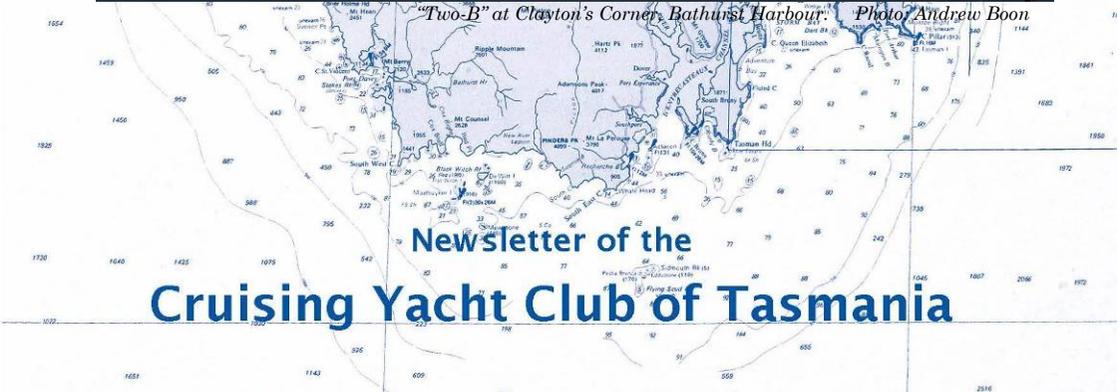


# Albatross

Volume 35 No 1 February 2009



*"Two-B" at Clayton's Corner, Bathurst Harbour. Photo Andrew Boon*



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

# THE CRUISING YACHT CLUB OF TASMANIA INC.

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## CYCT Calendar

January - Sat 24<sup>th</sup> to Sun 25<sup>th</sup>

Nubeena Regatta Cruise

**February - Tue 3<sup>rd</sup>****Barbecue at Mariners Cottage – 6.00pm**

As tradition dictates, our first event of the year is a barbecue at our headquarters. As usual, BYO everything

**February - Wed 4<sup>th</sup>****Mid-week cruise**

Meet at Kettering (Oyster Cove Chandlery) at 10.00 hrs.

**February - Sat 7<sup>th</sup>****SPECIAL EVENT!****Barbecue - Derwent Sailing Squadron at 6.00pm**

The CYCT is hosting a barbecue for Coastal Cruising Club of Australia (CCCA) members who will be attending the Wooden Boat Festival that weekend. This will be a great opportunity to meet cruising sailors from other waters.

BYO food to cook on the DSS barbecue. Purchase drinks from the DSS bar. Tea/coffee available.

**February - Wed 11<sup>th</sup>****Committee Meeting**

Mariners Cottage – 7.30pm

**February - Wed 18<sup>th</sup>****Mid-week cruise**

Meet at Kettering (Oyster Cove Chandlery) at 10.00 hrs.

**March - Tue 3<sup>rd</sup>****General Meeting – DSS at 8.00pm**

Details to follow

**March - Wed 4<sup>th</sup>****Mid-week cruise**

Meet at Kettering (Oyster Cove Chandlery) at 10.00 hrs.

**March - Sat 7<sup>th</sup> to Mon 9<sup>th</sup>****Cruise – Port Cygnet Regatta**

Details to follow.

**April – Fri 10<sup>th</sup> to Mon 13<sup>th</sup> (Easter)****Cruise – Bruny Island Circumnavigation**

Advance notice - details to follow.



*Photo: Neville Cann*

## Editorial



Happy New Year!

The start of a New Year always has a certain expectancy about it, and this year is no different. With so many problems and concerns in the world we can indeed be thankful that we live in such a peaceful corner of the globe.

You may have noticed that this edition of 'Albatross' looks a little different from those before. Running out of covers was the trigger to give our newsletter a bit of a makeover and we are indebted to Malcolm Proctor and his colleagues at GreenTeam Australia for creating the new cover design at no cost to the Club. I hope you

like the result - although I am afraid that the colour photograph on the cover is an indulgence that we will not be repeating very often for cost reasons.

This issue is devoted in large part to the creature that adorns our burgee and has given its name to the newsletter – the albatross. And I must thank all those members kind enough to take the trouble to send me albatross related articles and photos for this issue. There has been such a good response that I have had to hold over a couple contributions on other subjects until next month.

We have another quiz this month. It has been a lot of fun digging among various websites looking for albatross related stuff to use as questions. Where would we be without Google and its ilk these days? I hope that the articles and the quiz give you a few hours of interesting reading and research, and I look forward to receiving quiz answers over the coming two or three weeks. The prize will be well worth the effort for some lucky member.

In this issue we also have an account of our Commodore's trip, in company with John Greenhill, from Darwin to Langkawi, Malaysia, on board *Alamak* - which must almost be regarded as a Club boat by now. It sounds like it had its moments, one way or another!

The Christmas get-together at Dru Point in December was a great success in spite of the less than perfect weather, and we have a few photos of the event.

As always, your comments are always welcome, and articles for publication even more so.

Happy cruising!

**Chris Palmer**  
*editor@cycet.org.au*

## Commodore's Comments



A Happy New Year to all. I trust you enjoyed the festive season and are looking forward to some warm cruising weather.

I am taking some time to settle after my adventures on *Alamak*. The memories of exotic places are still fresh, and although they will fade over time, names of some of the ports of call will be easy reminders of the trip and my good fortune in being able to visit them. There is something special about arriving in a foreign port by small boat. Perhaps it is the expectation that builds up as you approach the port, something not matched by the near-instant arrival by airplane. Perhaps it is the planning that is required to locate the Customs berth, or even the port itself, a process not required when arriving by train or bus. Whatever its cause, it is an exciting time, and the more exotic the port, the more the excitement builds. Bali, Borneo, Malacca Straits, Penang and Langkawi are names of fable but I now associate them with my particular memories – the madness of Bali (do people really go there to relax?); mixing with the orang-utans of Borneo; avoiding the incredible sea traffic in the Malacca Straits, and the spectacular beauty of Langkawi.

At Penang, I spent a couple of days with former Commodore Helen Stewart, and Phil Hebblethwaite. They have now completed very substantial repairs and refurbishment of *Meridian*, and are ready to resume their travels. They are fit (extremely) and well, and are over their injuries sustained when an errant driver knocked them down some months ago. Despite their trials, they have loved Malaysia, and will be sorry to leave. They will now head for Turkey, and I extended the Club's best wishes for their future travels.

In January, we were able to catch up with some other CYCT cruisers. John and Sue Cerutty were home from their Pacific adventures, leaving *Aurielle* in NZ, while they caught up with family at home. Also Pat Price has *Pendulum* back in Hobart, and it was good to catch up with him and Penny. For the time being, Hobart is home, but Pat crosses the Tasman as easily as most of us cross Storm Bay, so the adventure may well continue.

The Wooden Boat Festival is an upcoming highlight. On the Saturday evening (7<sup>th</sup> Feb), CYCT will host a barbeque for visiting members of the Coastal Cruising Club. It will be held at DSS at 6pm. BYO food, and purchase your drinks from the DSS.

The usual CYCT February barbeque at Mariners Cottages will go ahead as in other years. Details will be found elsewhere in this journal. (Club Calendar on page 1).

I've run out of time to contribute to the "Albatross" edition. But it does bring back memories to recall the soothing sound of Fleetwood Mac, back in '69, with their version of 'Albatross'. As a 19yo, I needed to be slowed a little! That was on their album "*Pious Bird of Good Omen*". Need I say more about our emblem?

Now leave an old bloke to his memories of youth!

**Leo Foley**

## Vice Commodore's Report



A very happy new year to all members. We live in interesting times, as they say, and I can't wait to see what 2009 brings along. Let's hope the share market and the weather improve before too long. *Reflections* had an overnight trip to The Quarries on Jan 6/7 and I can report that my new (metho) cabin heater which Santa brought me worked well on that cool night.

### **Rabbit Island – Nov 28-30**

Unfortunately the weather was against us. With the forecast of drizzle and sea fog, I cancelled the night navigation exercise. *Sea Echo II* arrived at Rabbit Island early and reported that it was very calm there on the Friday, so it may well have been OK, but I found other things to do! Sadly this was the second event that I have cancelled in succession.

### **New Years Eve**

*Banks Strait*, *Irish Mist* and *Reflections* rafted up in Quarantine Bay and a very pleasant evening was had by all. We dispensed with the customary BBQ ashore on account of the wintery conditions, enjoying the warmth of *Banks Strait's* saloon (except for those having to tend the BBQ on the after-deck) instead.

*Stryder* turned up a bit late for the party, anchoring at about 0130 I think. Nick told me they saw four separate shows of fireworks from mid-River as they made their way from Norfolk Bay to Quarantine Bay.

### **Australian Wooden Boat Festival**

The AWBF is on from Fri 6<sup>th</sup> to Mon 9<sup>th</sup> February 2009. The Commodore and about eight other members have entered their boats, so make sure you look out for them, in Constitution Dock or Kings Pier Marina.

### **March 7-9 Port Cygnet**

Join in the fun at the Port Cygnet Regatta. There is a feeder race from Kettering to Cygnet on Saturday to satisfy your competitive urge, then a BBQ and entertainment at the Port Cygnet Sailing Club on Saturday night. It's probably a good idea to set a waypoint on your handheld GPS when you anchor so that you can find your boat after the evening's entertainment. Or maybe part of the entertainment is watching homeless dinghies rowing around the anchorage!

### **April 10-12 Easter – Around Bruny**

Let's have another try at getting around Bruny Island. More details later.

### **Members Cruising Plans**

*Irish Mist* is heading to Port Davey in late February and *The Pirate II* in the first week of March. *Reflections* is leaving for the Furneaux Group on about Feb 11 for 3-4 weeks.

*Windrush* is looking for crew for the March long weekend (Port Cygnet) and the Easter trip around Bruny Island. Contact Keith if you are interested (email keithwells@clearmail.com.au or ph 6267 1168).

*Endurance* and *Pendulum* are taking part in the Van Diemen's Land Circumnavigation Cruise which departs Hobart on Wed Feb 11<sup>th</sup> 2009 and returns 5 weeks later (Mar 17<sup>th</sup>).

*Aurielle* has a few repairs to complete in Whangarei, NZ, then will be cruising in the Hauraki Gulf (near Auckland) for a couple of months before heading north again. Then back to Hobart by Dec 09. Sue and John welcome calls from other members by HF radio: listen for them on the Tas Coast (RYCT) sked at 1820 hours local time on 4483 kHz. If you hear them, give them a call - they usually listen for a few minutes after Tas Coast closes.

If you are planning an extended cruise to these or other destinations and would like to see whether others have similar plans, contact me or send an email query to members@cyct.org.au. This contacts all members who have an email address and is a good way to exchange this type of information.

### **406 MHz EPIRBs**

The 121.5 MHz satellite system has been switched off, so if you have an older style EPIRB, you will not be able to send a distress alert via satellite. They are

not completely useless - the signal may be heard by an overflying aircraft, but the satellite relaying to a search and rescue coordination centre has ceased. If you are cruising outside sheltered waters, you should now have a 406 MHz EPIRB.

### **Skippers' responsibilities**

Another reminder to the skippers of boats taking part in events in our cruising calendar. It is your responsibility to ensure that someone is aware of your plans. The responsibility to start and continue in any cruise is yours alone. The CYCT does not 'control' events nor does it accept responsibility for the safe return of any vessel. Make sure that someone ashore (usually family) knows when you expect to return and keep Coast Radio Hobart up to date with your location, destination and crew details.

### **Miscellaneous**

Remember to fly your burgee and look out for other boats flying an Albatross.

I have replaced most of the incandescent festoon globes in *Reflections'* cabin light fittings with LED globes, which reduces the power consumption significantly. However I have noticed that some LED fittings (specifically one which has 6 LEDs and is equivalent to a 10 W incandescent globe) generates radio interference in the MF/HF band in a similar way to my fluorescent cabin lights. I am in the habit of switching off the fluorescent light when I listen to AM broadcast stations and while using the MF/HF radio, but now I have to switch off some of the LED lights as well.

Finally, a question for the mechanically minded: how can you detect that your engine thermostat has locked open? When I changed my engine oil recently, I noticed that the engine, and hence the oil, was not very warm after my usual 20 minutes running. I removed the thermostat and found that it had 'frozen' in the open position with salt buildup. I bought a replacement (not much change out of \$100!) then set to work to free up the original, which is now a workable spare. The service manual recommends that the thermostat be removed and cleaned every 300 hours, which is just long enough to forget how long it was since you last did it! OK, I wrote it in the engine log, so even I will be able to remember it next time.

But my question remains: how would you know if it happened in normal operation?

Happy cruising,

**Andrew Boon**

## Rear Commodore's Report



The cold, wet and windy conditions were largely ignored by about forty hardy members who gathered at Dru Point on December 13<sup>th</sup> to create and enjoy a warm, friendly and festive atmosphere for our Christmas get-together. With barbeques on high and laughter filling the air the mood was definitely 'merry and bright' in spite of the weather.

Thanks to those who helped decorate the pavilion, with a special thanks to Paul Kerrison for his memorable portrayal of Santa. Not only were the children wide-eyed, but many adults were looking reflective and wore quiet smiles of appreciation. Well done, Paul!

There will be two events in February.

On Tuesday 3<sup>rd</sup> at 6:00pm we will have our annual barbeque at Mariners' Cottage. Bring food and drinks – chairs, glasses and cutlery will be provided.

On Saturday 7<sup>th</sup> at 6:00pm at the Derwent Sailing Squadron CYCT will be hosting a barbeque for visiting Coastal Cruising Club members visiting Hobart for the AWBF. See 'Commodore's Comments' for more details.

Regards

**Merv Page**



# The Secret Life of the Albatross

## *Historical and geographical*

The word Albatross is supposedly an English corruption of the Portuguese word 'alcatraz' meaning large seabird. In this way it describes Albatrosses expertly. Weighing up to 11.3 kg (25 lbs) and with wingspans of nearly 4 m (12 ft) Albatrosses are amongst the world's larger birds. Albatrosses can be



*Photo: Neville Cann*

distinguished from the other petrels because their tubular nostrils are placed at either side of the top mandible of their bill rather than being fused together on top.

There are at least 8 species of fossil Albatross which have been named. These fossils go as far back in time to about 60 MYA. Fossil albatross have been found in England and USA and

Japan, indicating that they once had a northern distribution which is believed to have ended 20 MYA when the Pacific and Atlantic Oceans ceased to meet in the Panama. The problem is the practically windless bit of ocean at the Equator called the doldrums which forms an effective barrier to birds which are dependent on wind to allow them to fly long distances.

Surprisingly, none of the extinct Albatrosses were as large as the modern Wandering Albatross.

Occasionally a Back-crowned Albatross will discover a way across the doldrums and find itself trapped on the northern side of the Equator. One example was seen every year at



*Black Browed Albatross - Photo: Ian Edwards*

a Gannetry in the Faroes (North Atlantic) from 1860-1894 while another has been seen regularly at Scotland's Bass Rock since 1967.

## *The flight of the Albatross*

Albatrosses are famous for their powers of flight, in particular their ability to endlessly glide low over the waves, without flapping.

Albatrosses use a technique called 'dynamic soaring', using the different wind speeds that occur at different heights. Cutting through the wind speed gradient enables them to gain height when gliding into the wind while turning and flying downwind, losing height, gives them extra speed.

As it glides along, losing height the albatross turns into the wind which lifts it above the next wave, to a height from which it glides down between waves to turn again and repeat the process. This is why albatrosses rise and fall as they fly over the oceans, their wings held out stiffly. It also means that they are not simply blown along by the wind but can actually fly faster than the wind's speed.



*Sooty Albatross - Photo: Ian Edwards*

Their long wings are designed to enable them to make the most of these differing wind speeds, but only if they keep them still. They do this by locking their shoulders into position allowing the muscles, which would otherwise be holding the wing horizontal from the body, to rest.

If they try to flap their wings, they encounter so much resistance from the air that they soon tire. This means that in wind speeds of below about 18kph, they



*Black Browed Albatross - Photo: Ian Edwards*

are forced to sit on the water or remain stranded at their island breeding sites. In severe storms, winds may be too strong for them to fly, forcing them to sit on the water, waiting for the weather to improve.

An albatross's take-off is an embarrassingly clumsy affair. On land they have to run, using a 'runway' area of flat open ground, usually placed on the windiest part of the breeding island, and sloping downhill to increase speed. They face

downhill, into the wind, and start a headlong run with wings outstretched, this combined with a couple of flaps, usually gets them into the air.

Take-off from the water may involve some mad paddling across the surface before the wind lifts them. One light-mantled albatross was seen pattering across the surface for two kilometres before managing to lift off.

When landing on water they use their large webbed feet to touch down and 'ski' to a halt; on land they use their tails and webbed feet as 'air brakes' and, if they are still too fast when they land, they may topple forward rather comically onto their beaks!

*From [www.savethealbatross.net](http://www.savethealbatross.net)*



*(Editor's note. Many sailors have more than a passing interest in aerodynamics, so Club members who are interested can find additional explanations of dynamic soaring at several web sites, including <http://www.ctie.monash.edu.au/hargrave/fogel.html>. Well worth a look. As well, there are other sites devoted to radio controlled model gliders that are designed specifically for dynamic soaring, and I was astonished to discover that these unpowered models have achieved speeds of **over 200 miles per hour!** Absolutely mind boggling.)*



## *Life as an Albatross*

Albatrosses feed primarily on squid though they also take fish. They mate for life, though partnerships will break up if breeding is unsuccessful for several years. The great albatrosses may not breed until they are 15/16 years old, though some will breed while younger. The smaller species take about 7 years to reach breeding maturity. Albatrosses breed in loose colonies on marine islands. The southern species build nests of soil and vegetation on the ground. The nests can be as much as 60 cm (24 in) high. There is a slight hollow in the middle where the single white egg is laid. Northern species lay on the bare earth or sand.

Both parents incubate the egg for about two days at a time. Incubation takes from 69-75 days - larger species taking longer than the smaller ones. For 3-4

weeks the altricial young are brooded by one parent or the other. After this time the parents are normally only present for the time it takes to feed the young. Fledging takes between 120 days (Black-browed Albatross) to 275 days (Wandering Albatross) This long fledging time means that the three larger species tend to breed only every second year.



Albatrosses are famous for their expressive courtship which involves dancing and in some species such as the Sooty Albatross, daring chases in flight with the following bird repeating every move of the leader. The dances vary between species, however they are generally made up of actions used in other contexts but which appear to be adapted to the nuptial dance. These dances often have a set series of actions and reactions or

responses by the courted partner. Quite a bit has been researched into deciphering the language of the Albatross behavioural mannerisms, including:

'Skycall' - the bird stands with its wings open or not open and swings its head up giving a single loud bill clap on the way up. When the head is pointed upwards (at an angle of between 45 degrees and 90 degrees) it emits a loud series of notes with the head and bill held still.

'Leg action' - the bird lunges forward and claps its bill loudly then swings its head down to one side and rests it on or preens the feathers of the top of the leg.

'Bowing' - the bird standing lowers its neck and head towards its feet. It may take its head back between its legs. This action is often performed by pairs facing each other.

*From [www.earthlife.net](http://www.earthlife.net)*



## *The inside story*

The digestive system of albatrosses and petrels has an upper stomach into which all of the food passes for initial digestion. Squid, fish, krill and other items on the albatross menu are broken down into a mixture of water, fats, proteins and everything else. The oil layer floats to the top, while water-soluble proteins and other compounds settle to the bottom.

The lower water layer is allowed out of the upper stomach into the lower gut that then continues to digest and absorb it in the normal way, making room for more food. When the bird is finally full, it returns to its island home.

The oil is a ready source of energy and small amounts of it can be allowed to trickle through to be fully digested by the parent. It can also easily be regurgitated as food for the youngster. This means that the chick can be fed, while the adult has enough energy for itself, not needing to feed again for several days, allowing its partner to fly off and feed before changing places again.

But there is another use for this oil - defence! Petrels and albatrosses can regurgitate foul-smelling oil from their stomachs as a means of protection. Adult albatrosses rarely use this method, as they can ward off enemies with their beaks and wings. Young chicks, however, if alarmed will readily eject large quantities of this half-digested food, given to them by their parents.



The oil is a rich, pungent and sticky fluid, an effective defence, as it will stick onto the fur or feathers of a predator and is difficult to remove as well as being evil-smelling. It will coat the fur or feathers causing a loss of insulation and waterproofing properties that, in a cold and wet environment, can prove to be lethal.

*From [www.savethealbatross.net](http://www.savethealbatross.net)*



## The Great Albatross Quiz!

We are all familiar with the emblem on our Club burgee, but '**albatross**' crops up in a lot of places – some unexpected. Test your sporting, geographical, pop culture, military and ornithological knowledge here!

There are a few easy questions, but most will require some research in the usual places on the web (Google, Wikipedia et al). A challenge for the kids (or grandkids) to take on, perhaps, as the holidays come to an end?

To celebrate the New Year and the revamped 'Albatross', the Committee has decided to award a **PRIZE** to the member who answers the greatest number of questions correctly. It is a copy of 'A Dictionary of Sea Quotations' edited by Edward Duyker - a 440 page hardback book containing thousands of sea-related extracts from literature and elsewhere. Great bedtime reading, or to pass the time when holed up in the Coal Bins waiting for a front to pass.

To make it easy for you to submit answers, there will shortly be a link on the Club website to a document containing the questions. This can be downloaded, completed on your computer and returned to [editor@cyct.org.au](mailto:editor@cyct.org.au) to arrive by Sunday 1<sup>st</sup> March 2009 so the winner can be announced at the following Tuesday's General Meeting. In the event of a tie, names will go into a hat and a winner drawn at the GM. If you have problems downloading the question document, just send the answers in a normal email, or if you don't have access to email, send your answers by snail mail to The Editor, PO Box 340, Kettering, Tas, 7155.

Good luck! And watch out for a couple of tricky ones.

1. How many species of **albatross** are there? Which is the largest?
2. What is the proper term for the upper stomach of an **albatross**?
3. What is the common name of *Thalassarche cauta*?
4. What is the incubation period of an **albatross** egg?
5. In which sport might you come across an **albatross**, and what is it?
6. An example of the above was described by sportswriters of the day as "the shot heard 'round the world". Who played it? Which year?
7. In 1923 D H Lawrence wrote a poem that includes the following lines? What is the name of the poem?

*And I thought of the **albatross**,  
 And I wished he would come back, my snake.  
 For he seemed to me again like a king,  
 Like a king in exile, uncrowned in the underworld,  
 Now due to be crowned again.  
 And so, I missed my chance with one of the lords  
 Of life.  
 And I have something to expiate:  
 A pettiness.*

8. What was the Gossamer **Albatross**, what prize did it win, and what was the value of that prize?
9. Which WWI German fighter pilot (and nemesis of a certain cartoon beagle) usually associated with the Fokker Dr-I Triplane, actually spent most of the war flying **Albatros** DII and DIII biplanes?
10. What is the name of the song containing the following lyrics, and which (great!) band wrote and performed it?

*Overhead the **albatross** hangs motionless upon the air  
 And deep beneath the rolling waves  
 In labyrinths of coral caves  
 The echo of a distant time  
 Comes willowing across the sand  
 And everything is green and submarine.*

11. What are the first two lines of “**Albatross**” by Fleetwood Mac?
12. Half way through a song that starts:

*I looked to the sky  
 Where an elephants eye  
 Was looking at me  
 From a bubblegum tree*

a small girl’s voice says

*I climbed on the back of a giant **albatross**  
 Which flew through a crack in the cloud  
 To a place where happiness reigned all year round  
 Where music played ever so loudly*

What is the song, and who was the singer/band? (Clue – it had to be in the sixties, didn’t it!)

13. The first HMAS **Albatross** was Australia’s first what?
14. What sort of vessel is the current HMAS **Albatross**?

15. What is the latitude and longitude of **Albatross** Point, New Zealand?
16. What is the latitude and longitude of **Albatross** Cove, Queensland
17. Where is **Albatross** Island, Tasmania?
18. In which island group would you find **Albatross** Rocks?
19. The American Grumman SA-16 **Albatross** aircraft (introduced 1949) and the Russian Beriev A-40 **Albatross** (entered service 1992) had something in common. What was it, and what was the biggest difference between the two aircraft (other than their ages)?
20. We are familiar with Jules Verne's book '20,000 Leagues Under the Sea', its hero Captain Nemo and his vessel the *Nautilus*. Verne wrote another book about a flying machine called – you guessed it – the **Albatross**. What was the title of this book?

---

## ♪ A Pirate's Favourite Things ♪

*To be sung to the tune of 'My Favourite Things' in a broad, piratical accent.  
Aargh!*

Cutlasses, peg-legs an' all sorts of riggin'  
Plunder and pillage and treasure for diggin'  
Biscuits with weevils and jellyfish stings,  
These arr a few o' my favourite things.

Huge Jolly Rogers an' salty sea breezes  
Feedin' the sharks with yer enemy's kneesies  
Populaar shanties wot pirate guys sings,  
These arr a few o' my favourite things.

Big 'andsome wenches with bosoms like boulders  
Bad-tempered parrots wot crap on yer shoulders  
Stuffin' me guts wi' fried **albatross** wings,  
These arr a few o' my favourite things.

When the shark bites  
When the mast snaps  
When I've drunk me pay,  
I simply remembaarr to talk like a pirate  
And everythin' goes OK!

*Lyrics Mary Payne 2005*



*'I'm having my doubts about  
these low energy light bulbs'*

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## **Cheers to 'Albatross'**

*From Dennis Lees*

We believe we joined the Cruising Yacht Club of Tasmania in 1978, some 30 years ago, and have received 330 'Albatross' newsletters, maybe a few less or a few more, but 330 seems a good round number.

Flag Officers, Committee and members come and go, but the club magazine arrives in our mail box each month and keeps us up to date on what is happening in the Club. Certainly a 'mainstay' of the club.

We raise our glasses and salute the current Editor and all past Editors for a great job. !!!!!

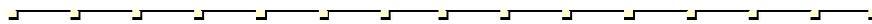
We have been building a new model and have decided to call her *Albatross* in honour of our great magazine. *Albatross* is still under construction, but we will have her ready for the Wooden Boat Festival and hopefully launched. She is an

early Marblehead, designed in 1936 by Bill Daniels. He was one of the premier model yacht designers, builder and skippers of that era. This particular design was called 'Pocahontas'. These early Marblehead designs look nothing like the present day Marblehead, which in my opinion look like a small diameter sewer tube with sails.

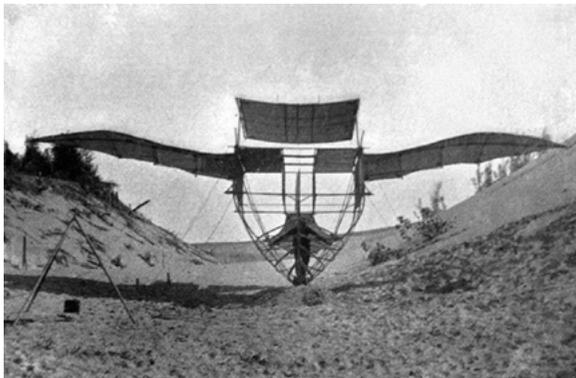
We started building *Albatross* in May of 2008 and she is stripped planked King Billy Pine with a laid Beech and Mahogany deck. The mast and booms are also King Billy Pine. The sails and rudder will be radio controlled. (The original would have been vane controlled.) *Albatross* is 50 inches long with a 9 inch beam and weighs 14.5 lbs. (9.5 lbs of this in lead ballast). Look out for her at the Wooden Boat Festival

We look forward to receiving the next 330 issues of 'Albatross'??

Dennis and Wendy Lees *Kiap*.



## William Paul Bustov's *Albatross*



The *Albatross* was a large machine with a wing span of 40 feet and a wing chord of 7 feet. An 8 foot board ran along the bottom of the wooden fuselage. The pilot was supposed to be able to shift the center of gravity by running toward the front or back of the craft.

This photo shows the 'aeroplane' above the fuselage. The angle of

incidence of this large kite surface could also be adjusted by the pilot.

To launch the ungainly craft, a wooden trestle was constructed. The *Albatross* was first flown on September 4, 1896 with 65 lbs of sand for ballast. It flew a short distance, then was damaged in the landing. On September 15 as the *Albatross* was being set up for testing, a sudden gust lifted the plane and Bustov (who was inside checking the balance) 2 1/2 feet into the air, and breaking a brace. The craft was repaired the next day, and tested on September 17, once again with sand as ballast. It flew about 100 feet.



The *Albatross* was last tested on September 25, once again with sand instead of a live pilot. It flew a short distance, then crashed into some trees and breaking a wing. At that point, it was clear the craft fell somewhat short of the abilities of its namesake, and the *Albatross* was abandoned.

From <http://invention.psychology.msstate.edu>

Thanks to Nick Creese

# Going About

## Partridge Island Jetty.

From Keith Wells - *Windrush*

Leo Foley and I were at Partridge Island aboard *Windrush* last September as part of our four day journey around Bruny Island. We were accompanying



Julian Robertson who was attempting to row his Derwent Skiff *Joy* around the Island.

He made it two-thirds of the way - Kettering to Cloudy Corner on day one and Cloudy Corner to

Moorina Bay (N end of Adventure Bay) on day two. The weather beat him on day three when trying to round Cape Queen Elizabeth.



I thought Club members would like to see some photos of the Partridge Island jetty that I took while we were there.

The old crane has been removed and the jetty tidied up a bit as can be seen.

. . . . .

## Proposed changes to Met Bureau warnings format

From Andrew Boon - *Reflections*

The Met Bureau has made some changes to its forecasts in Victoria, which will be extended nationally if they prove to be acceptable. These have been advertised on the BoM web site and in an article in *The Mercury* some weeks ago, but I only picked up on the extra forecast area. This is particularly relevant if you plan to visit Deal Island, as there is now a "Central Gippsland Coast" area, which was previously part of the "East Coast (Vic)" area and extended to 60 M E of Gabo Island.

However, there are also changes proposed to the format of the Warnings. Instead of giving a range of wind speeds, the new format only gives the maximum wind speed expected in the forecast area for the next 24 hours.

In place of the separate sea and swell information, the new format will give a "combined sea and swell" height. This is the highest significant wave height (sea + swell) expected in the next 24 hours.

The information contained in the area forecasts has not changed and will contain more detail about wind speed ranges, differences between locations within the forecast area, sea heights and swell height and direction.

See [www.bom.gov.au/marine/about/service-changes/vic-services-2008.shtml](http://www.bom.gov.au/marine/about/service-changes/vic-services-2008.shtml) for full details.

The Bureau is seeking comments about the new format so if you have any, you can send them to [webmar@bom.gov.au](mailto:webmar@bom.gov.au), or pass them on to me and I'll send them all to the Marine Weather Consultative Committee.

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## New safety net for NSW sailors

From Royal Volunteer Coastal Patrol Media

*(The following is an extract from a press release from RVCP. The full text can be found at [www.coastalpatrol.com.au](http://www.coastalpatrol.com.au). It will be of particular interest to Club members planning to cruise in NSW waters.)*

The key points in the new SOPs for Offshore Tracking are:

1. All Reporting Points must be Search and Rescue Coordination Centres (SARCCs) along their planned route;
2. Skippers may choose as many or as few, or even no Reporting Points, for their voyage. This is the Skipper's choice and responsibility;

3. Skippers may now log on for Offshore Tracking either by radio or by submitting a written Voyage Plan (see following);
4. Volunteer Marine Radio Operators at the time of departure will prepare an OTS for the vessel and pass this on to both the first Reporting Point and the volunteer marine radio base at the destination port nominated by the skipper;
5. Skippers who have initiated an OTS are required to keep to the Position Report schedule (“sked”) they have nominated or advise the nearest Volunteer Marine Radio Base of any change of plan;
6. When skippers make their Position Report “sked” at each Reporting Point, volunteer marine radio operators will pass on the updated OTS to the next nominated Reporting Point and final destination until the voyage in completed;
7. Position Reports must now include Latitude and Longitude, Course (°M or °T), Speed (water) and ETA at next Reporting Point or final destination, whichever is next.
8. Inconclusive position reports such as “abeam Seal Rocks” are no longer acceptable. This is inadequate information to start a Search and Rescue operation if needed and lives may be placed at avoidable risk.
9. Only nominated Reporting Points will initiate checks on vessels that have not made their Position Report “sked” at the agreed time.
10. Skippers must report their arrival at their stated destination.

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## EPIRBS

*The following email was sent recently to all marine dealers and boating organisations in Tasmania. Hopefully, thanks in no small part to Andrew Boon’s efforts, no CYCT member should be without a 406 EPIRB.*

**From Peter Hopkins - MAST**

Following my email last week re waiting lists for 406's and the feedback we have received it appears as though there could be over 500 people in Tasmania that may be without a 406 come 1 February 2009 when the 121.5 system is switched off - approximately 2 weeks!

To enable you to give advice to new and existing clients MAST wishes to advise that boats operating outside sheltered waters - in areas that an EPIRB is

required after 1 February - do so at their own risk if they are not carrying a 406 EPIRB.

A 406 PLB will not suffice.

No exemption can be given by MAST until such time the operator has a 406 EPIRB on board.

MAST first advised registered boat owners in the 2001 Autumn Boatwise that the change was coming, and since then a further five editions, the last being summer, 2008, have reminded owners with articles about the change. Most popular boating magazines have also carried advertisements and stories and Tasmanian papers have also covered the topic more than once.

AMSA has also posted flyers through MAST on two occasions.

Some operators will be disappointed, however, and if checked by enforcement officers there may be a fine of \$240.00 issued. It is likely to affect tuna and game fishing enthusiasts until orders can be filled.

MAST would like to advise changes were not instigated by us - it is an international change.

Regards

Peter Hopkins  
Manager - Recreational Boating

. . . . .

### **Cerutty's receive their Editor's Choice award – at last!**



Continued cruising in the Pacific meant that John and Sue Cerutty were unable to collect their Editor's Choice award of a bottle of port until recently. An impromptu barbeque for members at Mariners' Cottage on 13<sup>th</sup> January allowed your

Editor to thank John and Sue for their excellent and numerous contributions to

'Albatross' during the preceding twelve months and hand over the promised bottle, which will hopefully contribute to continuing good times on board *Aurielle*.

Your Editor hopes this may inspire other members to send articles for publication in your Club newsletter.

. . . . .

### Chart prices to increase

Notices to Mariners for Products, Year 2009

Revised prices. - Australian Hydrographic Service (AA378957) The following are the new GST Inclusive Retail Prices which come into force from 5 January 2009:

Australian Nautical Charts	\$35.00
Australian Nautical Charts used for Instructional Purposes or sold to Royal Volunteer Coastal Patrol Units or Australian Volunteer Coast Guard Units	\$25.00
Australian Chart Indexes	\$17.50
Mercatorial Plotting Sheets	\$17.50
Australian National Tide Tables	\$64.90
Seafarer Tides	\$59.95



## Believe It or Not – A True Tale!!!

*(The following tale was submitted anonymously by a member. Sharp-eyed readers may recognise the boat in the photo – a dark blue, steel double-ender named after an '80s TV show featuring one Arthur Daley.)*

Once upon a time a new owner was preparing his second hand yacht for the voyage to Hobart. He decided he needed a mast top wind indicator so he purchased a Windex and left the marina with his wife for a weekend shake-down cruise in Broken Bay. The first day was uneventful and in lovely weather they arrived at America Bay and picked up a mooring there. That evening it

was nice and calm so the owner decided he would climb the mast for the first time to fit the Windex. All was going well and the owner reached the top with camera, tools, Windex etc and was preparing to affix it when B\*\*\*\*! B\*\*\*\*! B\*\*\*\*! - it slipped from his grasp, hit the deck close to his wife and bounced overboard.

Not to be outdone by a simple slip-up the ambitious skipper took a photo before he climbed down and declared he would retrieve the errant Windex with his



fishing rod. To guffaws from his dear wife he proceeded to attach a heavy sinker and three large hooks to his line and strode manfully to the bow, waited until the yacht was aligned as much as possible in the same direction as when the b\*\*\*

thing went overboard, deftly cast his line towards the stern and calmly retrieved it along the bottom without success. His disbelieving wife was highly amused and ultra sceptical but he tried again and this time he achieved his aim – he hooked something on the bottom. And low and behold the errant Windex rose to the surface and was eventually captured unharmed despite some anxious moments when it threatened to slide off the hook like a small flattie.

The second trip to the top of the mast went as originally planned and the Windex was installed and worked as designed. At that time little did the skipper realise that the big blow (Great Tasmanian Hurricane) of the morning of 3<sup>rd</sup> April 2008, when the maximum wind speed at Droughty Hill reached over 90 knots, would actually blow one of the reference tabs off his beloved Windex !!



## Alamak Update

*(The following contribution was received from Commodore Leo Foley in late November, unfortunately just hours too late to make the December 'Albatross'.)*

Alamak completed a six day voyage from Darwin to Bali arriving at Benoa Marina just after dawn on the 6<sup>th</sup>. The trip was hot and sweaty with winds mostly less than 10 knots E to SE so Mr Volvo did most of the work. Several crew members opted to sleep on deck on the hottest nights. The ice cream purchased in Darwin (unbeknown to Leo) was well received and the Chef was able to offer him a choice of flavours when he jokingly asked for ice cream one hot evening. Delirium followed. Highlight of the trip was probably when we got up to 8 or 9 knots under gennaker, the wind hit 20 knots and we had to



douse it. The rest of the time it was all motor sailing with the emphasis on motor. Other than that it was the usual tropical seas stuff - dolphins, flying fish, bucket baths on deck and, close to Indonesia, lots of fishing boats

Ignazio shares his time between the foredeck fighting the gennaker and the poop deck fishing. Two fine tuna were eaten with great delight. John has become our radio officer getting us deep sea weather forecasts and keeping us in touch with the key world events - the Melbourne Cup and US elections. Leo is our education officer; training the Europeans in Australian culture (according to Paul that did not take long), geography, history and politics.

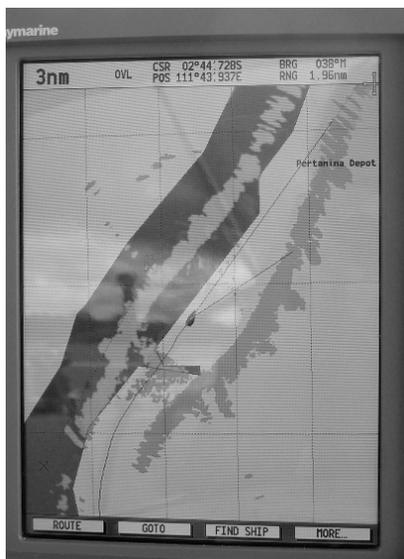
Paul is cook and gets hot and even grumpier than usual if you can believe that possible. We all found it frustrating that one is unwise to swim at the lovely Darwin beaches even when one is melting hot. The options are to be poached like an egg, eaten by a croc or stung to death by a box jellyfish. Blame Paul for the next bit - he claims that if you stay ashore you risk being bitten by scorpions, poisonous spiders and snakes. Sounds like a whingeing Pom to some

of us! We notice too that fear of death by bitey creatures did not deter him from spending long hours in the shady open air bar room of the Darwin Cruising Yacht Club. Several of us can vouch for the fact that he even said complementary things about Australian beer!

Here in Bali our main fear is getting hopelessly lost in the suburbs of Denpasar. Last night it took us over two hours to find *Alamak* on our return from dinner at Kuta Beach - about 3 km away as the seagull flies. The frenetic traffic - mostly incoherent streams of motor cycles and scooters moving in almost unpredictable directions - complicates the navigation problem especially when one has to do U turns in very narrow streets. Then there is a lack of street maps - we have been unable to find one other than in a tourist brochure where Denpasar is the size of a postage stamp

All in all we are a happy if somewhat disorderly crew. Our gallant Captain Gianni takes everything in his stride with his usual calm and efficiency - except when dealing with marina masters. Now he wants to take us up some remote jungle river in Kalimantan to meet some distant cousins in a Orang-utan wild life park. We hope they are not as friendly as the monkey who insisted on climbing all over Leo yesterday - not we think out of any real affection but because it had detected some bananas in his backpack.

### Wed 12 Nov



The trip from Bali took 3 days with an overnight stop anchored in a bay on the south side of Kep Kangean - a small island about a day sail north of Bali. Very restful apart from the call to prayer from a nearby village which commenced at 3.30 am

Two days later we anchored off Kumai village after a nerve wracking trip up the river. We were unable to identify any leads, had an offset of hundreds of metres between our position as displayed on the electronic chart and the true position and water depths at times several cm less than *Alamak's* draft. For several miles we appeared to plough a track inland of the river banks. Imagine our chagrin when a few hours later several large inter-island ferries berthed at the town wharves. Locals assured us

that these ferries had similar draft to *Alamak* and that they came in near the top of the tide. We came in at low tide. We planned to do better on the way out.

On arrival we were escorted to the anchorage by the "Prince of Kumai" - Mr Bain - who had been booked by the very efficient staff at Bali Marina to take us up river to visit the Orangutang Parks. He took us in his taxi to the nearest small city (30 minutes drive away) to do some shopping, extract Indonesian currency from an ATM, consult the internet and do some sightseeing. We were assisted in this by Cassidy who spoke good English and was to be our guide and skipper on the trip to the orang-utan parks. This was to be an overnigher with meals, bedding and toilet facilities provided on Mr Bain's river boat. The toilet facilities were very basic but well ventilated after the style of some French public urinals! This was perhaps fortunate for Leo who was able to discuss arrangements to get the water flowing, while preserving his modesty, after he had soaped up under the shower. Later we were greeted from the same shower

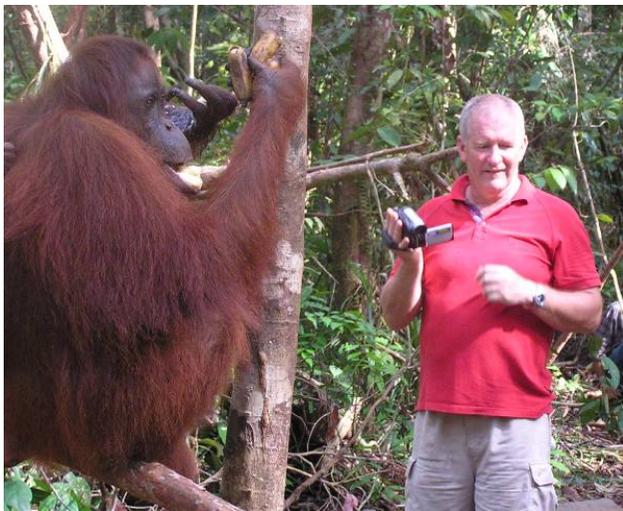
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English  
and cooks  
great  
meals.



The trip went up a tributary river to the Kumai. The Sekonyer River is heavily loaded with mud from gold mining activities further up stream. It was sad to see this pollution, especially as the tributary streams were a fascinating black colour (stain from the geology of the area), but the jungle was fascinating with occasional glimpses of proboscis monkeys swinging (almost flying) from the tree tops. These are known locally as Dutch monkeys! Over the next two days we visited 3 different orang-utan sites - one at the famous Camp Leakey and all within a large national park dedicated to the protection and study of orang-

utans. Unfortunately outside the park the jungle habitats are being destroyed at an accelerating rate - mostly to make palm oil.

The very presence and power of the dominant male orang-utans was overwhelming. They came slowly and deliberately, swinging from the treetops to descend onto the feeding table (loaded with bananas by the park rangers) sat down and after surveying the onlookers, proceeded to wolf down huge numbers of fruit. When he had finished, and not before, the females (mostly carrying babies) and other males took their turn eating from the table or from bananas thrown to them by the rangers. At Camp Leakey, the orang-utans had to compete with macaques, gibbons and the occasional wild boar. The female orang-utans, hanging lazily from low branches, showed no fear of the humans, some appearing to pose for photographs. One lay stretched out on the path surrounded by photographers until one of the rangers insisted she stand up. Another, carrying an infant several years old, walked within inches of where John was sitting. The relationship between the mothers and children was fascinating. The very young were allowed to practise tree climbing but not to go more than a few metres from Mum. At one site we saw a mother with two



offspring - one ten days old and the other eight years old. Altogether it was a memorable experience and highly recommended.

One should mention the "Battle of Kumai". As in all battles there were winners and losers. And when it was over, blood stained the ground of the killing fields. Bodies lay in disarray as testament to the

ferocity with which the combatants fought. In one field of battle alone, the ship's shower bay, dozens of limp bodies had fallen to the dreaded Mortein spray. The mosquitoes had had their victories of course, with Paul apparently presenting a juicy target, and everyone else imitating variations of the Bavarian thigh-slapping dance (Is that the Shueplatten?). But when the artillery was called in, the choking spray drove all combatants into retreat. Humans survived, but only just from the clouds of tear-gas (surely that's what it was), while the remaining mosquitoes withdrew to regroup for the following

day's attack. But we are ready. Swatters, sprays and Leo's 'anti-mosquito' patch are all intended to keep them at bay. The fight goes on! They have the numbers, we have the technology.

### **Sunday 16 Nov**

Back at sea again and 300 miles on our way towards Nongsa. As before, the winds are generally in the 5-10 knot range except when on the nose - of course! Yesterday at 6 am Mr Bain took Gianni ashore so he could fly to Singapore to meet with officials of the "Blue Water Rallies" - a round-the-world cruising group which *Alamak* hopes to join for the passage up the pirate infested Red Sea. Not without some trepidation we set off down the Kumai River. Our electronic tide tables suggested that there was effectively only one tide for the day and that the high occurred late evening. This meant that at 6 am we would have little more water than on the way in and that with an ebb tide. It was, however, obvious that the tide was flooding so we too departed Kumai. With great confidence and no hesitation Ignazio steered us out of the estuary with nothing less than a metre under the keel.

### **Monday 17 Nov**

An uneventful day as we motored over more calm seas with the occasional ship for company. A rain squall meant all hatches closed, but John's a fresh-air man, and gets them open again whenever possible. This day, that led to some strife. With 12 knots of Westerly breeze, the genoa was rolled out, *Alamak* heeled, and she took off into the one-metre seas. Spray flew, but no one thought about the forward hatch until Leo went to his cabin to check things out, returning in 5 seconds flat with a rather dampened disposition. In a sitcom, a bucket of water over the head might be funny, but over one's bunk it isn't all that funny - is it Paul??

### **Tuesday 18 Nov**

This morning at 0530, we crossed the equator into the Northern hemisphere. I don't recommend it. Bleak, grey skies, with regular rain squalls and a short steep sea whipped up by winds around 17 - 18 knots. As we crossed the line, King Neptune was in one of his prankster moods, throwing a fair dinkum storm at us. Leo had been on watch from 2am, and was preparing for a change at 0500. It had been pretty standard stuff until 0430, boring even, but the dark clouds ahead looked ominous. A precautionary round of closing hatches and windows was completed just in time for the bucketing, accompanied by 27 knot winds. That's in an area where, until now, anything above 5 knots of breeze has been cause for celebration and speculation about sails and sailing. Mostly, though, the speculation gives way to disappointment as the heat sucks even those few knots of wind from our sails. The motor is a necessary evil around here. Until now! Neptune's little joke has us hanging on, wet weather gear sopping, eyes stinging from the driving rain, and *Alamak* in her element.

We're headed for a small island named Mesanak for an overnight anchorage, before headed for Batam (Nongsa Marina) tomorrow. That's still in Indonesia, but it's just a 20 minute ferry ride from Singapore. From there, we'll head into the Malacca Straits on the West coast of Malaysia, finishing this leg of the boat's long journey at Langkawi. .

### Wednesday 19 Nov

Mesaneek turned out to be a most beautiful anchorage. Villages dotting the sandy shoreline; with every shade of green imaginable for the backdrop, fishing huts by the score, and fishermen in their canoes (motorised or paddle powered) lazily going about their work. The fishing huts are rickety structures built out into the bay, with a platform about 3-4 metres above the water. They have a small house for shelter and large nets hanging from the platform. Lights are set at dusk, and sometime later - we know not when - the nets are lowered or raised with the night's catch. We have to get closer to the action to find out how exactly it works, but that seems to be the general idea. Either that or the blokes just want to spend the night away from the missus. But that's just the Aussie coming out in me. Italians would never think like that. I'm not sure about Welshmen, but we'll give Paul the benefit of the doubt.



Today is a beautiful day, in contrast to yesterday morning. We are making our way to Nongsa to meet 'the Captain'. Gliding by small verdant islands,

with villages on stilts protruding into the water, and large supply ships unloading their cargo onto barges for transfer ashore, there is much activity, in contrast to previous days at sea, when a piece of flotsam was enough to arouse comment. As we get closer to civilisation, there is only too much evidence of flotsam, as bottles, wood and plastic float by. A 'Cleanup Day' would be well rewarded here!

Thursday 20 Nov

Some last minute laundry, a swim in the pool, and clearance from Indonesia by 10am. We're getting good at this. We had a fine meal at the Marina's restaurant last night - marble floors, classy furniture and close attendance from staff. Nongsa Marina is undergoing serious renovations after 16 years, and will be open in a couple of months. It was disconcerting to enter a nearly empty marina, like a ghost town. All dressed up, but no-one to play. It will cater for the Singapore rich set who will use it for short getaways across the Strait. But that's next year; we had it pretty much to ourselves and an army of workmen who were still drilling and cutting at 3am - with power tools!

The Singapore Strait was everything we expected, and more. Talk about busy!! Over a hundred large ships at anchor, and dozens more on the move. Ferries small boats, tugs and barges, and even fishing canoes vie for space. Eventually we made it through the mayhem to the Singapore Yacht Club, where we now await Customs. Oh, they're here now, I'm told. Wonderful people, Customs and Immigration officials. Never let a bad word be said about them. We like sweltering on the boat while they take hours to arrive. The Volvo servicemen have been more prompt. They are now changing the oil, because we haven't been able to get the sump pump to work. Singapore beckons, but by the time



we take on fuel and water and replenish our supplies at the supermarket there will be little time for exploring. Ces't la vie. We leave on 22 November for Malaysia, perhaps a direct passage to Langkawi. Maybe not.

. . . . .

**Stop Press:** According to the Blue Water Rallies website, all boats in the rally (which now include 'Alamak' among their number), have reached Sri Lanka safely. The next stage will be interesting - across to the Horn of Africa and up the Red Sea, traversing an area that has seen a lot of pirate activity recently. I'm sure all Club members will wish Gianni and his crew a safe passage. Ed.

# 2008 Christmas Party at Dru Point





*Oh oh – we seem to have been gate-crashed by a time traveller*

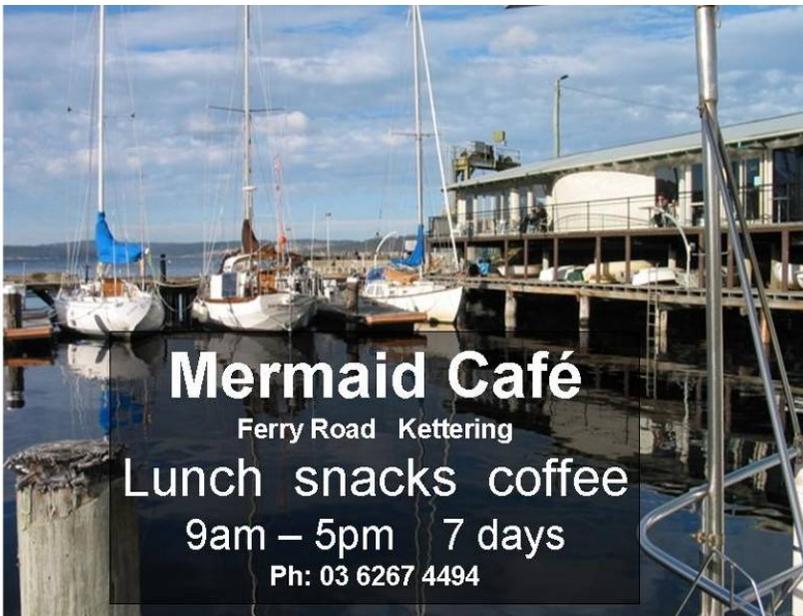
## Application for Membership

←—————→  
Lewis and Lisbeth Garnham (Lew & Liz)

*Minerva*

←—————→  
This nomination 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.





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# December General Meeting

## Minutes of the General Meeting of the Cruising Yacht Club of Tasmania – Tuesday 2<sup>nd</sup> December at Derwent Sailing Squadron, Sandy Bay - 8 pm .

### WELCOME:

Vice-Commodore Andrew Boon opened the meeting welcoming members; guest speaker Kate Keifer; prospective new member, Lew Garnham; members from Victoria, Neville and Helve Cann and John Greenhill from his cruising with “Alamak”.

### MEMBERS PRESENT:

35 members present.

### APOLOGIES:

John & Pam Skromanis, Joy Bryan, Roger & Patricia Locke, Merv Page, Caroline Dutton, Jo & Les Westman, Lindy & David Jones, Kevin & Chris Hussey, Andrew & Joanne Lees.

### REPORT

John Greenhill briefly told the members of his great experience in “Alamak”. The sailing was less than exciting as the winds averaged 6-8 knots with the voyage taking 6 days from Darwin to Bali. Most memorable time was the orangutan Park in Borneo. Langkawi was a spectacular anchorage with great cruising area nearby. Fishing boats were numerous - 71 vessels in sight in one morning.

### MINUTES OF THE GENERAL MEETING 4 NOVEMBER 2008.

Moved David Bryan, seconded Cheryl Price “ That the minutes of the general meeting held on 4 November 2008 as published in the December “Albatross” are a true and correct record of proceedings. **CARRIED**

### BUSINESS ARISING:

Nil

### CORRESPONDENCE:

#### Inward:

Ebb Tidings  
Aurora account  
UniPrint account  
Mainsheet

**Outward:**

Graeme Von Bibra - Family condolences.

**TREASURER'S REPORT:**

No report

**COMMODORE'S REPORT:**

No report

**VICE-COMMODORE'S REPORT**

Please register EPIRBS on-line.

Old EPIRBS should be handed in to Battery World or to MAST.

Members planning longer cruises and interested in company can have these mentioned in the magazine. Contact V-C Andrew Boon.

Details of cruises are in the "Albatross".

**REAR COMMODORE'S REPORT**

Merv sent his apologies for his absence but sent the following:

Christmas Party will be at Dru Point on Saturday 13 December. Details are in the "Albatross"

Please bring all food, drink and presents for the children who accompany you. BBQs and tables are available but you may bring your own.

Chris Palmer's suggestion that we must all make a greater effort to make guests and new members welcome by including them in conversation groups, learn more of their boating hopes, plans and hobbies. "Let's Start now"

Ben Tucker who spoke last month is offering his services for "Rigging Work, Boat Delivering", and advising for "Fitting Out" for extended cruising.

**GENERAL BUSINESS:**

Chris. Creese – Extra copies of the Membership lists are available.

Spare copies of "Albatross" are also available.

Copies of the Deal Island Calendar are for sale tonight.

February BBQ for the first Tuesday Check the emails, website and "Albatross" for final details. There may be a change to join with Coastal Cruising Club members from NSW who will be in town for the Australian Wooden Boat Festival.

Cheryl Price – Leo Foley has met with Helen Stewart and Phil Hebblethwaite. Repairs to *Meridian* are almost complete and the boat is nearly ready to head for Turkey in the New Year.

**GUEST SPEAKER:**

Vice Commodore Andrew Boon introduced Kate Keifer, a botanist who works on Terrestrial Ecology in the Sub-Antarctic region. Kate has had nine trips to this area. Kate's fiancé is currently with a team in Antarctica that will attempt to drill three kilometres into the ice. Results will hopefully reveal what life was present one million years ago.

Kate spoke about the topography and work on sub- Antarctic Islands such as Heard, Macquarie, Campbell and Kerguelin.

Meeting closed at 9.30 pm.

**NEXT GENERAL MEETING:**

3<sup>rd</sup> March 2008 at Derwent Sailing Squadron at 8 p.m.



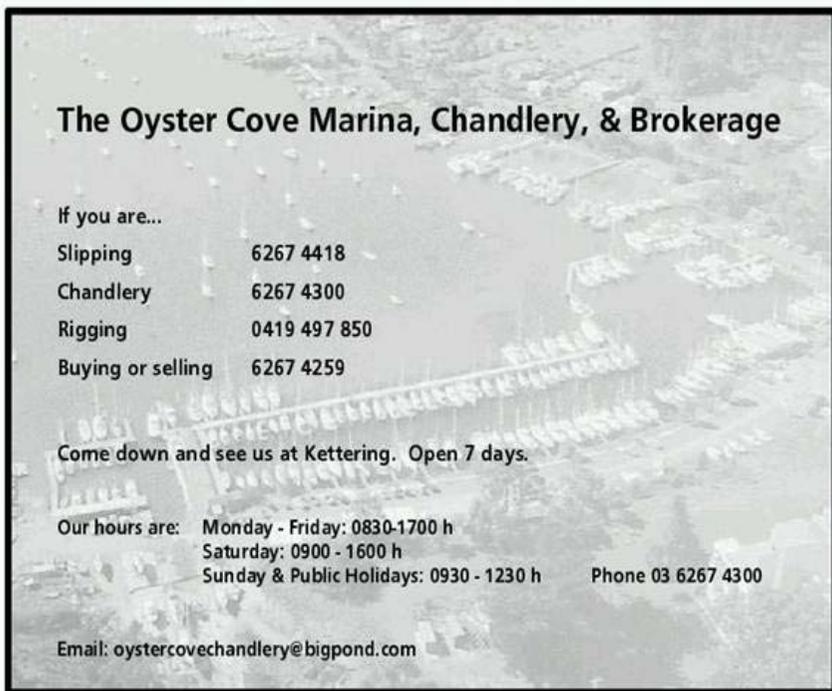
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## Members Advertisement

### For sale

A virtually complete set of charts covering the East Coast of Australia from Tasmania to Cape York and Torres Strait. These charts are all less than eighteen months old and were purchased for *Alamak's* passages from Brisbane to Hobart, then from Hobart to Darwin.

If you are interested, email me ([cpalmer@praclog.com](mailto:cpalmer@praclog.com)) or call (0402 118 548) and I will send you a list of the chart numbers. Bought when the RRP for charts was \$29.95, and given that they are almost new and hardly marked, a price approaching \$20.00 per chart would seem reasonable – with a discount if you purchase them all. All proceeds will be returned to *Alamak's* owner.

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