerns. It's good to see the system works.

See you at Dru Point and on the water over the break. Keep 'Albert' flying!

Leo Foley

Vice Commodore's Report



Norfolk Bay (Show Day extended weekend Oct 26-29)

This time we got to Norfolk Bay, although our initial plans were revised (constantly). *Irish Mist* and *Pandora* headed over on Wednesday and the rest of us followed on Thursday. *Reflections* had a false start (left the dinghy grazing at the DSS!), but had a good sail most of the way to Sommers Bay. This Bay is not marked on the chart but it is the bay containing Sommers Beach.

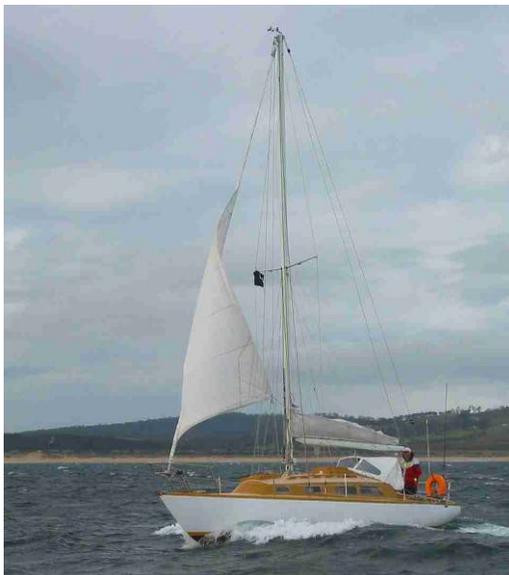
I counted 14 CYCT boats at anchor at various times over

the two days: *Asterix*, *Freelance*, *Future Days*, *Irish Mist*, *Kokomo*, *Nyanda*, *Odyssey III*, *Pandora*, *Reflections*, *Sagres*, *Somerled*, *Talisman II*, *Van Diemen 'H'* and *Windrush*. Thursday night featured a BBQ ashore (of course!), but by the time Judy and I arrived, the incoming tide had already claimed a table and two chairs and was threatening to extinguish the fire.

The rock shown on the chart off the point on the western side of Sommers Bay was much discussed, as it is shown on my chart as solid land but is submerged at high tide. It appears to me that it should be shown with a 'rock awash at high tide' (cross with dot s around it) but I need to confirm that.

We had planned to travel to Sloping Main on Friday and enjoy the hospitality of *Sagres* at their 'shack', but the moderate NE conditions ruled that out. Some of the fleet ventured to the eastern end of Eaglehawk Bay and had a look at the Tessellated Pavement and the museum at The Neck. Others stayed at anchor doing odd jobs at Sommers Bay. The BBQ fire on Friday night was better placed and foam fenders proved their worth for sitting upon.

On Saturday morning we decided to move to Connelly Bay, as it looked as though it would provide a good anchorage in the NE winds. Those who sailed enjoyed a terrific reach from Sommers Bay to Connelly Bay. We passed *Ailsa* returning from Maria Island as we were leaving Sommers Bay and saw *Pendulum* at Connelly Bay. Also saw three nice abalone in *Irish Mist's* dinghy – they tasted great on Sunday!



Talisman II (Commodore Leo Foley) running under reefed jib between Connelly Bay and Quarantine Bay, October Show Day Weekend cruise

Conditions at Connelly Bay, while OK for anchoring, were not as quiet as we prefer and with a forecast of strengthening winds, we decided not to spend the night there and headed for The Channel. Motor-sailing with a following wind, it took us 3 ¼ hours to get to Quarantine Bay, surfing along at over 8.5 kn at times. Others with larger statistics claimed much greater speeds!

Sunday morning was relaxed and we ended up having lunch at the well-worn area at the old jetty site. It was good to see *Boots 'n' All* out and *Bird of Dawning* and

Eclipse were on the other side of the Bay. Keith maintained the traditional bucket of Cadburys but, try as he might, wasn't able to empty it.

All in all, it was a great weekend. It was especially pleasing to see so many Club boats out on the water.

Killora, November 11

Killora became Legacy Beach as the southerly was pushing along the beach at Killora. Judy and I enjoyed the hospitality of Jose and Conchita on *Odyssey III* and had a leisurely motor-sail from Lindisfarne Bay. We arrived for a late lunch. *Neptune* and *Stryder* saw us coming and headed for Bligh Point (western end of Nebraska Beach?) but *Asterix*, *Kiap*, *Margaret Ellen*, *Mulberry* and *Odyssey III* stayed at Legacy Beach. We heard about the recent chartering experiences of Bill, Trish, Dennis and Wendy in the Greek Islands (see article on page 26. Ed) and generally enjoyed a very pleasant day.

December and January Cruises

There are no weekend cruises planned before Christmas, but mid-week cruises are on the 5th and 19th of December (Wednesdays). Meet outside the Oyster Cove Chandlery at 1000. Details are finalised on the day: destination, whose boat and duration. If more people turn up than can comfortably fit on one boat, we'll take two. Bring lunch and a drink (as well as warm clothing, wet weather gear, etc). If your boat is moored / berthed at Kettering, be prepared to be the host for the day. Any queries, ring me (0400 651 532) or call *Reflections* on VHF 16 (I'll have a handheld only, so don't try calling from outside Little Oyster Cove).

There will be no mid-week cruises in January and I will not be around in February or March so I'll be looking for someone to take the lead for these months.

New Years Eve

For New Year, we will try and get to Partridge Island. This is a great area for a summer holiday, with good fishing, beaches, bushwalking and historical sites nearby and plenty of alternative anchorages in Great Taylor Bay. *Reflections* will probably not be heading out until the morning of New Year's Eve, by which time I expect that other members may be in the Great Taylor Bay area (especially if the weather is reasonable). I will call on VHF channel 16 at 1005 to confirm the evening's destination. If anyone is in the area and doesn't hear my call, try calling me on channel 81 (Mt Raoul repeater) as it is quite likely that I will not be heard (especially if we are still near Sandy Bay!).

Snake Island

Sunday January 13th is a day trip to Snake Island.

Australia Day Long Weekend

For the Australia Day long weekend we will head for Port Arthur. This is a great opportunity to visit this wonderful area, particularly if you haven't been there (by

sea) before. It's about 40 nm from Sandy Bay, approx 35 nm from Kettering. Try and be at Cape Raoul by the time the sea breeze comes in (which might mean an early start for us slower boats). A Sunday morning circumnavigation of Tasman Island will require cameras at the ready.

Members' Cruising Plans

These are cruises which individual members are planning, so that other members who are interested in visiting the same areas can make contact and possibly sail in company (or as additional crew).

- Circumnavigation of Tasmania, west-about, *Nyanda*. Planned departure from Kettering January 19th. Other boats welcome.
- Port Davey, target departure late Jan/early Feb, *Pandora* (also planning to cruise lower East Coast in mid-December 07).
- Port Davey, target departure Mar 8 (long weekend), *Reflections* and *Two-B*, 4 weeks. *Reflections* is looking for an additional crew member. Other boats from CYCT and GBBC are expected to be making this trip during March.
- Flinders Island (incl Deal Is), 3 weeks duration, departure date 26 Jan, organised by RYCT. Look under 'Cruising' on <http://www.ryct.org.au/> for more details. Fully subscribed but may be worth still enquiring.
- Circumnavigation of Australia: *Odyssey III*, possible departure March 08, several years duration.

If you are planning a cruise, please keep me up to date with your plans and I'll list them. The usual caveats apply, ie listing a proposed cruise is not an offer to take any responsibility for others tagging along, but the usual flow of information between members may help you make your own decisions.

Best wishes for Christmas and the New Year to everyone.

Andrew Boon



Rear Commodore's Report



Tuesday November 2007 General Meeting

Thanks to Leo for providing an entertaining and informative talk at the November meeting about his cruising experience to Vanuatu on *Glenscheil VII* with Hugh Garnham.

Leo's description his adventures and also of the *HMAS Nottingham's* grounding on Wolf Rock and subsequent radio messages and the plight of the crew of the vessel was very enlightening and amusing.

Tuesday 4 December 2007 General Meeting

Previous guest speakers are being invited to the December meeting. This will provide an opportunity for members to chat with them after the meeting.

There will also be an opportunity to catch up with other members to plan and discuss your cruising intentions over the Christmas / New Year break.

Saturday 15 December 2007 Christmas Barbecue

A bring-your-own everything barbecue on 15 December 2007 at the end barbecue at Dru Point, Margate. We encourage you to bring your family members, your friends and of course potential new members.

Please let me know a couple of days in advance of 15 December if you are intending to travel to the function by water so that I can make arrangements to monitor channel 67. As detailed in an earlier Albatross, arrangements to meet you by car and transport you to the barbecue site can be accommodated. (If this is your intention, please contact me either by email milton.cunningham@bigblue.net.au or by phoning or texting 0428 166 250).

This is the most cost effective Christmas function that we can provide so I hope you will support your club and come along and enjoy the spirit of Christmas together.

Tuesday 5 February 2008

The traditional CYCT BYO barbecue will be held at the Mariners Cottage commencing at 6.00pm. Tea and Coffee are provided. As usual, no speaker, but an opportunity to catch up with CYCT friends and swap stories of holiday cruises. Please put this in your diary now so it is there as a reminder!

Milton Cunningham

Letter to the Editor

From Alan Gifford

Dear Editor,

I read with great interest the article by Ian and Wendy Fletcher (Volume 33 No10 Nov. 07) *The Night Myers Burned Down*. Ian and Wendy rightly reminded us of the need for vigilance and care even in familiar waters – "...there but for the grace of God..." etc. However the second last paragraph of the article was of particular interest – the rationale for the use of a 'Mayday' call.

As I understand it a 'Mayday' call should only be made if the vessel is in grave and imminent danger with threatened loss of life. Coast Radio Hobart information sheet makes this point and Capt. Dick Gandy in *Australian Boating Guide* also emphasizes the key criteria of *immediacy* and an *imminent threat to life*. Most state and federal regulatory authorities also stress these criteria although interestingly, the Queensland Transport's *Small Ships Manual* does not highlight the 'threat to life' criteria.

However the written rationale for the 'Mayday' call made by the authors seemed not that the distress criteria applied, but rather the 'Mayday' distress call was more expedient and would get a result when the urgency call 'Pan Pan' might not - for whatever reason. The difficulty I see with this rationale is that 'Mayday' as explained by the authors is generally not understood in the same way by other mariners and marine authorities. It sends a message of particular meaning while at the same time imposes on those who respond to the call much stronger obligations at law. The point that "a significant number of potential helpers" might or might not appreciate the significance of an urgency transmission ie: 'Pan Pan', doesn't of itself justify misusing the distress call ie ;'Mayday'. After all, other club members were also on the move given the conditions and would have fully appreciated the meaning of a 'Pan Pan' urgency call.

I wholeheartedly agree that radio transmissions involving boat and crew names, are frequently misunderstood. I delivered a yacht named *Windchat* from Port Macquarie to Hobart a month or so ago and almost every coast radio station en route got it wrong – even when it was spelt phonetically! HF radio can be particularly tricky in this regard. VHF radio is generally clearer.

I guess the point is not the [appropriateness](#) of the authors' call, we cannot judge that, but rather, the relative meanings of the two types of transmissions. Ian and Wendy have opened for discussion very important issues which concern us all.

Regards,

Alan

Aurielle in Vanuatu – Sep & Oct 2007

John & Sue Cerutti

Hi everyone! With clearance planned for Tanna Island, which is the most southern clearance port for Vanuatu, then onto New Caledonia, we provisioned for a three week trip. We departed Port Vila and sailed overnight in company with *Intrepid IV* and *Australis* in a 10-15 Knot NE breeze and a lazy 1-2 m swell.



Jess, Claire and the dolphins Vanuatu

Intrepid IV is a local Kettering yacht owned and crewed by Graham, Alice and their children Robyn and Chris. They had departed Tassie in Nov 2006 and sailed the east coast of Australia before departing from the Whitsundays for New Caledonia in May 2007. We had spoken to them on the Tas Coast sked for the last four months prior to meeting up with them in Port Vila.

lightning for about an hour. This which moved away to the east and left us wallowing in the swell with no breeze. On approaching Port Resolution on Tanna Island our first impression of the swell breaking on the entrance reef was that it wasn't going to be a pleasant entry or anchorage. As the entrance opened up we could see one yacht in the anchorage with a stern anchor laid for comfort. So with a careful lookout as we disappeared between the swells we edged our way in as the depths rapidly rose. With the anchor down in 2.5 m we were pleasantly surprised with *Aurielle's* motion.

The breeze held until Erromango Island where we were engulfed by heavy rain, thunder and weather was caused by an approaching high



Sue's Birthday - sailing to Tambo Reef

Tanna is the home to a live volcano and is a must to see. The bay is surrounded by low cliffs on the north side with the hills thickly vegetated. Steam vents puffed away and thermal pools bubbled at sea level which really created the volcanic atmosphere. The local islanders were quickly paddling out in their dugouts to welcome us, trade some vegetables and advise us of their island customs. There are some small accommodation bungalows on the southern cliff and a local 'Yacht Club' for cruising folk to gather in. Sandy, one of the locals, is the main contact for arriving yachts to gain clearance or departure help. Usually it is necessary to take a 8 hour truck ride to Lenekal on the other side of the island but we were very fortunate, by the time we were to depart there were six cruising yachts in the bay so Customs and Immigration travelled over to the anchorage to complete formalities.



Viewing the volcano from the crater edge

During our six day stay we visited the wreck of *Crystal Dancer*, an Australian yacht which had hit rocks on the southern shore in June 2007. It was interesting to learn that a wrecked yacht is viewed by the locals to be their property and it was



Volcano activity Tanna Island Vanuatu

completely stripped of items which they had for sale, if you wished to negotiate. All crew were safe and well.

Life at Port Resolution on Tanna Island is subsistence living with very little western influence (no shops, fuel etc). The folk are very kind and the piccaninies are full of life. Walks, pot luck meals with cruisers at the 'Yacht Club' and traditional meals with the islanders, quickly passed the

time away. Our visit to the volcano was the highlight. Our transport was a Toyota pick up with bench seats in the tray. A total of twelve crammed aboard at 4.00pm for the one hour trip to the summit. The track wound through the thickly vegetated foothills and onto the ash plain which emitted steam as we drove over it. Standing on the edge of the crater (no safety rails or the like) watching and listening to mother earth rumble and erupt was awe inspiring.

The whole time we were at Tanna Island the SE trades had been in force, but with the possibility of a softening in strength, we left for Noumea approximately 290 miles away in a SW direction. It was a two sail reach (two reefs and a staysail) 20 - 30 knots with 2 -4 m sea.



Intrepid 4 - Tambo Reef

Again we sailed in company with *Intrepid IV* and *Australis*. We set up 4 hourly skeds, initially on VHF, then 2Mhz on HF, which was great for company and to talk about the fishing contest and current conditions.

Entry formalities were easily done in Noumea with Port Moselle Marina providing all the support and official liaisons for cruising yachts. Catching up with other cruisers is always an

enjoyable and social occasion and as Noumea is the hub of cruising yachts departing to Australia or NZ we met up with many of our friends from the last five months.

As our planned departure date for NZ was not till November we had six weeks of cruising New Caledonia's southern lagoon, Iles de Pines and the Loyalty Islands.

Our Southern Lagoon time was spent visiting Horseshoe Bay, Ilot Maitre, Phare Amedee, Tambo reef and Quatre Banks du Ouest. Horseshoe bay is only three miles from Noumea and is ideally suited for sail training. Each day 30 or so school children would arrive to learn to sail as part of their school curriculum. There were Optimists, sailboards, Lasers and Hobie 16



School sail training Horseshoe Bay Noumea

cats all in excellent condition being used. Ilot Maitre is a resort island with accommodation extending out over the reef enabling the patrons to snorkel from their balconies. Sailboarding and kite surfing are very well suited to the prevailing conditions and location. Phare Amedee is a 150 year old lighthouse at the

southern entrance to the lagoon. Whilst here, it happened to be Sue's birthday, so with perfect weather and in company with *Intrepid IV* we sailed to the outer reef, Tambo Reef. We negotiated the coral heads to get well inside the reef and anchored in three metres of crystal clear water on sand. The snorkel over the reef was the best we had seen for the year including the white tip reef sharks guarding the site. The Quatre banks is a wine glass shape reef with the NW side providing excellent anchorage, only a swim distance to the coral reef. Once again the coral was amazing and it too had a guardian.

Iles de Pines is a picture perfect tropical island exactly as the post cards describe. It is approximately 60 miles SE of Noumea. We climbed Pic N'ga the highest peak on the island for an excellent 360 degree view. We also enjoyed kayaking and swimming in Kuto and Kanumura bays and the Island of Bayonaise.



Iles de Pines

On our return to Noumea our linear drive on the autohelm became very noisy and after \$350 overhaul by the

local agent, we were none the wiser about the problem. Our next quote to repair was \$1200 so with this news we visited the web and purchased a new drive from West Marine (USA) for A\$2,170 delivered to Noumea. If we had bought it locally the price was A\$3,900 or from Raymarine in Australia the price was A\$2,730.

All well again, we weighed anchor and set out for the Loyalty Islands. The Loyalties are off the East coast of New Caledonia approx 60-70 miles and run parallel for approx 90 miles. There are three Islands making up the loyalties. They are Mare, Lifou and Ouvea. Maree is the most southern and the least visited. We anchored at the southern end of Tardine Bay under Cape Wabo. This is a deserted bay with a small sandy cove and rocky outcrops. We walked to the natural aquarium which is an inland body of tidal water surrounded by lush tropical growth cascading down the banks into water so clear that you can look down to see many small coral fish. We continued our walk into Tardine which is the Island ferry terminal to find a limited offering of services and a run down appearance. The main difference from our Vanuatu experience was that the island is well served by sealed roads and electricity provided by the French government but the local population were not as welcoming and did not want to interact with us. (A sign of western

influence maybe). After two pleasant days we caught up with our friends on *Cool Bananas* (Legend 50 cat from NZ) and *Tropical Cat* (Windspeed 40) from Australia



Tropical Cat, Cool Bananas and Aurielle - Rekabeco Cove, Maree Island

at Rekabeco Cove at Cape Roussin on the North East corner of Maree. This bay is surrounded by coral heads with a small passage between the eastern heads. Once in the cove you can anchor on thin sand between yet more coral heads. Our walk to the windward side

of the cape was rewarded with many shells including our first sighting of Nautilus shells since Huon Reef.

As the weather was perfect for sailing, ten knot easterly, we all set sail for Lifou Island with the cats asking how much start would we need. So as cruisers do, cruise that is, except for when there is a yacht in sight, the race was on. With spinnakers set and balmy seas *Aurielle* set the pace leaving the cats in her wake. At the debrief over 'fivesies' the cats claimed it wasn't their weather. Well, after sailing in company in all conditions we still have not seen their sterns, although the *Cool Bananas* did pace us in a 25 knot reach over 40 miles. Enough of this or we might start a war.

Lifou Island is the main centre with We on the east coast being the capital. We anchored at Druelu and Xepenehe in the Bay Du Santal on the western side. We visited many churches and historic sites around Easo but you would have to wonder what they have actually provided over the last 150 years as the majority now are not used and neglected. The snorkelling on the various reefs was excellent, but much to Sue's horror, we did encounter more sharks than in Vanuatu. The only reliable mode of transport in the Loyalty Islands is to hitch hike as the bus runs at a very irregular pattern (maybe today or maybe tomorrow). We hitched over to the market at We to pick up some vegies and fruit, visited the marina and then hitched a ride with the Chief of Druelu back to the yachts.

Next we continued north, lunched and snorkelled on the Juan Reef and then on to anchor at Jokin on the north side of Lifou. The snorkelling here, straight off the

stern of our yachts, was excellent and the caves in the cliffs spectacular. Jokin is a small town perched high up on the cliffs so it is quite a climb to visit but you are rewarded with a great view of the surrounding reefs.

To us Ouvea is the gem of the Loyalties. It is horseshoe in shape some 35 miles long with a nearly continuous white, sandy beach. The lagoon is three to twelve metres deep and well protected from the SE trades by the island. You can anchor anywhere along the shore in sand.



Easo, Lifou Island

The island has various small centres with a local population. As the trades blew 25- 30 each day we jointly hired a car with *Cool Bananas* and *Tropical Cat* and visited the natural wonders and historic sites (lots more churches).

Today 22nd October we are due to leave Ouvea in the Loyalties for Noumea to meet up with some friends who are joining us to sail to NZ in November, but the trades are not letting up and with 160 mile beat to windward we, as cruisers will, wait another day!!!



Dardens in Argentina

Steve and Dorothy Darden - *Adagio*

Steve and Dorothy are CYCT members currently based in Friday Harbor, Washington and owners of a 52' catamaran, 'Adagio'. Members may recall an excellent presentation they made at a General Meeting earlier this year covering their voyage to Alaska.

October 26, 2007

The Jardin Botanico Carlos Thays was a real treat. It was established in the late 1800s by Senor Thays surrounding his home, and designed as formal gardens, each sector dedicated to the flora of a different region of the world. The signage was good, and we spent a great deal of the time with our heads hung way back to view the ultra tall trees. Of course, there were many plants we had never seen before, and some familiar ones, like lantana, alstromeria lilies, agapanthus and roses. The cactus section was extensive, and some of the cacti were quite large, like ten feet tall. Stone statuary was everywhere, and numerous groups of school children were holding hands in a circle around their young teachers who were speaking with animation about the gardens and the ecology of the plants. Nearby was a gardening school, with flower beds filled with pansies and marigolds.

The Jardin Japonese was beautifully set out with water, bridges, islands, and plants, as we expected. It was interesting to see that some of the plants were rather confused as to what season and hemisphere they were in, as the azaleas and the cherry trees were both in bloom at the same time. We met a young Brazilian couple, both doctors, who expressed an interest in working in Vancouver, British Columbia. He was mildly alarmed when we explained that we had come to Argentina to avoid the cold and rainy Pacific Northwest weather. He hoped we had not discouraged his partner from living in Canada.

Other parks in the area are large expanses of grass, sized to accommodate the monumental trees and sculptures. There were very few flower beds, even though it is spring here, but the trees make up for the lack of flowers. Several large lakes attracted swans and some of the trees are flowering.

We dined on our first Argentine beef at a restaurant called Campo Chico, and discovered a new salsa called "chimi chuli". It is made of toasted herbs and spices in a dark olive oil -- crunchy and toasty and yummy. We are pleased to see that the restaurants serve large salads dressed with oil and vinegar. The beef restaurants are called Parrillos, where meats are grilled. We had to wait until the restaurant opened at 8.00pm as the people of Argentina do not dine until after 9:30 or 10:00pm. We have decided to have our large meal at lunch and then something very light for dinner. The Center of Buenos Aires is the Plaza de Mayo. This is where the seat of government is housed, in a building called the Casa Rosado. This is an impressive rose colored building which received its coloration as a

compromise between two political factions, one of which wanted to paint the building red, the other white. The Plaza de Mayo has been the location for many very large protests by the people against numerous corrupt and scandal-ridden governments. On the eve of a national election, there was no political activity there at all. The wife of the current president is a shoo-in for becoming the new president, as the people want no changes, just a continuation of the successful programs of the current government, which are increasing employment and salaries. There will not even be televised debates between candidates.

Leaving the crowds at Plaza de Mayo, we walked to the new and fashionable barrio of Puerto Madero for a coffee, then on to the Ecological Reserve. On the way, we had hoped to see the sculpture Rodin's Thinker, but the park where it is located was closed. The walkway along the canal provided a view of purple gallinules, small grebes and white swans in the water. The male swans were white with a black neck and red face. In the Reserve, we sat and watched song birds and a parrot, and were excited when Steve spotted an iguana at the bottom of some steps we were descending. It was about two feet long, basking in the sun, and little bothered by our presence.

Checking the sky and watching strong winds blow the dust about, we reasoned that it was time to seek shelter and lunch. We sought out the most famous hotel in Puerto Madero. It is called "Faena", after its founder, and the man who is responsible for beginning the rejuvenation of this large area of new apartments and hotels. For all you food lovers, I must pass on a culinary tip: Add fresh corn kernels (don't be stingy) to the rice when you make risotto. It is delicious.

We asked the young woman receptionist at the hotel for advice about taking the coast train to Tigre in the delta of the Rio de la Plata. She recommended that we take a taxi to the first train station called Maipu in Olivas, where we could catch the train to the town of Tigre. After lunch, the rain continued so we headed to the largest bookstore in South America, El Ateneo. It is housed in a large, ornate theatre, with bookshelves arranged on all tiers of the numerous balconies, on the main floor and in the basement, with a coffee shop on the stage. It was all very elegant. I did not find a book describing the trees of Argentina, but instead bought a special edition of the magazine, JARDIN, which describes the most popular 70 trees which are cultivated in gardens in Argentina. This will help me identify the trees we see in the parks. I'll have to look for another book when we get to Patagonia.

At our favorite coffee house, Como en Casa, we chatted with a woman who was visiting from Dallas, Texas. She comes to Buenos Aires twice a year to dance the Tango. For two weeks straight she dances from 10:30pm to 4:00am at the Tango clubs. She says that the quality of the dance partners at the clubs where she dances is very high and recommended several clubs for us to go to watch performances. She said that the large Tango spectacles are danced by professionals with a ballet background. I think I would prefer the more traditional Tango dancers which we will find in the small clubs. The woman mentioned that

she was returning to Dallas on Saturday, while her feet were still holding up! Women dance the Tango in stiletto high heels. When we met her, she was resting her feet in padded low-heeled slippers and looked quite tired. The coffee houses in Buenos Aires always serve us a tiny pastry with our coffee. In Puerto Madera, we were served tiny, dime-sized meringue sandwiches. The filling was soft caramel. Delicioso, and so easy to make. We passed a restaurant that serves only venison dishes.

Today we took the Tren de la Costa (the coast train), north from Buenos Aires, to Tigre on the delta of the Rio de la Plata, where the locals go in the summer to play. After arriving by taxi at the train station, finding the location of the train itself was a puzzle to us. One of my fairy god persons turned up on cue, in the form of an enthusiastic young man who spoke English, and who led us through shops, up numerous levels of stairs to the train station, and told us that we would pay on the train. The train passed numerous parks and camping grounds, beaches and marinas. When we arrived in Tigre, we lunched on a very delicious pizza and bought tickets for the two hour cruise through the channels of the delta on one of the catamaran (of course) tour boats. The channels are lined by many small vacation cottages, which are built on stilts to survive the regular periods of flooding. These are connected to civilization by boat taxis which pick the people up from their small boat docks on stilts. Tour boats and taxis transport tourists to restaurants on the islands, as well as to camp grounds and small resorts. We were happy to have arrived before high season, as we could see what a mob scene it must be during the summer, with rowing sculls, kayaks, ski boats, jet skis, water taxis, tour boats, fishing boats and work boats, all navigating the channels at the same time.

Several of the marinas were using rusting hulks of old ships as breakwaters to deflect the waves coming from the boats in the channels. (*Sounds familiar! Ed.*) We passed several small boat building facilities. Where the channels were not lined with cottages and boat docks, the natural wetlands consisted of low forests ashore and medium-tall grasses in the shallow waters -- very pretty. The only wildlife we saw were white egrets.

You would not believe how the traffic "flows" here in Buenos Aires. We would not even consider driving here. None of the cars seem to have blinkers, and they float from one lane to another, like water down a stream. If we were to try to drive the way we are accustomed to, we would cause mayhem and no doubt a traffic accident or two. We have not figured out the right-of-way rules at intersections, and there are no stop signs. The major intersections have stop lights, but there are no yield or stop signs on the non-major roads and streets. There is the occasional irritated "beep" from one car to another, but no angry horn blasts. The drivers usually have their windows open, and have the opportunity to chat at traffic jams and traffic lights. One taxi driver will ask for directions from another at stop lights. Ten percent of all cars on the road are "radido taxis", painted in black with gold trim. We are aware of them because we just wave our hand in the air when one comes along. They are very inexpensive, and some are air conditioned. The drivers sometimes speak a little English, and are always helpful and friendly. Today

we rode in a taxi on the Autopista (freeway) and I, for one, was scared silly. I tried to concentrate on the scenery.

Tonight we had another very late night dinner, and think it was the best meal so far. US\$40 for appetizer and two mains and an excellent Malbec wine. Steve said, "And that's not just for the wine." Life is good here. Tomorrow we'll bicycle in the Ecological Reserve and eat lightly.

That's all for now. Stay well.

Applications for membership

Ken & Lynne Miller

Intrigue

Don Marshall

Aspro II

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





CYCT CHRISTMAS FUNCTION

Saturday 15 December 2007 from
11.00am

- Location:** Recreational Reserve
Dru Point, Margate
- What to bring:** BYO food and refreshments
(a range ice creams and drinks can be purchased at the kiosk).
- What to wear** The 'Best Christmas Look' will win a prize! What is a 'Christmas Look'? That's for you to decide. Be original!
- Plus!** Mystery Prizes!!

HOW TO GET THERE:

By Road – In the town of Margate turn east into Beach Road and then left (north) into Esplanade Point Road. Near the end of Esplanade Point Road turn into the reserve and follow the gravel road past the kiosk and toilets, playground and barbeque sites to the end of the road. There is a vehicle parking area at the end. It is only a short walk back to the barbecue site. You may of course choose to unload your passengers' food and refreshment on the way in (a club burgee will be used to identify the site.).

By Boat - There is insufficient depth to anchor near the barbecue site. The distance from the jetty to the barbecue is about 500m. If any member is interested in travelling to the venue by boat please let me know in advance (prior to Friday 14 December) via email milton.cunningham@bigblue.net.au or mobile 0428 166 250 and I will arrange to monitor VHF channel 67, and then pickup from the jetty can be arranged.



From Camels to Canals - cruising the English Canals

From Erika Johnson

Waterways have, since the dawn of time, been a means of transportation. The earliest recorded canal was built in Upper Egypt in 4000BC during the reign of King Menes. By 2200BC the Tigris and Euphrates Rivers were linked by Mesopotamia's Shatt-el-hai Canal and 700 years later Egypt built a second canal to improve navigation on the Nile. In China, too, canals were built before the birth of Christ linking the Yellow and Huai Rivers and later extended to join the Yangtze and south towards Soochow and Hangchow.

The first attempt to improve the natural waterways in England was during the Roman occupation in AD120 when they built the Foss Dyke, a canal connecting Lincoln with the Trent River at Torksey. Over the next few centuries there was a gradual awakening to the possibilities of utilising waterways with canals appearing in many European countries.

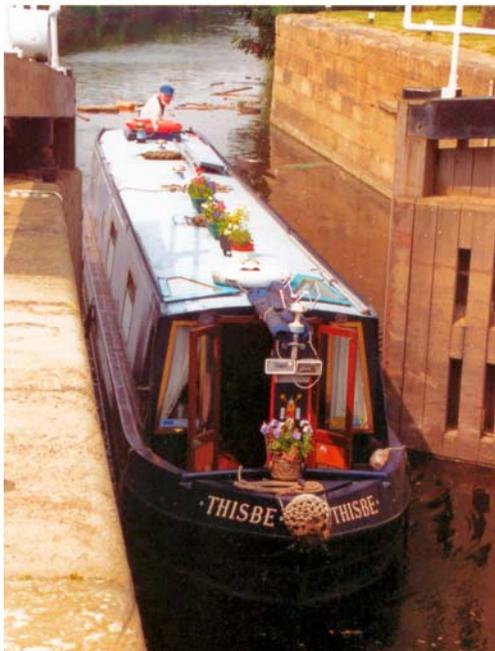
Canals were ultimately responsible for opening up Britain to the Industrial Revolution. After seeing the French Canals, the Duke of Bridgewater decided to build a canal in 1759 to carry coal from his mines at Worsely to Manchester. During the 'Canal Age', 1760 - 1840, more than 2000 miles of canals were built, all dug by hand. The word 'navvy', still used today, was coined to describe the labourers building the 'navigations' or canals. Many miles of rivers were also adapted for transportation with the addition of locks.

It was a couple of years since our friends Ben & Jean had decided to swap ocean cruising in *Attila II* for the more sedate life-style of cruising the British canals in *Thisbe*. We travelled by train from Manchester to Leeds to join them and found *Thisbe* lying alongside Granary Wharf, just behind the railway station. Derelict mills and wharves once dominated the Leeds waterfront. However, it is now transformed into one of the most attractive business and residential areas in the city, with buildings along the side of the canal reminiscent of Venice. From our inner city berth we were close to art galleries, museums and shops. Of particular interest was the Royal Armouries Museum, a five-story interactive display of arms and armoury through the ages.

Aire & Calder Canal

A few metres from our berth at Granary Wharf we encountered our first lock, River Lock, which dropped *Thisbe* down 11¼ feet. Further on was Leeds Lock which completed the descent to the level of the River Aire.

The development of the Aire and Calder Canal dates back to the 17th century. It soon became a flourishing commercial highway, transporting coal from Yorkshire's coal fields and bringing raw materials to factories. Today the Aire and Calder continues to provide a viable alternative to road and rail transportation. It was on the Aire and Calder that 'Tom Pudding' or compartment boats were developed,



pushed in 'trains' up to 195 feet long with a total capacity of about 600 tons. Meeting these monsters on an awkward corner could be interesting!

Thisbe's 50 feet contains all that is needed for live-aboards. A cockpit, or 'cratch' at the bow is covered with an awning at night or in inclement weather and opens to the main saloon with lounge settee (which doubled as a double berth), dining table and chairs and galley. A narrow passageway ran alongside the tiny bathroom with hand-basin, shower/hip bath and port-a-potty. Further aft is another cabin with double berth and right aft is the engine room. The helmsperson steers with a tiller on a tiny aft deck just behind the traditional decorations of castles and roses on the aft cabin doors.

Unlike cruising yachts, there is no deck space, other than the cabin roof with its pots of flowers and herbs, as there is little room to spare in the locks for boats of more than the standard six foot beam. A draft of two feet and no keel makes handling characteristics quite different and it was hard to get used to navigation without the use of a compass and depth sounder. There is little use for these as canals are built rather like roads and one just 'drives' along them! We were told that it was frowned upon to refer to the parts of a canal boat by nautical terms - back, front, kitchen, lounge and bathroom is more the norm!

Early canal boats were propelled by sails, sweeps or bow-hauled by gangs of roughnecks. Later, horses were put to work, plodding stoically along the towpath with a canal boat in tow. Today, boats like *Thisbe* are propelled by powerful diesel engines while the towpaths have been taken over by fishermen, cyclists and walkers.

Canals were nationalised in 1947 and the majority are now under control of British Waterways Board who charge boat owners a hefty license fee. However, this

includes access to facilities such as pump-out stations and watering points, essential in the inland waterways.

The Aire & Calder Canal utilises both the natural river course and an artificial canal. Sometimes we found ourselves motoring down the river, while at other times we deviated into a canal alongside. Motoring downstream through the outskirts of Leeds we were hemmed in on either side by tall buildings and warehouses. The Industrial Revolution had not quite finished. Even today we could hear the rattle and clank of looms and the hum of machinery as we floated by. As we left the industry behind, open fields and small copses of trees became more common.

The broad sweep of the river was interrupted by a row of large orange floats marking a river barrage. Off to one side we found Knostrop Fall Lock which lowered us a further 8½ feet to the next level. Some of the locks are operated by hand while others are operated electrically. *Thisbe* had an assortment of winch handles and a key which allowed us to open and close lock gates ourselves. However, on canals with a lot of commercial traffic, locks are often manned by lock-keepers.

Beyond Thwaite Mill, now a museum, we found a no-mans land of closed collieries and landscaped slag heaps until we reached the peaceful tranquillity of the village of Woodlesford whose church spire we spied behind the trees. After lunch, negotiating the Kippax Locks and Lemonroyd Lock, we found ourselves once more in the bleak surroundings of a coal mining area. High banks characterise the course of the Aire to Bulhome Lock where the broad sweep of the river is bypassed by an artificial cut. The junction of the Aire with the Calder near Castleford inspired the rhyme

*“That’s why the Castleford girls are so fair,
They bathe in the Calder and dry in the Aire.”*

This practice can no longer be recommended, for the water quality hereabouts is somewhat suspect!

Castleford was originally a Roman military fort and famous in the 18th century for its glassware and pottery. More recently it was the birthplace of sculptor Henry Moore. Our distant views were restricted by the high banks and industrial pollution clouded the air. Leaving Castleford Junction the canal is dominated by huge chemical works and once more the canal rejoined the river. To the north lay the lngs, an area of mining subsidence which is now permanently waterlogged. These wet lands have now been turned into a wildlife habitat.

As we motored along at a sedate 4 knots, the calm waters reflected the faster pace of modern life. Bridges carrying motorway traffic and trains criss-crossed the canal. However, the noise didn’t seem to affect the mute white swans which swam serenely by.

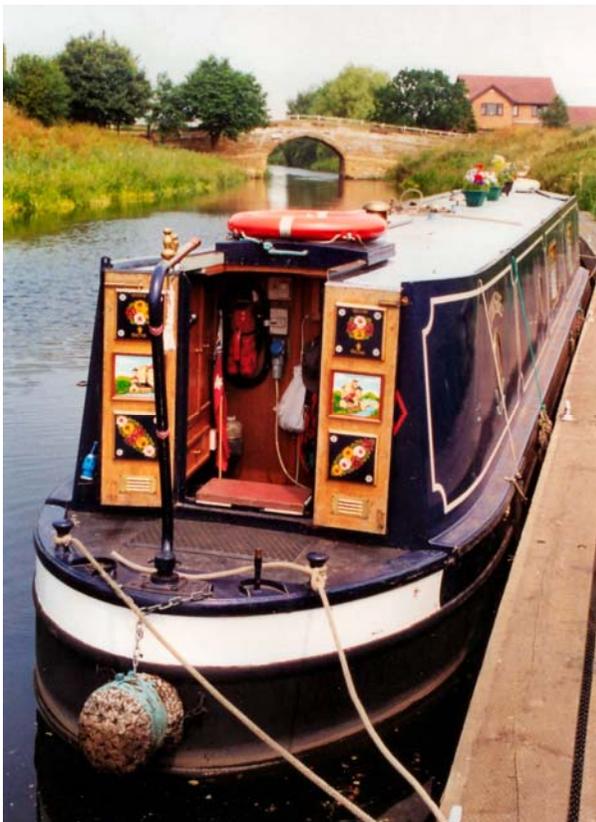
Amid the tangle of main roads and railways are the towns of Ferrybridge and Knottingly dominated by eight massive cooling towers of a group of power stations.

We motored past an oil terminal and the power station loading facility, or 'tippler'. This monster cradles the 'Tom Puddings' or barges, lifting them 40 feet in the air before inverting them to tip the coal down a chute. One unit is handled every 9 minutes - about 1000 tons of coal an hour. Amid the fields and factories we found *The Golden Lion*. Bar trade was brisk and patrons, clutching a pint pot and eating fish and chips, spilled out onto the tow path alongside the canal.

Selby Canal

Leaving Haddlesey Lock and the River Aire, we turned into Selby Canal. Opened on 24 April 1778 it provides a short cut from the River Aire to the River Ouse. The cost of £20,000 was well worthwhile as it played a vital role in the development of Selby's economy.

Today it is hard to envisage this peaceful canal bustling with large vessels. Weeds have encroached into the canal through long neglect. However, this added to its charm as we chugged through seas of pink, white and yellow water lilies. Red capped hens, toes outspread, trod daintily on the lily pads and ducks, heads down, tails up, foraged in the weed. Ancient stone hump-backed bridges spanned the canal at intervals. We found the Anchor Inn beside Burn Bridge. Canal traffic is the mainstay of many of these pubs and we, of course, contributed to their prosperity with a drink or two in the bar overlooking the canal.



Approaching Selby we found the canal bank dotted with platforms occupied by keen fishermen. They reluctantly had to withdraw their long rods which projected out into the middle of the canal to allow us to pass. Opening the swing bridge, we

motored into Selby Basin where we were close to the centre of the town with its market and fine Benedictine abbey dating back to 1069. The conjoined houses of the lock keepers were bright with potted plants and in the garden the name *Selby Lock* was picked out in yellow and purple pansies.

We eyed off our next lock. Selby Lock has fearsome reputation as it gives access to the fast flowing Ouse River. This lock is manned 24 hours a day to take into account tidal variations. There were deep score marks on the stone work and we watched with some trepidation as several vessels approached from upstream, turning to stem the 6-knot current before making a sharp right-angle turn into the lock. The assistance of the lock keeper was invaluable, his hand signals indicating when the helmsman should start to turn.

River Ouse

The Ouse has an ancient heritage. Its swiftly flowing waters were used by the Romans to settle the upper reaches and Vikings crept up the river to invade the city which they called Jorvik (York).

We timed our departure from Selby to the turn of the tide. The lock keeper lowered us 28 feet from the canal to river level and despite the current we made the exit from the lock without difficulty into the turbid waters of the River Ouse.

Turning our bow upstream we felt the full press of the current which was overpowering the incoming tide. Flotsam and jetsam impeded our progress as we dodged branches, logs, a dead sheep, drums, and even a gas cylinder as well as the usual plastic bags, rope and cans, all swirling about in the eddies. The shoreside shrubbery was stained brown with silt and festooned with flotsam left by the previous autumn's floods.

Upstream we passed the town of Cawood, all but invisible behind flood banks except for its swing bridge. Our bow swung from side to side in the eddies as the water swirled round the pylons. Through gaps in the shrubbery we glimpsed the occasional sheep or cow and some farm buildings. At Naburn we reached the extremity of tidal influence. Now the waters had stilled. Gone was the pea soup brown, replaced by the reflections of large stands of trees. Birds flitted in and out of the branches, their melodious calls echoing through the air. With the assistance of the tide we reached Naburn Lock, thirteen miles upstream from Selby, in two hours. The lock was crowded, two other boats had joined us as the incoming waters raised us up to Naburn Basin and the next level of the River Ouse.

The vibrant red of poppies along the bank were a stark contrast to the sombre green of tall Horse Chestnut trees along the bank. Looking at the lock keepers' flood gauge we realised that the berth where we were lying had been under water in the floods of the previous autumn.

After lunch we continued upstream. The river was now a gracious stream bordered by trees and parkland with numerous pleasure craft at permanent riverside berths. The imposing Bishophorpe Palace, built for the Archbishops of York, was hosting a

gathering of the clergy among rose gardens and manicured lawns which ran down to the river's edge. Rounding the corner we suddenly found ourselves in the outskirts of York. An overpowering smell of chocolate assailed our nostrils as we motored past the Rowntree factory. Ancient warehouses overhung the left bank, while on the right, a broad tow-path fronted the town.

The River Ouse makes an intimate passage through York. Everything you wish to see is packed in the square mile or so contained within the medieval city walls. From our berth alongside Museum Gardens we were just five minutes walk from York Minister and The Shambles. York is a market town and each morning the square filled with the sounds, smells and colour of stalls displaying fresh fruit, vegetables, meat and fish, together with a multitude of other goods. Spruiker's advertised their wares above the general murmur of the crowd. We walked the city walls, peered into quaint but expensive shops and dined in ancient pubs with hand-blown glass windows and sloping floors. At Evensong the sound of the choir at York Minister soared to lofty heights and St Olaves 11th century church resounded to the songs of Elizabethan England. Over the river we spent a whole day at the National Railway Museum with its two huge warehouses full of railway paraphernalia. Two days was scarcely enough to soak up the sights and sounds of such a vibrant city.

However, our cruise of England's industrial heartland was over. At the crack of dawn we shouldered our bags and walked across the railway bridge to the train station. Below us we could see *Thisbe* gently tugging at her lines.



Sailing the Greek Islands of the Cyclades .

From Marjan Geursen

Crew 1: Bill and Trish Wright, Dennis and Wendy Lees

Crew 2: Barry and Margaret Jones, Ernest and Jeanette Targett

Crew 3: Jan and Marjan Geursen, Rob and Margaret Loring

So, how did the sailing go?

What's it like sailing over there?

Did you enjoy the holiday?

So many questions, and my diary has 27 pages of notes covering the two weeks!

To put it all into perspective: there were twelve of us (named above) on three boats chartered from Cosmos Yachting in Piraeus, (the Port of Athens) and we had been planning this sailing trip around the Cyclades Islands since early 2006.



I guess I can speak for everyone to say that we enjoyed it immensely. It may not all have gone to plan in terms of weather and the standard of the boats they gave us, but the friendship and the camaraderie shared over all our experiences made it a holiday to remember.

Our love of sailing was of course what gave this trip its main purpose, as well as sailing in a warmer climate to see a different country and the islands about which we had heard so much. Unfortunately, because of wind and weather patterns, we didn't do quite as much sailing as we intended. Of about twelve sailing days we were land-locked for six on an island called Tinos., but you will see from the rest of this story that we were very lucky to reach it. If you have to be marooned somewhere in the Cyclades, this was

the place to be! Later on someone reminded us that the name "Cyclades" comes from the same base as "cyclone"...

After leaving the marina from Piraeus on our first day at sea we motor-sailed for two days because of the lack of wind. In fact at one stage a phrase from “the Ancient Mariner” sprang to mind...“a painted ship upon a painted ocean”.



We knew later that we were in for a change when a fisherman told us that there would be strong winds at 10am the next day, but that “boats like ours were strong and would be alright”. Three days later was to be a BAD WIND day. Lulled into euphoria by the deliciously clear 27 degree indigo blue water, the warm sun and our lovely swims and lunches, we didn’t think too much more of it.

The wind arrived at 3am - strong enough to take turns keeping watch, and for Barry to pick up his dragging anchor and keep moving until daybreak. By 9am, with Barry not really rested enough, we felt we had to move because our “sheltered” spot had some vicious “bullets” coming down the gulches.



Once out there we hugged the coastline with a pocket hanky sized jib and ploughed on towards the nearest shelter, Tinos Harbour. Thirty, forty, fifty knots, we had about four miles to go, but it was definitely time to get the jib furled!

Unfortunately the furling line came out of the furler, the wind hit sixty knots, and Jan's efforts in crawling along the foredeck to bring the sail down were in vain. The halyard jammer had frozen, so all we could do was let the sail flog and try to ignore its appalling racket. Three miles of this, with Rob wrestling with the helm, and we were outside the harbour, with white water coming from the entrance. That we managed to get in there, do three rounds of the harbour and get the sail down seemed miraculous, and even more so, that there was someone to point out available spaces and help with our first "Mediterranean moor".

The burly moustachioed Greek who beckoned us in, sporting a bandana and big wraparound



sunglasses, was called Dimitris, and we became the best of friends in the next six days! He told us that we'd experienced Force 7 to 8, that the ferries had stopped running, and that it would be Force 9 in the days to come. Of course Dimitris had a cousin who was a sail maker, and was right there, on hand ,to

stitch up our torn sail (for 230 Euros!), and he had another cousin who owned a restaurant a kilometre /mile away, into which he would book us for the evening meal! It turned out to be a Greek mile... or whatever. Much further than we thought! But we had a good meal, something fiery as an after-dinner drink courtesy of the restaurant, and then the staff/family were co-opted into driving us home. Jeanette scored a ride back on a motor-bike, to her delight, and to "mutter, mutter," from Bill and Rob!

So... there you have an account of some of the sailing we did. The wind lasted six days, so we stayed on the island, explored what we could, and found that it is a place where miracles do happen. It is the "Lourdes" of Greece.

The Evangelistria Church sits halfway up the hill behind the village, and there is a special path which runs alongside the road leading to it. It is a rubberised path to enable pilgrims (who need help or a cure) to crawl on hands and knees to prove that they are worthy of a miracle. Someone suggested later that the wind may have stopped earlier if...!

The last four days were so quiet that we had to motor-sail again, (except for Bill who was determined to have at least one day without the sound of the infernal motor) but we saw some lovely places on the islands of Kithnos, Kea, Poros and Aegina as we headed for the Saronic Gulf where the winds were supposed to be more moderate. They were, and that was obviously why there were so many more yachts and people! Not nearly as friendly as on Tinos. We didn't get any help with the mooring at Poros, and weren't looking too good in the seamanship stakes when gusts of wind pushed us sideways.

I suppose our last bit of excitement apart from crossing the shipping lines was re-entry into the marina. With no idea of where to go once inside, Barry was the first one in, and had to do it twice because it was the wrong spot. We were lucky in that Margaret could wave and point out the berth, but the lanes are very tight, you have to cross all those anchor ropes, and the boats only just fit into their spaces.

The Cosmos boys were there to help, but it was still rather nerve-racking. Then

came the very thorough inspection, (even a diver to inspect the keel, and in that dirty water!) to make sure that we hadn't



broken anything. Never mind that there were obviously lots of other things wrong when we took the boats on!

One of the inevitables on a chartered boat is that it makes you think fondly of your own (no matter how much you may curse it when something goes wrong!) because you know where you stand with maintenance. Chartering at the end of a season saves you from the heat of mid-summer, but lands you with boats that really need lots of small repairs, for example, Bill's radio, lack of hot water, the stitching on his sails and bimini; our furler, dodgy lifelines, diesel in the bilge (ruptured tank or fuel hose?) the anchor winch, barometer, and a clock that was correct only twice a day (as Rob pointed out) etc etc.

And the creature comforts could be better! Still, the tea towel sized towels, the paring knives for cooking, no toaster, no gas lighter, only one tea towel, no teapot, did not stop us from enjoying ourselves.

Our enforced stay on Tinos added to the prosperity of the island as we tried out the restaurants, tavernas and jewellery shops, and when we went by ferry to Mykonos we made our husbands blanch as we tried on hugely expensive necklaces just to

see what they would look like. Just as well we only had a few hours there. The damage could have been catastrophic!

Did we enjoy the holiday?



As you can see, we had a ball!

Welcome – New Members

Kim and Faye Shimmin
Tynwald

On behalf of all 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.

From the First Edition of 'Albatross' – December 1975

The following pages are reproduced from the very first edition of 'Albatross' in 1975. As mentioned above, the first three years' of 'Albatross' are now available for perusal on the Club website – www.cyct.org.au.

Galley Gourmet by "Mabel"

We were about to buy a yacht, out with its proud owner extolling its virtues and I decided to make a cup of tea. The owner saying to the hopeful buyer "You are too tentative - next puff of wind I'll show you". He did ... my first cooking at sea was me ... par-boiled and not very enthusiastic.

Now, many ups and downs later, I quite enjoy the galley and have spent many an hour hunting for good tinned or packaged food.

When buying up at the supermarket for three weeks' voyage it is quite fun to watch the reactions of the checkout girls - not many actually comment - verbally but their eye brows and facial twitches are most expressive.

The greatest problem is the meat content of meals and most tinned foods in this area are indigestible slush which even when treated with the addition of dried fruits, nuts, etc. are hardly very palatable.

The new tinned hams which do not need to be kept refrigerated are a blessing but get a little monotonous; the other cold concoctions are usually largely cereal. The best bets for hot meals seem to be the "Vesta" dried meals (don't feed as many as they say on the packet - at least not our crew), tinned meat-balls or meat sauces to have with spaghetti (best cooked in a pressure cooker) or the tinned "Plumrose" sausages which can be grilled, fried or boiled.

Just recently I have discovered "Fray and Bentos" steak and kidney Pudding (or if you are, like us, the proud possessors of an oven, their Steak and Kidney Puff Pastry Pie). Tinned, no need of refrigeration - really worthwhile taste and content.

Bird's Eye

The Club is in the process of seeking affiliation and/or representation on the Tasmanian Yachting Association. Upon our approach, one of the questions asked was "What rules do you race under?". WELL MAY THEY ASK. We have given a firm commitment to the Association that if we ever find out, we will certainly, and with pleasure, let them know!

Observers could really be forgiven for describing the situation to date as "Rafferty's Catch as Catch Can" - R.C.C.C. (Local) - not International even. The prime difficulty seems to emanate from a certain Commodore in a blue ferro sloop, both of whom shall be nameless. He has, to date, been accused of : - advising wrong times for the start of races; advising starting points 4 miles from actual starting points; using a new 22 h.p. Yanmar to gain "initial impetus"; "cancelling" races if in danger of being beaten; sailing straight under the bows of other yachts at finishing lines.

We can absolutely assure readers that every one of these accusations is a scandalous truth, the only one of which has been demonstrated not to be particularly productive being the last.



Business with pleasure should be our motto. A most pleasurable barbeque was held at Rosebank on November 16th, with numerous yachts and members in attendance, and really enjoyable weather, made to order.

View



Amidst the wassailing and jollity (Dianne McKay asserts it was warm enough to go swimming ???) a survival exercise : -
 "How to find water if shipwrecked on a desert island with a willow-twist". What could be diviner than our own Commodore ?

The day closed with a race to Rat Bay. The R.C.C.C. (Local) rule was again brought into operation with an unannounced Le Mans type start and a noticeable smell of diesel fuel.

'Tis reported that "Venus", though handicapped seriously both by the lack of warning at the start (thus starting the best part of a dinghy-row, sails-and-anchor up behind the field), as well as the honourable non-use (or perhaps not great use (?) of the motor), nevertheless overtook the field and tussled for line honours with "Pagan" in a style reminiscent of yacht racing of some sort.

There seem to be two views about the actual winner - there being no actual finishing line.



What a feeble reason for being beaten by "Calavon", Kevin Ackroyd. I mean, well who needs a bow-sprit, bob-stay or fores'ls anyway.

It's good that "Mirrabooka" is now repaired and back with the fleet.



Going About

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

Vessels under pilotage

MAST have requested that we pass the following information on to all Club members. We would hope that members would already be aware of the need to exercise caution when sharing the water with much larger, commercial vessels.

Safety within the port of Hobart

1. Marine and Safety (Pilotage and Navigation) Regulations, 2007 - That the attention of all officials and club members be drawn to the requirement of section 60 which states:

“**Right of way**” – Every vessel under pilotage has the right of way over every other vessel, other than another vessel under pilotage”

2. Safe Distance – Due to the size and construction of most sea going vessels, the forward visibility of the water directly in front of the ship, from the navigation bridge, can be restricted by up to 250m. This means that when small vessels are directly ahead of a ship they may not be visible from the bridge and the pilot or master. In this regard it is recommended that all vessels should maintain a distance of at least 250m when ahead of a moving vessel and a 100m from either side or stern.

In the interests of safety on the water, your assistance in drawing these recommendations to the members of your club would be appreciated.

Improvements to CYCT website

'Albatross' archive database

A database is being created which will allow people to search the contents of the on-line editions of the Albatross. The output gives article titles, author(s), issue and page numbers, and links to the on-line issues.

The database also allows a contents page to be constructed for on-line versions of early issues which did not have contents pages. Now if you go to one of these issues, the contents are displayed above the cover page. This is created at the time the issue is accessed.

A third application is the display of the contents of the latest issue. This issue will not be available to non-members, so is a bit of a "come on" to prospective members.

Early issues of 'Albatross' available on web

As part of the database described above, the first three years of 'Albatross' editions can now be accessed on the Club website. Naturally, as they were created before the days of word processors and the like, they have had to be scanned into the database. The quality is very good, though, and they make great reading – both for older members who were around then, and for newer or younger members who may discover that having fun in boats is not a 21st century phenomenon.

Extracts from the very first edition of 'Albatross' can be found on page 31 of this newsletter.

Coast Radio Hobart New Members' Nights

Coast Radio Hobart will be holding New Members' Nights on Tuesday November 27 and Tuesday December 18. Starting time is 7.30pm in both cases.

If you are not yet a Coast Radio Hobart member, here is an opportunity to get your 'RG' number in time for this summer's cruises. The annual fee is a paltry \$30.00, and there is a small joining fee (\$10.00, I think). For that, you get coverage not only around the Derwent and Channel, but further afield if your plans run to that.

A small price to pay for peace of mind.

Life Member Ken Newham turns 90!



This photo is of Ken and Doris celebrating Ken's 90th birthday at Smithton, where they now live.

We look forward to getting pictures of Ken receiving his telegram from Buck House in a few years time!

A past member reappears!

Members who have their boats at the Kettering Marina, or who have visited there recently, may have noticed a small, well-used boat moored there by the name of *Aspro II*. She is owned by Don Marshall, a Club member during the late eighties.

He wrote to the Committee some months ago with information about his exploits over the last few years, but unfortunately after going into Australia Post limbo for a while, the letter was recently returned to Don. He passed it on to me a few days ago, together with a map of Australia showing his voyages over the last several years. The map will be available to look at at the next GM in December, and parts of the letter are reproduced below. It and the map make fascinating reading.

Dear Sec or Commodore,

Well, here I am back in Tas. Didn't think I would. I was a member back in 1985(?) till I think 1996(?).

I had a 24' Thuella named Cimba which I lost on Ningaloo Reef north of Carnarvon in 1990. Came back to Tasmania 1990. Left for Qld April 1991. Finally purchased a 20' double-ender in Mooloolaba, Qld, and sailed north while working on and off – Gladstone one year, Urangan, Hamilton Island one year, then to Cairns and Port Douglas.....

.....I bought Aspro II, a 21' Roberts Slocum miniature Spray from a Doc in Port Douglas in 1997. 1999 to 2000 sailed from Cairns to Cape York and Gove to Darwin where I was based till 2002. Sailed down to Dampier then back to Darwin, (but) missed too much in the Kimberleys. 2003 Darwin to Broome and back to Darwin. Six months in the dry season. Marvellous time.....

.....2005 back to Kimberleys and carried on to complete circumnavigation of Aus at Albany and now back to Hobart.

When you're next in Kettering, pop along and say 'G'day' to Don, who is living on *Aspro II* – all 21 feet of it! – and is re-joining the CYCT.



End of Year Quiz

With thanks to The Royal Norfolk & Suffolk Yacht Club website - www.rnsyc.net

Motley crews

Who would you have for a shipmate or shipmates if:

1. The duration of your cruise was 366 or 367 days?
2. A penny dropped while visiting the Galapagos Islands?
3. Yours was a pretty boat, likened to a bird on the wing?
4. You were consigned to the longboat for an indeterminate period?
5. Your ship was "idle as a painted ship, Upon a painted ocean"?
6. You were a cause of gastric discomfort before fetching up ashore?
7. You set out for Colchis with larceny in mind?
8. You rowed to the rescue of the shipwrecked "Forfarshire"?
9. Things were brought to a head by a pug and a pile?
10. You drifted for 101 days and 4300 miles just to prove a point?

Heavens above!

What is, are, was or were:

1. The Dog Star?
2. A lode star?
3. The Morning Star or Evening Star?
4. The Red Star, the White Star and the Blue Star?
5. The Big Dipper?
6. The northern hemisphere equivalent of the *aurora australis*?

and what is the celestial significance of the following numbers:

7. 88?
8. 1st, 2nd, 3rd, 4th, 5th and 6th?
9. 42?
10. 7?



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CYCT Calendar

Sat-Sun 24th-25th November

Weekend cruise to Bridgewater Bridge

Tue 4th December

General Meeting – DSS 8.00pm. 'Question and Answer' session with some of the speakers who presented during the year.

Wed 5th December

Mid-week cruise – Kettering 10.00am

Sat 15th December

CYCT Christmas Function at Dru Point Reserve, Margate from 11.00am.

Wed 19th December

Mid-week cruise – Kettering 10.00am

Sun 31st December - Mon 1st January

New Year cruise to Partridge Island

Wed 9th January

Mid-week cruise – Kettering 10.00am

Wed 9th January

Committee Meeting – 7.30pm

Sun 13th January

Day cruise to Snake Island

Wed 23rd January

Mid-week cruise – Kettering 10.00am

Sat-Mon 26th-28th January

Cruise to Port Arthur, Tasman Peninsular

Tue 5th February

Annual Summer BYO Barbecue – Mariners Cottage – 6.00pm.

Note – up to date details of all planned cruises and events can be found on the Club website. www.cyct.org.au

Minutes of General Meeting – 06 November 2007

**Minutes of the Cruising Yacht Club of Tasmamia General Meeting
Tuesday, 6 November at Derwent Sailing Squadron, Marieville
Esplanade, Sandy Bay at 8 pm.**

WELCOME:

Commodore Leo Foley opened the meeting welcoming members and guests.

PRESENT:

37 Members were present and visitors Malcolm Proctor, Margaret Smith, Richard Moyer, Kim Shimmin were introduced.

APOLOGIES:

Conchita Navarro, Roger & Patricia Locke, Mike & Ruth Temple-Smith, Brendan & Catrina Boon.

MINUTES OF PREVIOUS MEETING - 2 OCTOBER 2007

Following no voices to the contrary from members present, Commodore Leo Foley signed the Minutes of the General Meeting held on the 2 October (as published in the November edition of the "Albatross"), as a true and correct record of proceedings.

BUSINESS ARISING:

Bruny Island Marine Park – Leo Foley reported that Peter Hopkins would represent all Yacht Clubs and CYCT at RPDC hearings and will make submissions on their behalf.

Tsunami warnings will be made by MAST over Channel 16.

Bridgewater Bridge – no further information available.

CORRESPONDENCE

Nil

COMMODORE'S REPORT:

Nothing to report

VICE- COMMODORE'S REPORT:

Cruises

Killora Beach 11 November

Bridgewater 24 & 25 November

New Year's Eve – Partridge Island

Member's plans for future cruises will be noted in the "Albatross" if Vice Commodore Andrew Boon is notified of cruising intentions.

REAR COMMODORE'S REPORT:

General Meeting 4 December – previous guest speakers for 2007 will be invited to attend.

Christmas Party 15 December at Dru Point, Margate. The large shelter site has been reserved. BYO all food and picnic things required. Boats should moor east of the jetty. Channel 67 will be monitored so that any members requiring transport from the Jetty can be collected.

GENERAL BUSINESS:

Commodore Leo Foley reminded members that we could support DSS by buying tickets in their Christmas Raffle.

Boat Show 17 & 18 November at Motor Yacht Club at Lindisfarne. Coast Radio Hobart will have a stand there with a portable radio station.

Midweek sailing out of Kettering – meet at Chandlery at 10 am.

Meeting closed at 8.20 pm.

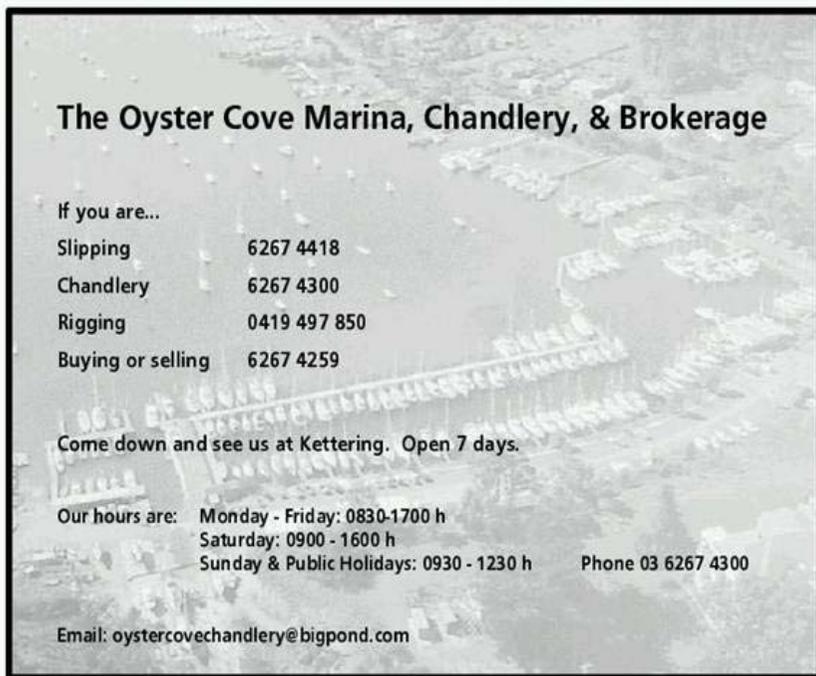
Margaret Jones – Acting Secretary

GUEST SPEAKER – Leo Foley

Commodore Leo Foley spoke of his sailing experiences from Tasmania via Lord Howe Island and on to the Vanuatu area.

His talk was well illustrated with slides.





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Ten Rules for Heavy Weather Cruising

From www.sail-world.com

It happens to the most cautious of us. No matter whether you always cruise in the right season and watch the weather with dedication, there will be a time when you are caught in heavy weather.

Many books have been written on the subject – and most of them are well worth reading – but there are a few rules that bring the subject down to its essentials. Here's a check-list of reminders – do they agree with yours?

1. **Weather Weather Weather.** Know your weather, both before you leave port, and while sailing. This one is obvious, but it's amazing how many cruising boats leave without accurate knowledge of the weather. Also get weather from multiple sources – Buoyweather, grib files, NOAH, etc, and while at sea via VHF, HF or email.

2. **Never leave harbour on a bad forecast.** There never yet was a gale that did not cease. This also implies that you never make firm arrangements to be anywhere at a set time. Make all your arrangements to pick up or drop crew or guests 'pending the weather'. If they can't hack that rule, they are not suitable as cruising companions.
 3. **Keep checking,** once at sea. A minimum of every hour, check the sky and the barometer. Keeping a log where the watch keeper is obliged to make an entry is a sure way of ensuring this. This way you can't be caught 'napping'.
 4. **Reef before the weather worsens.** As soon as you see that bad weather or a squall is coming, check that loose items are stowed, batten down, fit storm boards and inspect lashings, so that you are not having to do it on a wildly pitching deck.
 5. **Reef at nightfall.** Unless sailing in very settled and benign weather, it is a good idea to reef before dark – reefing or taking down a pole at night doesn't invite problems, but they are always more difficult to detect and solve than in good light. Cruising is quite the opposite of racing. With racing you set the sail that can be carried in lulls and are over-canvassed in the squalls. With cruising you set the sails that can be carried in the squalls and you are under-canvassed in the lulls.
 6. **Keep sea-cocks closed.** In heavy weather it is good practice to have all sea-cock valves, except when they are needed, closed to ensure watertight integrity.
 7. **Don't seek shelter.** If you are already caught in heavy weather, go to sea, to windward in the deepest water you can find. If your boat is well found, this is much safer than trying to escape from the storm into calm waters. To enter a harbour you may have bad visibility breaking water or obstructions which will be more threatening than the open sea. ('It's not the sea that kills you, it's the hard bits at the edges')
 8. **Keep warm.** Make sure that the body heat of the crew is protected. It is much easier to stay warm than to recover your body heat after being wet and cold. Thermos of hot liquid in the cockpit is very comforting in a heavy sea.
 9. **Stay safe personally.** Keep harnessed and cleated on. All crew should be connected to life-lines and perhaps have life jackets on as well.
 10. **Never, never go forward without another crew member being in the cockpit.**
-

These above are just common sense for normal heavy weather cruising that every cruising sailor strikes from time to time, not for winds of hurricane or cyclonic strength, which may call for different strategies, and which we hope you will be able to successfully avoid all your cruising life.

Answers to Quiz

Motley Crews

1. The Owl and the Pussycat
2. Charles Darwin, who hit upon the idea of natural selection while seeking to explain the variations between species on the different islands in the group.
3. Bonnie Prince Charlie and Flora MacDonald
4. The Drunken Sailor
5. The Ancient Mariner
6. Jonah
7. Jason and the Argonauts
8. Grace Darling and her father
9. Tom, Dick, Dorothea and Mrs Bramble, the reference being to Arthur Ransome's *Coot Club*. Mrs Bramble's pug began barking, only to collide with a pile and sink their hire cruiser
10. Thor Heyerdahl

Heavens Above!

1. Sirius, in the constellation of Canis Major
2. A star used to guide a course
3. A planet, typically Venus or Jupiter, brightly visible after dawn or before dusk
4. Former shipping lines
5. The Plough; not a constellation but an asterism in the constellation of Ursa Major
6. The *aurora borealis*
7. The number of "official" constellations
8. Magnitudes, i.e. degrees of brightness, of stars
9. The meaning of life, the universe and everything (from the book of that title by Douglas Adams).
10. In ancient cosmology the highest or outermost crystal sphere, abode of the Gods; hence the phrase "Seventh Heaven"



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