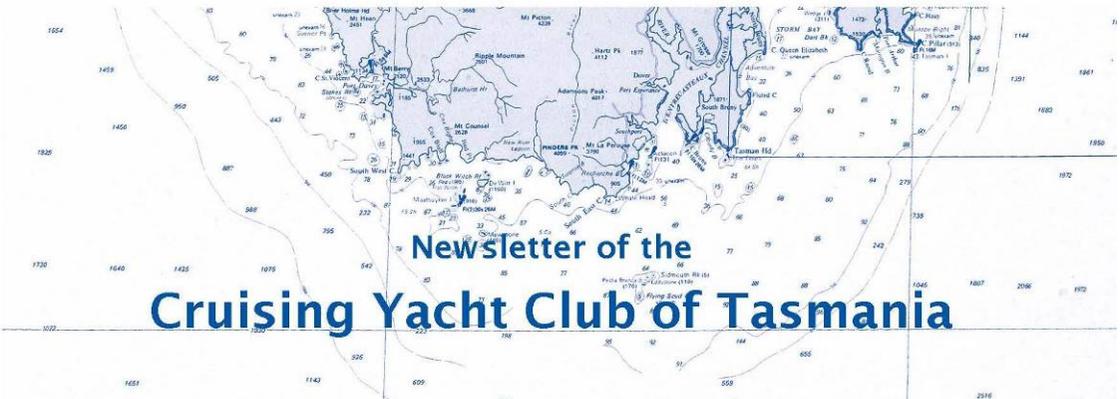


Albatross

Volume 35 No 3 April 2009



Morning on the Gordon River. Photo: Ian Fletcher



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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CYCT Calendar

April - Wed 1st

Mid-week cruise

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

April - Sat 4th – Sun 5th

Barnes Bay Regatta

Continued overleaf >>>

April - Tue 7th**General Meeting – DSS at 8.00pm**

More adventures on *Alamak*. See Rear Commodore's report for more details.

April - Fri 10th – Mon 13th Easter**Cruise – Bruny Circumnavigation.**

See Vice Commodore Report for more information.

April - Wed 15th**Mid-week cruise**

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

April - Weds 15th**Committee Meeting – Mariners Cottage at 7.30pm****April - Sun 26th****Day cruise to Mary Ann Bay**

Listen on Ch 67/68 at 1105 for details or alternative destination.

May - Tue 5th**General Meeting – DSS at 8.00pm**

Guest Speakers Jim and Rejane Duff on sailing their boat *Dingo* in the Outer Hebrides.

May – Sat 9th**Donald Sutherland Memorial Navigation Cruise**

Another enjoyable day sailing around the Channel trying not to look confused. Always fun. Not to be missed. Followed by dinner and presentation of prizes at the Mermaid Café, Ferry Road, Kettering.

May - Sun 10th**Day cruise in the Upper Channel**

A gentle cruise to allow winding down from the excitement of the previous day's Navigation Cruise. Listen on Ch 67/68 at 1005 for details.



Editorial



I should maybe start this month's editorial with an apology for the poor quality of some of the photographs in last month's 'Albatross'. Discussions with the printer have not elicited any logical reason why half the pictures turned out so dark that they were almost silhouettes. I hope there will not be a repeat this month.

The 'Great Albatross Quiz' resulted in a more subdued response than I had hoped for, but those that did have a go tell me they enjoyed the exercise. Two entrants in particular deserve a mention – Mike Temple-Smith, who came within half a point of the winner, and Annick Ansselin, who took away the prize. The answers to the quiz can be found elsewhere in this edition.

Jose and Conchita Navarro keep their boat *Odyssey III* not far from our berth at Kettering Marina, and for a large part of what passes for spring and early summer here in Tasmania they could be seen every weekend working away fixing this and that (and apparently using window frames as burley – but that's another story). In January, wheelbarrow loads of supplies were trundled along the jetty, and then one day, *Odyssey III* was gone. As members now know, Jose and Conchita successfully circumnavigated Tasmania, going clockwise. With just the two of them on board, this was no small undertaking and I doff my editorial hat to them. It just shows what you can do once you get single-minded about something. Well done! – and I hope Rear Commodore Merv Page will twist their arms to tell us about this cruise at a General Meeting soon.

This month's 'Albatross' has two accounts of the same cruise – a trip up the Gordon River by the Duttons and the Fletchers. Thomas Dutton has given us a younger person's perspective, while Ian Fletcher speaks on behalf of those legally entitled to enjoy a glass of wine around a barbecue. It appears a great time was had by all.

Erica Johnson has provided us with an account of a commercial trip around the Tasman Peninsular, which has reinforced my wish to do this myself one day. And Dennis Lees has made his contribution to the occasional 'My Boat' series with a piece about his and Wendy's handsome motor-sailer *Kiap*.

My sincere thanks to all contributors. Why not become one yourself? A warm fuzzy glow of satisfaction is guaranteed.

Chris Palmer
editor@cycet.org.au

Commodore's Comments



There is little to report this month, so I'll be brief. My off-water activities seem to have gotten the better of my cruising, so life is 'out of sync'.

The blustery conditions didn't deter some hardy members from cruising to Cygnet for the long weekend. Some of us had work to do on our boats, and in my case, my mooring - but that's a tale for another day! Suffice to say, I enjoyed the Cat Stevens retro at the Theatre Royal that evening, and other dramas of the day were quickly forgotten. But I did manage to catch up with some members on their way home, at Apollo Bay. Very enjoyable, too.

I'm looking forward to the cruise around Bruny Is at Easter. The scenery and wildlife are world-class, and there is always the promise of a little fellowship along the way. Let's hope that weather conditions are suitable. For newer cruisers, it's a great opportunity to explore Cloudy Bay and the Friars, with friendly and experienced hands nearby. Please make the most of the opportunity.

The Donald Sutherland Navigation cruise is also coming up fast. That's for next month, but I do hope you have the date in your calendar. It's important for lots of reasons – the link with our founding Commodore, the opportunity to dust off our navigation equipment, and, not least, to support the organizers, who this year, are Rosemary and Paul from Irish Mist. There is a lot of work in setting it up, so we do want to make that effort worthwhile.

The days are now shorter, and the dew is settling. So, get out of the marina before winter closes in.

Cheers

Leo Foley



Vice Commodore's Report



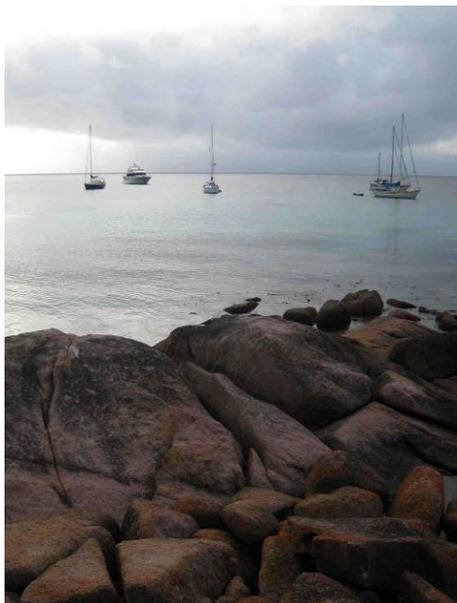
Reflections' jaunt to Flinders Island is over, sadly, as is the RYCT Circumnavigation Cruise. But there is still plenty of action on the Cruising Calendar for those keen to experience our wonderful waterways.

As we made our way down the east coast, we saw *Ilinga* and *Josida* at Schouten Island and heard *Banks Strait* calling on HF from Port Davey (and we were followed through Denison Canal by *Amnesia*). I believe *Endurance* headed round to Port Davey to meet the RYCT cruise. *Pirate II* was heard in Bathurst Channel during the long weekend. After we got back to Hobart, *Irish Mist* was heading to the east coast. *Aurielle* was heard calling Tas Coast Radio on 4483 kHz from NZ. *Nyanda* has also had a trip up the east coast and was heading back to Kettering as I write (17 Mar).

March 7-9 Port Cygnet

Saturday dished out a bit of wind, causing many retirements from the Kettering-Port Cygnet race. *By Chance* damaged a mainsail and *Two-B* was wishing that she hadn't opted for a big genoa on the furler. *Reflections* wisely sat it out at Alexanders and arrived a little late – but Judy had a lovely roast dinner waiting for me when I finally got there!

The function organised by the Port Cygnet Sailing Club was up to the usual high standard. David and Lindy Jones and Duncan and Greta Jamieson arrived by car, and I noted the following Club boats in the Port Cygnet area on Saturday or Sunday: *Andromeda*, *By Chance*, *Kiap*, *Finale*, *Pandora*, *Reflections*, *Sea Echo II*, *Two-B*, *Van Diemen H* and *Windrush*. The southern shore of Copper Alley Bay was the venue for our BBQ lunch on Sunday, and most made their way home on



Crockets Bay, Schouten Island. Ilinga on right, Reflections in centre. Photo: Judy Boon

Monday. *Asterix, By Chance, Kiap, Neptune, Reflections, Sea Echo II, Talisman II* and *Windrush* had lunch together at Apollo Bay. After noticing a persistent hissing sound while rowing back to *Reflections*, I can confirm that oyster shells will slice through rubber duckies.

Lalaguli, Mulberry, Rhona Marion, Sagres and *Sea Fever* were in the Barnes



Retrieving the SeaBrake flopper-stopper, Kangaroo Bay, Clarke Island. Photo: Judy Boon

Bay area for the weekend. *Lalaguli* and *Sea Fever* joined in the Clean-Up Australia effort organised by *Rhumblin* in the Great Bay area.

April 10-12 Easter – Around Bruny

On Monday, April 6 at 8 pm in the Mariners Cottage, there will be a briefing for the round-Bruny trip. Bring along your copy of AUS 173, D'Entrecasteaux Channel, and bring it up to date with the latest Notices

to Mariners. We will discuss likely anchorages and alternative routes and destinations.

At this stage I am inclined to go clockwise around the Island and spend the first night in Adventure Bay. That means that I (and anyone else coming from Hobart) will have a shorter first day than a trip to Partridge Island. I'll email more details to members on Wed night (8 Apr) when we have forecasts for the weekend. If you don't have access to email, give me a ring (0400 651 532).

Sunday April 26th – day trip

Join us in Mary Ann Bay – listen on VHF 16/77 at 1105 for details of any alternative destination.

Donald Sutherland Memorial Navigation Cruise, Sat May 9th

Book the whole day in your calendar, then meet at the mermaid Café for dinner and the prize-giving. We will meet up somewhere for lunch on the Sunday for those who are out for the weekend.

Queens Birthday Long Weekend, June 6-8

Head for Norfolk Bay and bring your heater!

Members Cruising Plans

Please keep me up to date with any cruising plans which you might be making.

Coast Radio Hobart coverage

Foxy Lady reported that reception of Coast Radio Hobart broadcasts in Rosebanks (Barnes Bay) is not good on channel 67. Coast Radio Hobart is now using Mt Mangana, South Bruny, as its main base station in the SE, replacing Snug Tiers. Rosebanks is one of the few areas where coverage is not as good from Mt Mangana as it was from Snug Tiers. If you find that you do not have good reception of the weather etc on channel 67, try switching to channel 68. CRH transmits on channel 68 from Mt Maria on Maria Island and the coverage from this site often fills in the gaps from Mt Mangana.

When monitoring VHF channel 16, CRH is listening on both Mt Mangana and Mt Maria and will reply through the site which has the best reception. The operators also have the ability to switch back to the Snug Tiers base station if required. Vessels have worked through Mt Mangana base station from as far afield as Eddystone Point and Bathurst Channel. Not reliably, but it indicates the extended coverage offered by this site.

Happy cruising,

Andrew Boon



Rear Commodore's Report



At our March General Meeting Commodore Leo Foley and John Greenhill gave a very entertaining account of their sailing *Alamak* from Darwin to Langkawi. Both obviously enjoyed the trip, so much so that Leo has now committed to crewing on Steve and Dorothy Darden's *Adagio* from Hawaii to New Caledonia later this year.

The speakers at our April meeting will again relate to *Alamak*. They will be Andrew Boon, Chris Palmer, Chris Creese and Mike Temple-Smith who no doubt, for our benefit, will embellish their stories of taking *Alamak* from Tasmania to Brisbane. Then, Andrew and Chris Palmer will continue the tall stories, telling of sailing under the watchful eyes of their partners, Judy and Margie, from

Brisbane to Cairns with owner Gianni. Finally, last man standing, Chris Palmer, will mesmerise us with hedonistic tales of sailing across the top of Australia in the tropical climes of Torres Straits and the Arafura Sea. (??? Ed) Should be a great in-club night. Don't miss it. Tues April 7th at 8.00pm at the DSS.

Regards

Merv Page



Cruise up the Gordon River – a kid's perspective

From Thomas Dutton



On the ninth of January Dad had the great scheme of taking the smallest boat imaginable up the Gordon River. On board was Dad, Mum, myself and my little blister Sarah. Joining us on the adventure were Wendy and Ian Fletcher in their big Stabicraft *Asterix*.

Our boat was a Webster Twinfisher catamaran named *Bot*. At 4.3 Meters long there was not a lot of room. But as Dad said the only other way we were going to see the region was by walking in with backpacks. Anyway Dad had organized full covers so he could stand up and when seats were removed we could all lie down, plus he brought a

mini TV and some movies and we had our Nintendos (Dad said it had something to do with 'Turkeys being cold').

Bot and *Asterix* started in Strahan and cruised in near perfect weather up to Phillips Island, where we stopped for coffee. I found a way through the undergrowth so we could explore the island but no one else would come with me. We then decided to explore Braddon River but it was too shallow and trees had collapsed across the water, stopping us from going any further.

We then cruised across to Pillinger and tied up to the jetty. We looked at all the artefacts that were scattered around the walk including a train carriage. Some tour guides we met told us a lot about the region. We then had dinner, watched a movie and went to bed for the night.



By the time everything was ready next morning it was nearly 10 o'clock. We cruised to the Gordon. The whole river was flat without a puff of wind anywhere. I drove the boat most of the way up the river, avoiding collisions with the riverbanks and floating logs.

We arrived at Heritage Landing just as the cruise boats were leaving. Everyone was disappointed the boats didn't have time to sell cappuccino's. The cruise boats stop here and the tourists walk around the boardwalks and admire the Huon Pines and wildlife. On the way around we found a snake lying on a 670 year old Huon Pine, trying to warm itself up.

Next stop was Warner's Landing. We walked up a track eventually finding the Perched Lake. Sarah got a leech on her and you should have heard it - talk about a phobia.

We camped for the night at the beach opposite Warner's Landing and saw a total of five Tiger snakes all in the one place behind a hut.

In the morning we very slowly passed through the rapids. Fortunately, we made it through without hitting anything, as did *Asterix*. Everyone was very proud when we reached Pyramid Island at the fork where the Franklin River joins the Gordon River.

The trip back down the Gordon was fine, we landed Mum onto Butler Island and took a photo (Mum's maiden name is Butler). They later took photos of Sarah at Sarah Island and me on Grommit Island (no idea why).

At the mouth of the Gordon the wind was howling and the waves were far too big. We turned back and went to the Boom Camp, where we stayed the night. It was a very nice place, especially once Ian got his generator going, and we got some proper light. The morning was spectacular with mist lying on the perfectly calm dark water.



We cruised to Birch's Inlet safely but had a lot of trouble finding the hut (We had no maps just advice from the tour operators.) We found it eventually only after spotting a pile of cut wood. It was the same colour as the surrounding trees and we only saw it because the sun reflected off it momentarily. We explored Birches Inlet and then went for a swim.

We woke early next morning, (Dad was concerned about crossing the Harbour in our little boat). He need not have worried because the conditions were perfect. We had breakfast on Grommit Island and found a few ruined brick structures and caves. To think people use to live here!

On the trip back to Strahan *Asterix* ran loops around our little boat. We all thought it was very funny. We all knew we could only have made this trip with the support of Wendy and Ian in the bigger boat but all the same we were very proud of our little boat *Bot*. Together we enjoyed the trip of a lifetime.

Beyond the cruise boats

Past Warners Landing to the Franklin River

From Ian and Wendy Fletcher

The Duttons were abandoning *Sagres* for this trip and asked for volunteers to accompany them up the Gordon River in runabouts. We jumped at the challenge and found ourselves leaving Hobart with boats firmly attached the cars on 8 January 2009 with the promise of the best weather we could expect on Macquarie Harbour. Thomas Dutton has written the story but a few details can be expounded for the cruising fraternity.



Birches Inlet

Bot is a 4.3m alum Catamaran with 60 HP. The drive to Strahan is long, winding and narrow towing a big boat, so it was early to bed at the Strahan Holiday Park ready for the next day.

The interesting places on the north shore of the harbour turned out to be Phillips Island, Kellys Basin and especially Pillinger. There is a lot of Gordon River above the Heritage Landing which is the tourist boats' destination, but finding a fisherman's hut, sand spits and Butler Island made the trip to Warners Landing interesting. Watch your depth



Cruise boat on the Gordon River

sounder for some amazing changes near Butler Island, 25m to 3m in less than 5 meters travel. At Warners, *Yoko*, a yacht from the Melbourne to Hobart Race was tied up at the jetty and we had a chat with them and then more chatting to passengers and the pilot from the float planes which came in. They come in around a bend in the river just as they touch down on the water – most spectacular. Sir John Falls were worth a look, and the taped track to Perched Lake was very hard to find.

Deep keel boats cannot get past the Big Eddy rapids, but the Hydro seems to keep the river reasonably high these days. We got to the rapids and *Bot* went



The Duttons in Bot on the Gordon River

ahead to test out the waters. A strong current was flowing but she managed without damage. *Bot* was not keen to go on though and *Asterix* held back deciding to give it a miss. So back to Warners for the night. We ran the boats up onto the beach (with still 3 metres for the motors at the stern!) and dropped anchors on the

beach. There is an old Hydro hut here but it is not very attractive, especially with the five black snakes curled up at the back and two more slithering around at the front. So it was the tent on the beach for some while we slept aboard. A most beautiful evening on the beach with no wind and we sat around talking till well after dark, lamenting the lack of a Channel Stalwarts campfire as no fires are allowed in the World Heritage area. We even decided that maybe we should see if we could get up to the junction of the Franklin in the dinghy next day.

The water was a bit higher at Big Eddy in the morning. *Bot* decided to give it a go again and *Asterix* followed. No problems and a bit of water to spare too (never less than metre deep). The current was about two knots, and three higher up the river, so the dinghy wouldn't have made it fully loaded. Apparently kayakers



At the junction of the Gordon and Franklin Rivers

have trouble here too, and often walk the rapids towing the kayak. The next two rapids are faster and a bit shallower, one having an interesting bend midway. So we pattered up to Pyramid Island at three to five knots and balanced the current there for photo opportunities in front of the Franklin River. Coming down again is pretty exciting; the need for steerage way added to the current makes the rocks approach disconcertingly quickly.

Coming back down the Gordon takes a long time. The speed limit is six knots for boats over eight metres and it's 16 miles from Warners Landing without much variation in scenery.

But out into Macquarie Harbour again and there is still plenty to do. Birches Inlet has excellent anchorages in a few metres of water, better than in the Gordon. It offers a spectacular panorama of mountains, with misty features in the morning. The creek at the south end which leads to the Orange Bellied Parrot hides and the road to Low Rocky Point is a long dinghy trip as it is not much over a metre deep at the mouth.

On the way home we visited Grommet Island which has untouched remnants of convict days. It is close to Sarah Island but as we had all visited this before we gave it a miss. We didn't explore the southern shore of Macquarie harbour but a kayaker told us it has wonderful beaches, but shallows up well offshore. Instead we raced to Strahan before the northerly started up, pulled the boats onto the trailers and headed home, stopping at Tarraleah for an excellent lunch.

What a way to spend four days on the water! Great scenery, great weather and great company.



Macquarie Harbour

To Tasman Island – with a difference

From Erika Johnson



Tasman Island from Cape Pillar - Photo courtesy National Parks

Tasman Island – the name conjures up visions of grey dolerite cliffs thrusting 250 metres, vertically, out of the sea just a short distance from Cape Pillar in Tasmania's south east. Atop the island's 50 hectare plateau the lighthouse stands tall, still sending out its warning 7.5 second flash to mariners. For about 70 years, light keepers and their families lived on the island, their only means of access being a rough crossing by boat followed by a tortuous ride in a basket suspended on a flying-fox. Then, perched on the flat top of an open trolley, the steep ascent up the 1:1 slope was accomplished by haulage. Not for the faint-hearted!

Keepers either loved the island or hated it – and we, members of the Friends of Tasman Island, love it! This group of like minded people, formed in 2005, has as its aim the restoration of the island's natural and historic heritage. The first working bee for 2009 was already in progress when we heard that Lighthouses of Australia President, Denise Shultz and Jarka, her Czech friend, were coming to Tasmania. What better to do than visit Tasman Island!

With this in mind we booked seats on Craig Parsey's *Sealife Experience* for an adventure cruise along the eastern side of the Tasman Peninsula from Eaglehawk Neck to Tasman Island. The four of us joined a group of 30 or so tourists aboard the *Encounter* and with the morning sun glinting on a slight sea we headed off across Pirates Bay and around Fossil Island.

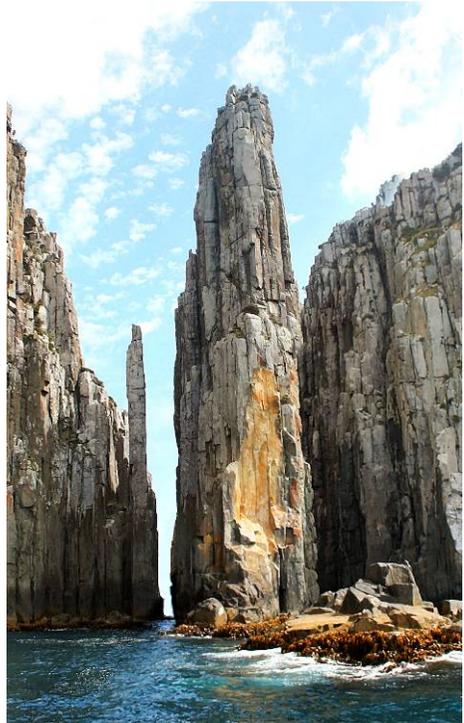
This coastline, which parallels the Tasman National Park, is awesome - once seen, never forgotten! Here is some of the most stunning scenery and the spectacular sea cliffs are some of the highest anywhere in Australia. Massive rock pinnacles are coupled with precipices punctuated with arches and sea caves teeming with wildlife.

Two miniscule figures watched us from the lookout high above Tasmans Arch as we neared the coast where the cliffs stretched into the distance as far as the eye could see. Our boat rose and fell in a gentle swell nudging closer and closer to the rocks. Every now and then a wave would break over a rock shelf at the

base of the cliff, pausing briefly before cascading back into the sea through forests of kelp clinging to the edge.

Natural attractions such as the Devils Kitchen, Pattersons Arch and the Thumbs are well-known to landlubbers and even more awe-inspiring when seen from sea level. We craned our necks, looking upwards as our skipper gently eased the boat in and out of high arches and vast caverns. Riding the swell, we were sucked back and forth, the sea splashing, close by, against rock walls polished with time. A shaft of sunlight shone down an external opening, penetrating beneath the water, giving out an eerie iridescent glow.

Further along the coast spectacular dolerite columns and cliffs are popular venues for climbing and abseiling. However, there were no 'spider-men' in evidence as we marveled at sea stacks such as the Candlestick, the Totem Pole and the Moai which have been registered as part of the National Estate for their geoheritage values.



Totem Pole and Candlestick

Then, crossing Munro Bight we were joined by a pod of dolphins which cavorted around the boat and ashore flocks of black-faced cormorants dried themselves, wings outspread. Australian Fur Seals lay, somnolent, on the rocks, occasionally raising their heads, barking or, when we got too close, executing a perfect dive into the sea.

Soon the ramparts of Cape Pillar loomed above us, Cathedral Rock and The Blade thrusting skywards and, across Tasman Passage less than a kilometer away, Tasman Island beckoned.

As we approached, skipper Craig Parsey, himself the son of a light keeper, told stories of his childhood on the island. Denise and Erika, both members of the Friends of Tasman Island, spoke about the island's heritage and the restoration work which is being carried out by FoTI, in partnership with the Parks and Wildlife Service.



Nudging up to The Haulage. Carol Jackson and Chris Creese risk life and limb for a decent drink.

four of us then adjourned to the rocks above the Blowhole to celebrate our return to Tasman Island with a glass of champagne!

FoTI welcomes new members. For more details contact President, Carol Jackson, on Carol.Jackson@dpac.tas.gov.au or at 6 Seventh Ave, Dodges Ferry, Tas 7173

We had a tantalizing glimpse of the Tasman Island Lighthouse and some of the lightstation houses before we rounded the point to lay off Anchor Rock at the foot of the old Haulage. It was here that keepers made the perilous journey from ship to shore until the lightstation was demanned in May 1977.

Above us the Haulage platform was still standing, dwarfing some tiny figures on the rocks below. Carol Jackson and Chris Creese who were on the island for a working bee were waiting to greet us. We had not come empty handed - and had come bearing gifts for the natives – a bottle of whisky! With the bow almost touching the kelp-covered rocks and with the help of co-skipper, Nick, the ‘trade goods’ were swung ashore on the end of a rope. The FoTI team was in for a good night!

All too soon we were waving them goodbye and on our return journey.

More dolphins escorted us as we headed north and soon we were back at Eaglehawk Neck. All



My Boat – *Kiap*

From Dennis Lees



We have had a number of yachts prior to *Kiap*, but she is the only boat we have owned that we have not had some part in building.

We purchased *Kiap* in 2001 from the original owner, Malcolm Haywood. Malcolm commissioned and had her built in 1978. She was launched in 1980. Apart from a few small internal changes she remains as purchased.

Kiap is built out of Huon Pine with a stripped planked hull glued by Epicraft glue, screwed and nailed (Silicon Bronze). She has a Celery Top keel and stem, Swamp Gum laminated ribs and a laid Celery Top deck. The coach house is King Billy Pine with a Huon Pine wheelhouse. The cabin is supported on Huon Pine and New Guinea Teak laminated beams. The toe rail and other external trim is also New Guinea Teak. She has a lead keel and an 80 HP Ford Dolphin engine.

Kiap was designed by Noel Wilson and built at Geeveston by Roger Harwood. I have seen a couple of boats built by Roger and having crawled all over *Kiap* I can say he is a skilled builder. He obviously does not take short cuts and his

joinery is solid and of a very high standard. A couple of years ago we slipped *Kiap* and scraped her back to the bare wood. We could find no movement in any part of the hull - in fact a number of passers by commented she was too good to paint and we should varnish the hull above and below the water line. However, we resisted the temptation and repainted with epoxy paint.

Many people ask us about the name *Kiap*. There are a number of interpretations of the word, but we prefer the one given to us by the original owner, Malcolm Haywood.

“*Kiap* is short for *Kiapitan* which the natives of New Guinea used to describe the German government officers, perhaps mistaking all of them as Captains as they usually travelled by boat. When Australia took over from the Germans the natives continued using the word *Kiap* when talking about us Patrol Officers. Not everyone used the term, but certainly it was used when talking Pidgin English.”

Malcolm was a Patrol Officer in New Guinea for many years.



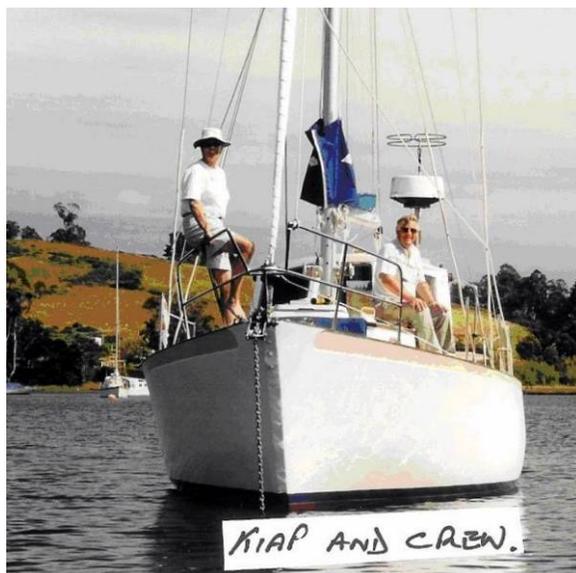
"KIAP" under construction

Kiap is a great cruising boat for sailors who like their comfort and to keep dry. She has cruised extensively in Tasmania, Flinders Island, Port Davey etc. We tend to stick to calmer waters these days as we do like to maintain our comfort zone. Also our third crew member 'TJ' does not like *Kiap* when she moves in a seaway. Being a good *Kiap* I do like to see the crew are comfortable.

With a good reliable engine *Kiap* cruises at seven knots. She also sails well. But, with a small sail area does like the breeze to be more than ten knots. She has good accommodation with five berths and plenty of space for the two of us plus one K9. She is easy to manoeuvre, but like many long keel boats does not like going astern. We recently fitted a bow thruster to help.

We have entered *Kiap* in the last four Wooden Boat festivals and she always attracts a lot of interest. In two of the festivals we also displayed the model we made a few years ago. We have had many people comment about the design and the proportions. One visitor from NSW at the last Festival spent some time looking her over and taking many photos and notes. He feels he will be contacting the designer in the near future with the intention of building.

If we were building *Kiap* today we would make few, if any, changes, perhaps a slightly different layout inside, but little else. We have been lucky to own *Kiap* for the last eight years and have benefitted from the great design by Noel Wilson, the excellent building skills of Roger Harwood and the commitment and vision of Malcolm Haywood in having her built in the early 80's. It is 30 years since her keel was laid and *Kiap* is still as good as new. Wendy and I hope to enjoy her for a while longer, but I'm sure she will be around in another 30 years.



Going About

Club Communications and Database

From Dave Davey (*Windclimber*) – CYCT Webmaster

- **Does the Club have your email address?**

If not -

- you are missing out on email to members about cruises, meetings, etc.
- you cannot access the Member Resources on the Club's web site.

Send your address to webmaster@cyct.org.au

- **Change of address, phone number, boat and boat name etc.**

You can update your details using the Club web site. Go to www.cyct.org.au, then click on 'Member Resources', log in and click on 'Check/edit your database entry' and make changes in the form displayed.

In case of difficulties, email webmaster@cyct.org.au

Vessel navigation lights

From Andrew Boon (*Reflections*)

The National Marine Safety Committee recently made available its latest 'Safe Boating' newsletter in the web. Included in the newsletter is an article on navigation lights, with a link to a National Marine Safety Committee article entitled 'Tips for Installing Navigation Lights'. Definitely worth a look to ensure that your nav lights are legal and effective. Go to www.nmsc.gov.au/lights.html

A Happy Ending – final chapter in the Black Vest saga

From David Morton – Wooden Boat Guild of Tasmania

Through Albatross, I would like to thank the CYCT and especially Wendy Lees for finding and seeking to return my vest.

The Wooden Boat Guild of Tasmania hosts a welcome barbecue for interstate wooden boat owners the evening before every Festival, which I attend. At this year's barbecue, as I was leaving I met a lady from Brisbane talking about how cold the weather was, and that she hadn't brought anything warmer than a light sleeveless top. So I stripped off my vest and gave it to her, with the comment that my name was David and she could return it to me at either the Guild tent, of through any Guild member.

Last night, (Monday, 16 March) I announced at the Guild meeting in the Mariner's Cottage's that my vest had not yet come back and asked if anyone there knew anything. A few minutes later another Guild member was leaving through the March 'Albatross' (a copy was lying in the cottage) and pointed it out to me.

I rang Wendy to introduce myself, and she agreed that posting it back to me was probably the best way to return it, so I should have it back this week.

Thanks to 'Albatross' and Wendy, I will soon be warm again.

David Morton

Low Head Lighthouse foghorn

With thanks to Chris Creese

Chris Creese recently sent a copy of a very interesting article on the Low Head Lighthouse foghorn. It was a little lengthy to include in 'Albatross', but has now, thanks to Dave Davey, and with the permission of the author, been placed on our website

You can access it at www.cyct.org.au/Info/Fog_Plant.pdf



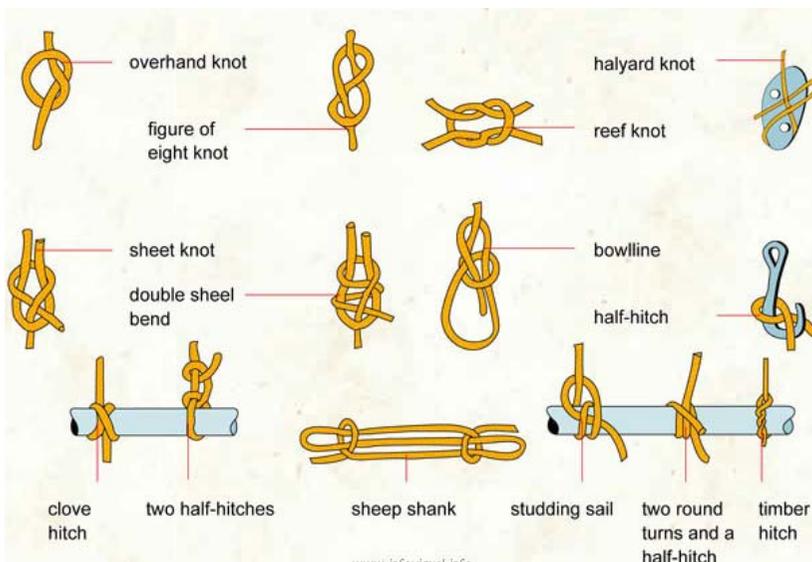
Member's Advertisement

FOR SALE

Orion 10 inch CRT TV with DVD. Bought 2005.	\$100
Moonraker aerial with 12 m lead	\$100
49 pound (nominal) plough anchor, well used.	\$50
Heavy duty deck hose with gun, about 10 m	\$10
Static circle TV aerial	\$5

Contact Roger Locke 0409 977 391

Don't forget that CYCT Members are entitled to free ads in 'Albatross'. A logical place to advertise nautical ephemera and all those spare boat bits taking up space in the garage. Make you partner happy and get rid of them by advertising them here! Ed.



Post Cygnet Regatta Apollo Bay Picnic

Monday 9th March



Photos:
Dennis
Lees

Groan Corner

Captains - 1

A group of Skippers are walking through town looking for crew, when they see a five-story building with a sign that read, "Crew Association: Ship's Crew Available"

Since they are without their crews, they decide to go in.

The Security Guard, a very salty type, explains to them how it works. "We have five floors. Go up floor by floor and once you find what you are looking for, for crew, you can go there and make a selection. It's easy to decide since each floor has a sign telling you who's inside."

Everything seems wonderful, so they start going up and on the first floor the sign reads, "All the crew on this floor are beginners." The skippers laugh, and without hesitation move on to the next floor.

The sign on the second floor reads, "All the crew here are experienced, smart but weak." Still, this isn't good enough, so the Skippers continue on up.

They reach the third floor and the sign reads, "All the crew here are experienced, smart and strong." They still want to do better, and so, knowing there are still two floors left, they kept going.

On the fourth floor, the sign is perfect, "All the crew here are experienced, smart, strong and Former Americas Cup Champions." The Skippers get excited and are about to go in when they realize that there is still one floor left.

Wondering what they are missing, they head up to the fifth floor.

There they find a sign that reads, "There are no crew here. This floor was built only to prove that there is no way to please a Skipper!"

Captains - 2

I am not a fast captain. I am not a slow captain. I am a half fast captain.

Consultant logic

The American consultant was at the pier of a small South Pacific Island village when a small boat with just one fisherman docked. Inside the small boat were a dorado and several large grouper. The American complimented the Islander on the quality of his fish and asked how long it took to catch them..

The Islander replied, "Only a little while."

The American then asked why didn't he stay out longer and catch more fish?

The Islander said he had enough to support his family's immediate needs.

The American then asked, "But what do you do with the rest of your time?"

The fisherman said, "I sleep late, fish a little, play with my children, take a late afternoon nap with my wife, Helia, stroll into the village each evening where I sip rum and play guitar with my friends, I have a full and busy life."

The American scoffed, "I have an MBA and could help you. You should spend more time fishing and with the proceeds, buy a bigger boat with the proceeds from the bigger boat you could buy several boats, eventually you would have a fleet of fishing boats. Instead of selling your catch to a middleman you would sell directly to the processor, eventually opening your own cannery. You would control the product, processing and distribution. You would need to leave this small fishing village and move to Australia, then LA and eventually NYC where you will run your expanding enterprise."

The South Seas fisherman asked, "But, how long will this all take?"

The American replied, "15-20 years."

"But what then?"

The American laughed and said that's the best part. "When the time is right you would announce an IPO and sell your company stock to the public and become very rich, you would make millions."

"Millions, really? Then what?"

The American said, "Then you would retire. Move to a small fishing village where you would sleep late, fish a little, play with your kids, take a late afternoon nap with your wife, and stroll to the village in the evenings; here you could sip rum and play your guitar with your friends."



March G M Minutes

Cruising Yacht Club of Tasmania General Meeting

Tuesday 3 March, 2009 8.00pm

Derwent Sailing Squadron, Sandy Bay

Commodore Leo Foley opened the meeting welcoming members.

Members Present:

44 members present.

Minutes of the previous General Meeting 2nd December 2008.

Following no voices to the contrary from members present, Commodore Leo Foley signed the minutes of the previous general meeting as published in the February "Albatross" as a true and correct record of proceedings.

Business Arising:

Nil

Correspondence:

Inward:

Ebb Tidings
Squadron News
Mainsheet
Safety Lines

Commodore's Report (Leo Foley):

Commodore Leo welcomed and presented a burgee and members list to new club members Lew and Liz Garnham - *Minerva*

Vice-Commodore's Report (A. Boon)

7th - 9th March long weekend- Port Cygnet Regatta. Saturday BBQ at the club house is always well catered.

Sunday - 10.05 call to CYCT club boats. Possible gathering for a BBQ.

Easter proposed "Round Bruny Island Cruise" Listen for radio call at 10.05 am & 11.05 am on Good Friday. Direction depends on the weather.

9 May 2009 Navigation Cruise.

Rear Commodore's Report (M. Page)

The two BBQs in February were very successful. Each was well attended by members. On the Saturday night at Derwent Sailing Squadron we experienced a great time of socialising with Coastal Cruising Club of Australia.

General Business:

Editor, Chris Palmer thanked members for their entries in the "Great Albatross Quiz" presenting a prize to Annick Ansselin as the winner and commended Mike Temple-Smith for his entry.

Guest Speakers:

Leo Foley and John Greenhill spoke of their voyage in *Alamak* from Darwin to Langkawi. Their descriptions of events were well supported by some interesting photographs of land and sea highlights. *Alamak* is now heading towards the Red Sea on her return to Sardinia in company with other craft.

Meeting closed at 9.15 pm.

Next General Meeting: 7 April 2009 at Derwent Sailing Squadron at 8 p.m.

Margaret Jones
Secretary

Albatross quiz answers

1. How many species of **albatross** are there? Which is the largest?
14 **Wandering Albatross (However, some sources suggest up to 21 species exist)**

Table Of Albatrosses (Diomedidae)

Wandering Albatross	<i>Diomedea exulans</i>
Royal Albatross	<i>Diomedea epomophora</i>
Amsterdam Albatross	<i>Diomedea amsterdamensis</i>
Short-tailed Albatross	<i>Phoebastria albratus</i>

Laysan Albatross	<i>Phoebastria immutabilis</i>
Black-footed Albatross	<i>Phoebastria nigripes</i>
Waved Albatross	<i>Phoebastria irrorata</i>
Black-browed Albatross	<i>Thalassarche melanophrys</i>
Yellow-nosed Albatross	<i>Thalassarche chlororhynchus</i>
Grey-headed Albatross	<i>Thalassarche chrysostoma</i>
Shy Albatross	<i>Thalassarche cauta</i>
Buller's Albatross	<i>Thalassarche bulleri</i>
Sooty Albatross	<i>Phoebastria fusca</i>
Light-mantled Sooty Albatross	<i>Phoebastria palpebrata</i>

2. What is the proper term for the upper stomach of an **albatross**?
Proventriculus
3. What is the common name of *Thalassarche cauta*?
Shy albatross
4. What is the incubation period of an **albatross** egg?
69-75 days
5. In which sport might you come across an **albatross**, and what is it?
Golf – a three under par score.
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?
Gene Sarazen in 1935
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.*

‘Snake’

8. What was the Gossamer **Albatross**, what prize did it win, and what was the value of that prize?
The Gossamer Albatross was a human-powered aircraft built by American aeronautical engineer Dr. Paul B. MacCready's AeroVironment. On June 12, 1979 it completed a successful

crossing of the English Channel to win the second Kremer prize worth £100,000.

9. Which WWI German fighter pilot (and nemesis of a certain cartoon beagle) normally associated with the Fokker Dr-I Triplane, actually spent most of the war flying **Albatros** DII and DIII biplanes?
Baron von Richthofen – the Red Baron
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.*

‘Echoes’. Pink Floyd.

11. What are the first two lines of “**Albatross**” by Fleetwood Mac?
There are no words – it’s an instrumental!
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!)

‘Hole in my Shoe’. Steve Winwood / Traffic

13. The first HMAS **Albatross** was Australia’s first what?
Aircraft carrier – although the aircraft could not take off from or land on the ship. Amphibious aircraft were placed in and taken out of the water by a crane on the vessel.
14. What sort of vessel is the current HMAS **Albatross**?
The present HMAS Albatross not a ship – it is a shore base at Nowra, NSW.

15. What is the latitude and longitude of **Albatross Point**, New Zealand?
S38°6'41" E174°41'8"
16. What is the latitude and longitude of **Albatross Cove**, Queensland
S12° 40' 0 S E143° 24' 0 E
17. Where is **Albatross Island**, Tasmania?
Albatross Island is an 18 ha island nature reserve in Bass Strait. It is part of Tasmania's Hunter Island Group and lies between north-west Tasmania and King Island. It is notable for its breeding colony of 5,000 pairs of Shy Albatross.
18. In which island group would you find **Albatross Rocks**?
The Seychelles.
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)?
They are both amphibious aircraft. The older, American Albatross was propeller driven; the Russian was powered by two turbojets.
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?
'Robur the Conqueror', published 1886. It was also known as 'The Clipper of the Clouds'.





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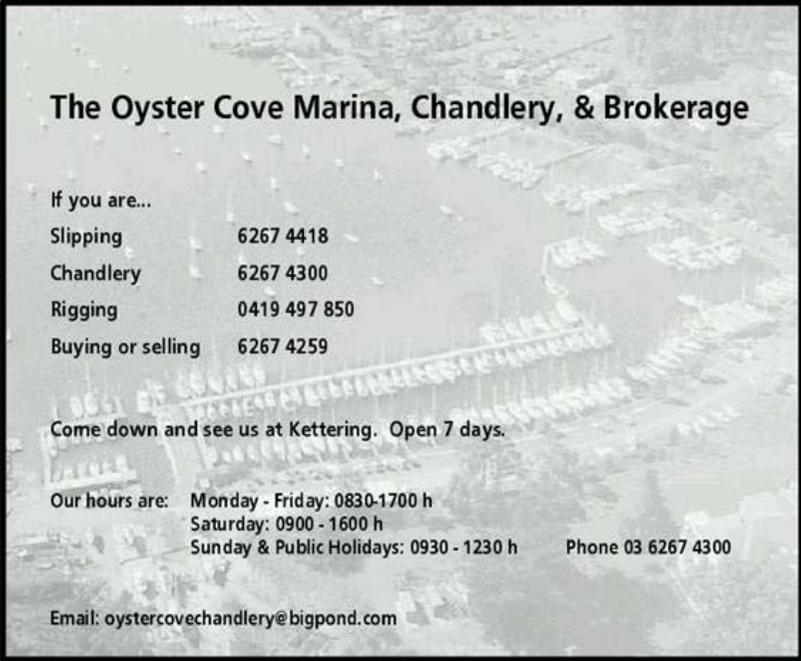
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