

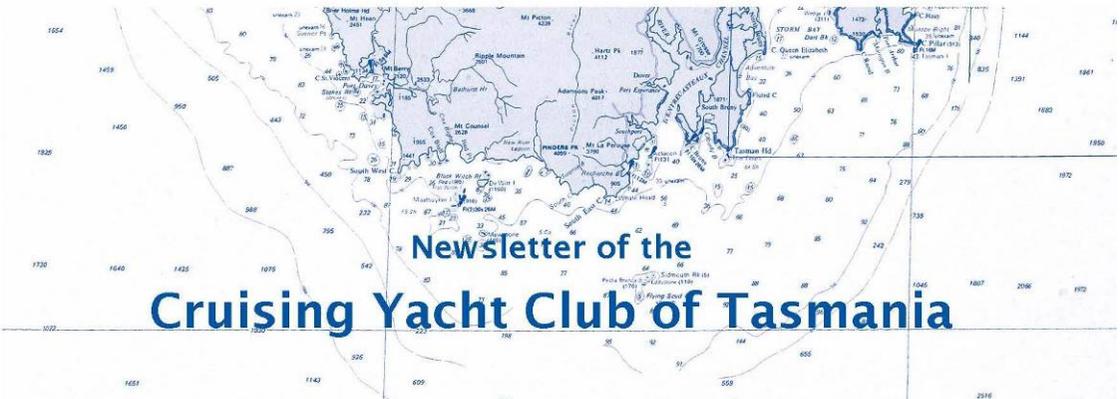
Albatross

Volume 35 No. 4

May 2009



Flat calm off Fluted Cape, Bruny Island Photo: Chris Palmer



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay Tas 7006

www.cyct.org.au

Commodore

Leo Foley H 6228 6486 *Talisman II*

Vice Commodore

Andrew Boon H 6228 5807 *Reflections*

Rear Commodore

Merv Page H 6267 9901 *Iris*

Treasurer

Caroline Dutton H 6224-3229 *Sagres*

Secretary

Margaret Jones H 6272 5660 *Lalaguli*

Editor 'Albatross'

Chris Palmer H 6267 4994 *Margaret Ellen*

Committee

Kathleen Page H 6267 9901 *Iris*
Cheryl Price H 6228 6486 *Talisman II*

Membership Officer

Fiona Tuxen H 6267 4153 *Sunbeam*

Warden & Quartermaster

Chris Creese H 6223 1550 *Neptune*

Albatross mailing

Chris Creese H 6223 1550 *Neptune*

Webmaster

Dave Davey H 6267 4852 *Windclimber*

Life Members

Erika Johnson Doris Newham

Send all material for publication in 'Albatross' to the Editor -
editor@cyct.org.au or to PO Box 340 Kettering Tas 7155

Contents

CYCT Calendar..... 2
Editorial..... 3
Commodore’s Comments..... 4
Vice Commodore’s Report 5
Rear Commodore’s Report..... 7
Around the world in 22 boats – Part 1..... 11
Notices to Mariners 23
Required Safety Equipment 33
Member’s Advertisement 34
Bruny Island Circumnavigation Picnic..... 35
Albert Ross has heard 36
April G M Minutes 37



Not a CYCT Member?

**Then download an application form from
the Club website – www.cyct.org.au.**

**Contact any CYCT Committee Member
(details inside front cover) for more
information.**

**We look forward to welcoming you to our
Club.**



CYCT Calendar

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.

May – Weds 13th

Committee meeting – Mariners Cottage at 7.30pm

June – Mon 1st

Cruise briefing – Norfolk Bay cruise

Mariners Cottage – 7.30pm. Get the lowdown on the best mooring spots and any navigational issues from those who are familiar with this excellent cruising area.

June - Tue 2nd

General Meeting – DSS at 8.00pm

Malcolm Riley from the Bureau of Meteorology will talk about developments in weather forecasting, particularly the recently introduced wind maps that appear on the Bureau's website.

June – Weds 10th

Committee meeting – Mariners Cottage at 7.30pm

July - Tue 7th

General Meeting – DSS at 8.00pm

Details to be announced.

Editorial



As editor of this newsletter, one of my duties is to print new members' applications and their subsequent welcome as members to the Club. It has been rather worrying that over the last few months this part of my job has all but disappeared.

It is true that we have a goodly number of members. It is equally true that we almost always get a very good roll up at our monthly General Meetings and that our cruising program is generally well supported. But there are some issues we need to think about, one of which is the average age of our membership.

There is no question that, given the activities of our Club, older, experienced members are an extremely valuable resource. They can act as mentors and tutors of younger and less experienced members who can in turn go on to become mentors of the following generation – surely one of the aims of the Club's founders. But if we don't maintain an influx of younger new members, the concept breaks down. And worse, we know that for all manner of reasons we will lose existing members over time.

If we care about the future of our Club, and if we are enthusiastic about the joys and pleasures of cruising - especially in company - we should *each* of us give some serious thoughts to what we can do to build our membership. Your Committee is actively working on this, so stand by for some incentives and ideas.

This issue of 'Albatross' has the usual interesting mix of articles, including Andrew Boon's comments on cruising the Furneaux Group, and part one of Roger Locke's account of his round the world holiday – albeit by land and air rather than in *Andromeda*.

Also, we have a very detailed, informative and important article by Dave Davey on Notices to Mariners – effectively a 'How to' on keeping your charts up to date. Essential reading for every Club member. Many thanks, Dave.

If that weren't enough, we have some pictures and scuttlebutt related to the very enjoyable and successful Easter circumnavigation of Bruny Island – a cruise I suspect a number of members may not have undertaken without the reassurance of cruising in company with other Club boats.

Chris Palmer
editor@cyct.org.au

Commodore's Comments



OK; its time to dust off the sextant. 9th May is the date of the Donald Sutherland Memorial Navigation Cruise. Make the most of the crisp autumn weather, while brushing up on your skills as a navigator. But don't be too worried if you think you might not be up to the mark. That's what the day is about – learning by doing, in a forgiving, friendly atmosphere. So, just turn up, and enjoy yourself. Details are elsewhere in this edition.

Our Webmaster, Dave Davey, has been busy improving the CYCT website. It now contains a wealth of material, and is becoming a wonderful resource for both members and visiting cruisers. Some interstate and international enquiries have put us on the map, and they are very grateful for the information. So are we, Dave! Check it out at www.cyct.org.au, and in particular, check that your details are up to date. The website can only be as good as the information it contains, and that is up to all of us.

One issue that is currently occupying the minds of the Committee is the membership list. Over recent years, Club numbers have stagnated, and we have not attracted many younger members. Although the problem is not unique to our Club, we need to address it. If CYCT is to thrive, we need the energy of Gen X and Y, who don't seem to be 'joiners' in the same way as their parents. We need to think of ways of attracting younger members, and all suggestions are welcome. In the meantime, a good start would be to invite any boating friend, regardless of age, to join us.

We have a friendly, intimate Club, providing camaraderie for like-minded people, yet many boat owners don't know of us. So, put the word out. Invite them to a cruise, starting with the Donald Sutherland Memorial Navigation Cruise. They will be made very welcome.

See you there, looking confused, and travelling in (ever-diminishing?) circles.

Cheers

Leo Foley



Vice Commodore's Report



This is my third (and last) year as Vice Commodore and it is with great joy that I can record that, after several attempts, a Club cruise around Bruny Island has happened!

Easter: Round Bruny Island, Apr 10-13

There was a good roll-up at the pre-trip briefing at the Mariners Cottage on the Monday before Easter. Thank you especially to those members who had been to Cloudy Bay previously and came along to share their experience with us.

I was late getting away on Good Friday, so *Windrush* called the troops together on VHF77 to confirm the first night's destination. By the time of the radio call, *Kiap* and *Awitaka* were half way to Adventure Bay, so the die was cast. At anchor in Quiet Corner, Adventure Bay, that night were *Awitaka*, *Kiap*, *Margaret Ellen*, *Minder*, *Nyanda*, *Odyssey III*, *Reflections*, *Rhona Marion*, *Talisman II* and *Windrush*.

The next morning, *Rhona Marion* returned to Kettering with ill crew and the rest of the fleet, encouraged by reports of calm seas from *Awitaka* who left earlier than most, made their way down the coast towards The Friars. Some went inside Bridge Rock and *Talisman II* tried to emulate the cruise boat and got tangled up in kelp at The Friars. She managed to get clear and disentangled with some help from an obliging fisherman. *Nyanda* sailed most of the way but the majority motored in calm conditions. *Margaret Ellen* and *Minder* kept going to Southport for the night and *Kiap* had a short stop in Cloudy Bay before moving on to a TJ-friendly anchorage in Great Taylors Bay. It took us 3½ hours for a leisurely trip around the coast from Adventure Bay to Cloudy Bay and we had time to walk out to East Cloudy Head after lunch. This took about two hours return and the views were superb. *Banks Strait* and *Irish Mist* sailed from the Channel to Cloudy Bay and joined *Awitaka*, *Nyanda*, *Odyssey III*, *Reflections*, *Talisman II* and *Windrush*.

If you haven't been to Cloudy Bay, I can recommend a visit in the right conditions. With a 1.5 m SW swell, we had a very quiet stay in the anchorage behind the reef. The land surrounding the anchorage is a National Park, which means having a Parks Pass and no animals if you go ashore.

On Easter Sunday, most made the trip from Cloudy Bay and other anchorages to Mickeys Bay. *Reflections* had a look at Mabel Bay and Lighthouse Bay on the way and had a good sail for a lot of the trip, passing the Commodore (but we weren't racing!). The customary BBQ was well under way when we arrived. Club boats in Mickeys Bay included *Asterix*, *Awitaka*, *Banks Strait*, *Foxy Lady*,

Irish Mist, Kiap, Kokomo, Margaret Ellen, Mulberry (briefly), *Reflections, Sea Fever, Strathlea, Talisman II* and *Windrush*. Elsewhere, *Nyanda* and *Minder* were in Southport, *Neptune* and *Stryder* were up the Huon River, *Two-B* was in Barnes Bay, *Minerva* was headed for the East Coast and *Sagres* was at Port Davey. By my reckoning (and allowing for those whose whereabouts I haven't noted), about one-third of the boats on the Club register were out during this period – enjoying the better-than-forecast conditions.

Reflections made the trip from Mickeys Bay to Sandy Bay on Easter Monday, not only because conditions were forecast to deteriorate, but also to catch up with recently returned (to Tassie) family. Others sailed, motored or were towed back to their moorings over the next few days. In summary: a most enjoyable trip.

Donald Sutherland Memorial Navigation Cruise, Sat May 9th

Irish Mist has prepared an enjoyable yet challenging series of navigation tasks, so get your crew and resources organised and be in Little Oyster Cove on the morning of Saturday May 9th (see details elsewhere). 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! I will be at the Mariners Cottage at 7:30 pm on Monday June 1 for a pre-trip briefing for anyone interested in marking up their chart (AUS171, Hobart to Norfolk Bay, Jan 06 edition), discussing plans A, B and C, anchorages, etc. I will send an email a few days before the weekend inviting opinions on which Plan should be implemented.

Members Cruising Plans

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

Cruising Calendar

I have updated the Cruising Calendar on the web site (to show the June long weekend and other tidying up) so check it out. The next few months are a bit thin so if anyone would like to suggest venues or activities for the winter months, please let me know.

Happy cruising,

Andrew Boon



Rear Commodore's Report



At our April meeting Andrew Boon, Chris Palmer, Chris Creese and Mike Temple-Smith combined to give us a very enjoyable account of sailing *Alamak* from Hobart to Darwin. They obviously delighted in the adventure, as did their audience who much appreciated the effort put into their presentation.

In May our guest speakers will be Jim and Rejine Duff relating their experiences in cruising their boat *Dingo* in the Scottish Hebrides. *Dingo* is now moored in Oyster Cove, having just returned from a West Coast cruise. Jim and Rejine, who hail from Coff's Harbour, will be returning home on May 6th.

Our guest speaker for June will be Malcolm Riley from the Bureau of Meteorology who will reveal the mysteries of wind forecasting.

For those wishing to make longer term plans, a database of club meetings for 2009 should be on our web site by the time this issue goes to press.

Yesterday I walked around Oyster Cove marina to view progress on their new development. When completed the marina will provide 240 floating berths ranging in length up to 20 metres. Instead of winching boats up the slipway on the traditional rail mounted cradle, boats will now be carried from the water by a self propelled 'travel lift', which can then carry them to a hard standing area for parking, rather like a large car park. It is envisaged that this area will accommodate about 20 boats and the system should eliminate much of the boat moving currently associated with boat retrieval.

Right now the site is wall to wall with stacks of prefabricated pontoon jetties and gangways, which the owners plan to commence installing in May.

Regards

Merv Page



**DONALD SUTHERLAND MEMORIAL
NAVIGATION CRUISE**

Date: Saturday 9th May 2009

Time: 1030 for 1045 start

Location: Entrance to Oyster Cove/
Little Oyster Cove (see below for details)



The start will be from a vessel moored at approximately 43.07.26S and 147.15.43E. The vessel will be identified by a large CYCT Club Burgee.

All intending starters should approach and collect sealed instructions prior to 1030hrs for a start at 1045hrs

There will be a break for lunch in the Barnes Bay area and all skippers and crew may be required to land ashore during this period.

The cruise will be timed to finish well ahead of the appointed time for dinner at the Mermaid Cafe (1830 hrs) giving all entrants plenty of time to muse over the day's proceedings and put the boat straight before going ashore.

Chart used — AUS 173

Navigation: The cruise has been set with safety in mind and navigation exercises should be within the capabilities of all navigators. Nautical Tables were not used but any nautical reference books to hand may be useful.

No course has been plotted closer than 0.5 of a cable from the shore as charted except where no other way into control is possible.

The CYCT does not accept any liability for any accident/damage during the course of this event. It is the owner/skippers final decision as to whether to take part and he or she is totally responsible for the safety of their crew

Notes for Next Time – *Reflections*' recent trip to the Furneaux Group

From Andrew Boon (Vice Commodore)

Led Zeppelin can drown out the noise of a gale – but can old ears hack it?!!

Lady Barron:

Water is available at the wharf. The most convenient access is via a tap at the end of the inner finger. The water is OK to drink but has some colouration (not as dark as the waterfall in Bathurst Narrows). Diesel is available from a tanker at the wharf. In summer the tanker is usually at the wharf at least once a day for the charter boats (8 am on the day we filled up). The tanker fits a small nozzle which will fit our filler and drums.

A walk up Vinegar Hill is well worth it on a clear day. Take a map and binoculars. About 30 minutes to the top. We were befriended by a local dog who insisted that we throw a stick for him to retrieve, all the way up. Make sure you go right to the top, past the Telstra tower. (*That edifice being Andrew's motivation for the walk, of course. Ed*)

The supermarket has a good range of food (check the dates on the perishables), fishing tackle and newspapers. And ice creams!

There are five moorings not far from the wharf, owned by Tas Ports and available for casual use (\$5 per day). I have seen a report that Tas Ports wishes to remove these.

Trousers Bay:

A beautiful spot to anchor and go ashore. Excellent camping and picnic facilities, including free electric BBQs. The shape of the bay seems to concentrate a NE breeze, though, and it can be a bit boisterous. When we left the Bay for the last time, the wind eased considerably as we got out into Franklin Sound. If you have a full day, you could climb Mt Strzelecki from Trousers Bay.

Whitemark:

A very shallow bay. We arrived there just after high water and tried to get close to the wharf to drop our returning crew off. We couldn't get closer than about half a mile off. Nothing was open in Whitemark on a Sunday except the bar (no meals).

Killiecrankie Bay:

We spent two nights here, at the southern end of the beach near the moorings, then at the northern end of the beach, looking for a little less roll. There is a good walk north along the beach then around the shore past Old Man's Head to The Docks. Very picturesque. Returning via the inland route (east of Old Man's Head) is not recommended. There are some interesting signs of habitation in the coastal reserve south of Old Man's Head - extensive water pipelines, huts, Buddhas, trunks of personal effects. Not sure what the history is there, but it is fairly recent.

Port Davies:

Another lovely anchorage. We did a walk from the anchorage, SW along the beach to the end of the Port Davies Rd, then along the road. We detoured to see the remains of the jetty at Lillies Beach, then to the restored Wybalena Chapel and Cemetery. It pays to have done some reading on the place of Wybalena in our history. Then we walked towards the new subdivisions on the outskirts of Emita to the junction with Allports Beach Rd, down to Allports Beach and along a foreshore track (just inland from the rocks) to our anchorage. Had we timed it better, we could have visited the Furneaux Historical Research Association's Museum at Emita. I could also have visited the site of the Coastal Radio Station on Wireless Hill (established in 1913 as part of the Coastal Radio Service – the station on our Queens Domain was established in 1912 as part of the same service). The whole circuit took us less than 3 hours, including leisurely stops at Lillies Beach and Wybalena. Apart from Wireless Hill, there is also a cave with ships names in it from the last two centuries that we didn't see. Damn it, we'll have to go back again!

General:

It pays to have your speed log calibrated (do a run up and back at cruising speed in calm waters and compare it with your GPS speed) as there always seem to be significant currents. If you can use them to your advantage, you will save time and fuel. We had a three knot current with us past Swan Island, and over two knots in various other locations. If you are doing $6 - 3 = 3$ knots, it's worth waiting a couple of hours, especially if the result is $6 + 3 = 9$ knots!

Bed your anchor in well and take the time to explain the GPS display to any anxious crew. Seeing that you are still in the same crescent-shaped arc on the GPS seems to be more re-assuring than "I think we are still in line with those two shrubs over there"! We swung at anchor in Kangaroo Bay (Clarke Island) for two days in winds up to 50 knots – without dragging.

My SeaBrake suspended from the end of the boom with two weights off a weight-belt at the bottom makes a very effective 'flopper-stopper' (see the photo).



Plastic envelopes previously used for holding drawings in a suspension filing system in a drafting office are fantastic for protecting charts in the cockpit. I have one (courtesy of Keith Wells, some years ago) which is large enough to take a chart folded in two.

Software-On-Board and C-Maps are great, but it's still good to have the

whole picture on paper in the cockpit.

It's a good idea to retrieve your fishing line before backing down onto the anchor. There is probably still some line up in the stern tube!

I'll definitely be going back. Let me know if you're interested. Maybe 2011?



Around the world in 22 boats – Part 1

From Roger Locke

OK, so there were a few airplanes involved as well, but they don't seem to have the same individual personality as does a water craft.

We left Hobart on Friday morning, and after nearly a day of travel, arrived in Vancouver on Friday afternoon. This included a stop in San Francisco to sample the US entry procedures which were not as arduous as some have suggested. The only people having trouble were those who were insisting that 75 mL of water left in a litre bottle did not constitute a container larger than 100 mL. The security guys always win. The couple of hours allowed for the stop were sufficient for formalities and to visit the duty free shop before the last leg to Vancouver.

In Vancouver we met up with our son and daughter in law who were living there, and our daughter who was visiting on her world trip a month or so in front of us. Janet was to leave on Sunday to join her husband in Britain, so it was a brief family reunion.

Saturday saw us visiting Port Steven, a small town on the Fraser River delta, which was not well known when we lived in Vancouver around 1970, but has since reinvented itself as a tourist destination, with fishing boats selling fish and prawns to the public, waterfront restaurants of varying style, and all important shops including a good chandlery.

I selected prawns for dinner, and being recently arrived, was allowed to sleep through the prawn shucking period.

Sunday dawned clear and a visit to Grouse Mountain was deemed in order. Tash stayed home, citing overexposure to the mountain, the children declared an assault via the steeply stepped Grouse Grind track, while Patricia and I decided on the more sedate transport in the gondola SkyRide followed by a walk at the top of the mountain.

The mountain top is a sanctuary and a pair of bears was in residence in an enclosure, with deer roaming free and wolves in a protected area further down the mountain. Large birds sometimes live there recovering from injury, but none were about that day.

The top of the SkyRide is about 1100 metres above the sea and so provides a good view over Vancouver stretching out below.

There is no glory in walking down Grouse Mountain so we all returned by gondola. This was followed by delivering Janet to the airport, itself an adventure with a road closure due to an accident along the way.

False Creek Ferry (1). False Creek is the inlet on the southern side of Downtown Vancouver, and it is traversed by various ferry boats carting tourists and locals to the many attractions around the water front, or merely across the inlet. Some of the larger ferries take bicycles; the smaller ones don't have the space. The small ferries are operated by a single crew member, all looking like students making a crust during the summer.

We opted for one of the smaller ferries to take us to the Maritime Museum at Kitsalano on the southern Shore, and were surprised to be offered the seniors discount without us asking. We found this to be common in British Columbia.

The main feature of the Maritime Museum is the *St Roch* (2), a vessel used for many decades by the Royal Canadian Mounted Police to supply their northern outposts and to patrol northern areas of Canada. She saw service as a patrol vessel throughout the Second World War, and was finally retired in the 60's.

St Roch is now preserved in its own building and visitors get to roam the boat at will. A staff member said that the building needed more attention because it was too hard to maintain the proper environment in the existing one, even though it was built for the purpose.

Sunday included a visit to Fort Langley, a redeveloped walled fort from the pioneering days which has been further redeveloped from what was available to the tourist in 1970.

On the way home we took the Langley Ferry (3) across the Fraser River and travelled back along the other side of the River.

The next few days saw us back at False Creek where we took an Aquabus (4), one of the larger ferries, across to Granville Island. Granville Island was an industrial site 30 years ago, but has been redeveloped with the usual tourist facilities with a few boat service industries remaining to provide for the boats tied up at the many marinas.

Granville Island can be accessed by road from the south, but it seemed more romantic to come by sea from the north.

We spent a few days wandering the streets of Vancouver, seeking out places we had known in the 70's and visiting Stanley Park and Gas Town. The high rise buildings we had lived in are now definitely low rise, and the polar bears have gone from Stanley Park.

Gas Town has a steam powered clock which I didn't remember, and was relieved to find that it was installed in the 80's.

We spent the weekend at Whistler Mountain. Skiing was restricted to those prepared to take a helicopter, but the mountain was busy with trail bikers, walkers, and those just taking a ride on the chair lifts and gondolas.

A few days later we joined a tour which first flew from Vancouver to Whitehorse in the Yukon Territory. A trip around the town included a tour over the *Klondike II* (5), a stern wheeler which used to run up and down the Klondike River from Whitehorse to Dawson City and sometimes to the sea, carrying gold, miners, and supplies. She could do the run from Whitehorse to Dawson in about a day and a half, but sometimes needed 5 days to get back up to Whitehorse.

Wood camps were established at regular intervals along the river, and the vessels would load cord wood to fire the boilers as necessary. Wood was loaded by crew pushing barrow loads up or down ramps onto the deck. If the ramp was steep down onto the deck, the rail on the far side would be taken out so that a crew member missing the turn at the bottom would merely go over the side rather than damage the vessel.

The *Klondike II* was only built in 1937, to replace the original Klondike which had been lost on the river. She is 64 metres long and has a loaded draft of 1 metre and cargo capacity of 270 tonnes. The 2 compound jet-condenser type engines produced 535 horse power. The original boiler from Klondike, built 1901, was reused in the new vessel. The boiler had also seen duty in another vessel before Klondike.



Klondike II at Whitehorse

Whitehorse is mainly a modern town because it was destroyed by fire early last century, and so the only early log cabins or similar structures are comparatively recent. Whitehorse boasts the only log cabin skyscraper in the world, three storeys high.

The afternoon included a cruise on the *MV Schwatka* (6) on the Yukon River through Miles Canyon and Lake Schwatka.

The vessel is registered for 50 passengers but the skipper limited the load to 35 because of river conditions in the Canyon. At one time he was barely moving forward as he kept the vessel from the rock face on either side. She was doing 9 knots through the water and the skipper said she was supposed to be capable of 10, but nobody had ever tried.



Log cabin skyscraper at Whitehorse

We passed a beaver dam in a quiet corner and saw the locals at play, water skiing. I don't know what the water temperature was.

From Whitehorse we travelled by coach to Dawson City with stops along the way for lunch and sightseeing. The road follows the Yukon for much of the route and places famous in gold rush times, such as the Three Rapids, where twin islands divide the river and create rather hazardous navigation, can be seen or visited.

Dawson City didn't suffer the same fires as Whitehorse, and so a lot of the early buildings still stand and are maintained. New buildings are built in a similar style, and so a modern hotel is a series of two storey timber faced structures.

Timber board walks and gravel roads are the common street construction in the centre of town. Dawson has its own sternwheeler restored and on display, the *Keno* (7). She was not open for inspection when we were there, but sits quietly on chocks behind the old stone bank building which is due for restoration.

A day trip took us up the Dempster Highway through the Tombstone National Park, almost to the Arctic Circle. This was our first look at the delicate Arctic flora as we crossed over the Continental Divide between the west draining Yulon River catchment, into the north draining Mackenzie River catchment. We travelled as far as Chapman Lake before returning to Dawson City.

Evening entertainment included plays and recitals based on Robert Service's poems, including *The Cremation of Sam McGee*, plus the local rendition of the can-can.

We left Dawson City on the *Queen of the Yukon* (8), a twin jet aluminium vessel which had been built in Fremantle. Our destination was Eagle, Alaska, a small town provided with one customs officer to process the visitors to the United States. Security was a little different to that at the San Francisco airport. The Yukon River is very shallow in places, hence the jet engines to reduce draft.

Along the way we passed the bones of old river boats and saw our first bear for the trip, along with the occasional eagle.

Eagle, Alaska is a genuine frontier town with one shop, one service station and a few houses. For our arrival they had opened their "mall", a tent selling souvenirs.

I knew it was going to be an interesting trip to Fairbanks when I noticed a pick-up carrying a large sign "Two buses following". That afternoon we travelled up over the mountains to reach Tok for the night. Along the way we stopped at Chicken for refreshment. Amongst the local birds, the ptarmigan used to be prolific, and was sought after as a game bird. The story given us was that the locals wanted to name their town after the bird, but couldn't agree on the spelling. They settled instead on the name Chicken. Chicken boasts a golf course, with what appeared to be green carpet for a green, and a mercantile emporium next to the salon.

After the overnight stop at Tok, the coach took us on to Fairbanks, a city with a large university and a military establishment including a large airforce contingent.

Our spare day at Fairbanks included a cruise on the river on a modern replica of a river boat, the *Discovery III* (9). The *Discovery III* is a sternwheeler of 156 feet overall and 34 foot beam, driven by a couple of 540 horse power Detroit diesels. Bow thrusters are provided.

We paused to see sled dogs in training for the winter races, pulling a quad all terrain vehicle around a course, and visited a native village set up as a museum. This was interesting, and was manned mainly by native students for the summer, all keen to share their heritage. The natives of the area are the Athabascan



Bones of a river boat, Yukon River

Indians who occupied about half of Alaska. Chena village now shows much of their lifestyle over the centuries, although many of them still live a subsistence lifestyle supplemented by modern technology.

We took the train south, stopping at Denali for two nights. Access to Denali is best made by buses run by the Park, although limited private access is allowed.

Mount McKinley is the showpiece of the Park, although it turned out that our



Well fed bear, Denali National Park

best view of the mountain had been from Fairbanks. We didn't realise at the time, the importance of taking a photo when the peak is clear.

Denali provided good wild life viewing, with lots of bears, caribou, dahl sheep, a moose and various small animals and birds. The bears were fattening up for winter and into the berry eating phase of their diet.

The train trip, which took us on the Anchorage, was interesting with good views from the panorama carriages. The carriages are owned by the tour operators, who compete for customer service and views on the trip.

After a night at Anchorage it was a short coach trip to Seward, where we boarded a tourist boat to travel to the Kenai Fjords National Park (10). This area, west of Seward, abounds in sea lions, otters and whales. Puffins are interesting birds with their red chunky beaks and white faces.

Our first close up view of a glacier emptying into the sea was in the Kenai Park. The boat was fairly small and so was able to get close to the ice, and even closer to some of the sheer rock faces of the islands in the fiord.

That evening saw us board the *Ryndam* (11), a ship of the Holland America line carrying about 750 passengers. This was to be home for the next week as we travelled down the coast of the Alaskan panhandle and on to Vancouver.



Partially obscured view of Glacier Bay

We had taken a cabin with “partially obscured” view. This turned out to be on the promenade deck with a good view of what was going on outside. One morning we woke to a wall of ice, the Harvard Glacier in College Fiord, obscuring the view completely from a half mile distance.

A full day was spent cruising the Glacier Bay National Park including getting to within 0.2 miles of the Margerie Glacier.

When Vancouver first saw Glacier Bay, it was completely choked with ice. Since then the glaciers have retreated to allow navigation into the bay so that several of the glacier faces may be visited. Most of this retreat occurred before the recent “global warming” became a concern.

The next morning found us tied up at Haines, a small port with white painted houses and native totem poles and clan houses. We had opted for a trip on the White Pass railway and so took the Catamaran from Haines (12) to Skagway, the start of the rail line.

I had thought we were at Haines because of insufficient draft at Skagway, but it turned out to be full with about 8 other cruise ships.

The White Pass Railway has been reconstructed on the line used to transport miners from the coast up to Whitehorse in the Yukon. When we were there the line didn't run all the way to Whitehorse, although there were plans that it should do so.



White Pass railway

From the train we saw parts of the original White Pass trail along which prospective miners had to carry one ton of goods in order to get permission to enter Canada and join the search for gold.

We travelled over some of the original bridges, but fortunately some have been bypassed. We entered Canada again at the top of the pass, and then changed to a coach for the ride back down the pass.

A stop along the way included entertainment and gold panning. Every player was guaranteed some gold which had been seeded with specks from a Canadian field.



Souvenir shop, Ketchikan

On our journey we had two gold panning opportunities and ended up with about \$20US worth at the time. I can't remember the value when it was weighed.

We enjoyed our trip down the coast, through the Lynn Canal and Stephens Passage to Juneau, and the next night through Sumner Strait, Snow Passage and past Guard Island to Ketchikan.

At Juneau we rode the cable car up the mountain for views over the city and the waterways. A bald eagle was in residence in a refuge, recovering from an injury. There was to be only one more week of cruise ships for the season after

our visit and so the shops were doing brisk business selling off their remaining stock at good prices.

Juneau is the capital of Alaska, but has no road connection to the rest of the world. Ketchikan is on an island with no bridge to the mainland.

From Ketchikan we left Alaska, and cruised down the Inside Passage to Vancouver. This takes a day and a half, arriving at Vancouver at 7 am on Sunday. There is land in sight for the entire cruise, and on both sides of the ship for most of it. The coasts are rugged and covered in trees for the most part, in Canada.

The total trip from Seward to Vancouver was 1677 nautical miles, covered at daily average speeds varying from 11.8 knots to 18 knots. The ship docked at Canada Place in the heart of downtown Vancouver. From there we walked to Mark and Tash's place in the West End for breakfast.



North Bentwick Arm, Bella Coola

After a few days catching up in Vancouver, we set off again, this time borrowing a car and taking the Vancouver Island ferry (13). There are two main ferry routes to Vancouver Island, from Horseshoe Bay just north of Vancouver, to Nanaimo, or from Tsawwassen south of Vancouver, to Swartz Bay near Victoria on

the Island. We were visiting friends near Victoria and so took the southern route.

The ferry passes across the Straits of Juan de Fuca and between islands along narrow passages to reach Vancouver Island. We caught up with our friends who were living in a gated retirement village where the gateman declared we were late and had better get a move on.

We had a couple of days there and in Victoria, enjoying the deer which came early to enjoy the grass on the lawn, and touring the village by golf cart. The view from the balcony out over the straits was magnificent.

We then drove north to Port Hardy, the most northern town on Vancouver Island. Vancouver Island is about the same area as Tasmania, but twice the length and half the width; yeah I know Tas is triangular, but you get the idea.

By now it was Friday evening, and Mark and Tash had taken a week off to join the next part of our trip. Mark had managed a job in the area and so turned in his hire car as we collected Tash who flew in from Vancouver after work.

Early the next morning saw us board the *Queen of Chilliwack* (14) with the car for the journey to Bella Coola. Departure procedures leave airports looking short term as we were required to arrive two hours before sailing but no action took place until 30 minutes before leaving. Ah well, the restaurant opened for breakfast as soon as we left and eggs and bacon and coffee soon had us sorted out.

It was a day long trip up inside Calvert Island and Denny Island and up the North Bentwick Arm to Bella Coola, which is on the British Columbia mainland, about half way between Vancouver and Alaska.

There is no road up the coast of British Columbia because of the fiords and inlets along the coast. Only three east west roads have been built to reach the sea, one reaches the coast at Vancouver, one at Prince Rupert which is 25 miles down the coast from Alaska, and one at Bella Coola.

The Bella Coola road has been recently upgraded and is now sealed for all except for "The Hill" over Heckman Pass. This is an interesting stretch of road reminiscent of Jacobs Ladder on Ben Lomond.



Bear fishing, Bella Coola

Mark had been in charge of arrangements at Bella Coola since he had an office and computer. He had found us accommodation at Hagensborg, the next township, from which our next tour left in the morning.

So we were up early the next day to join the rubber duck bear watching boat (15) floating down the Attarko River, I think. Some rivers are clear and come from lakes or melting snow, some are full of fine sediment from glaciers. The Bella Coola River is glacial, and the one on which we went bear watching was clear.

The system is that the guide manoeuvres the rubber duck with six people on board down the river, keeping at least a hundred metres clear of any wildlife. Unfortunately the bears haven't been told the rules and at one stage we had to creep past a large bear happily catching fish which were migrating up the river.

He was well fed by the time we saw him and only taking the very best bits of the best fish, and ignoring the rest.



Stream leaving M. Gurr Lake

In the afternoon we visited the Bella Coola Falls and then drove up a logging road to the west of Mount Saugstad which is over 2900 metres. A short walk took us to M. Gurr Lake which was very clear, and the source of a mountain stream.

Next day we headed east, up over The Hill, past Tatla Lake and Riske Creek and on to 100 Mile House for the night. Another bear crossed our path after we first saw him swimming across a lake, and an eagle flew low enough to be photographed. 100 Mile House is on the main northern highway, but we left that early the next day and headed over the mountains to Revelstoke for the next night.

Revelstoke is on the southbound section of the Columbia River. The Columbia rises in a lake in Canada about 200 km from the US border, travels north for a hundred miles, and then does a U-turn toward the west and then heads back down toward the States, going through Washington State before becoming the main river in Oregon State.

The main attraction for us at Revelstoke, was Mount Revelstoke, another National Park. We drove to the top and spent the morning on several walks including visiting a preserved fire lookout station at 6000 feet. The lookout has been superseded by planes and helicopters.

On one of the walks we met up with a pica, a small animal which likes to live among the rocks and comes out to feed.



Fire watch tower, Mt Revelstoke

From Revelstoke we headed over Rogers Pass and down to Invermere to meet up with friends who had lived in Prince Rupert at the same time as we had in 1969. Lake Invermere is on the Columbia River, and the valley is two west of the Rockies.

We enjoyed our friends' hospitality for a couple of nights, and during the day drove up to Lake Louise. We had all been there before but not along this route through the mountains with stops at some of the lakes and at the Painted Gorge.



Big horn sheep

A large mountain sheep obliged by coming down to the road on our return journey, as had some deer a couple of days earlier.

From Invermere we headed south, past Lake Columbia, stopping at Fort Steele museum, before turning west just above the US border. We passed through the orchard and garden area of British Columbia, before stopping at Manning Park for more walking in the mountains.



Manning Park, British Columbia

We arrived back in Vancouver on Sunday night, and had forgotten what the traffic can be like. Fortunately we weren't driving and Mark handed over to Tash for the last hectic hour into the city.

Our time in Canada was about over, and the next day had us on a flight to Munich.

Notices to Mariners

From Club webmaster Dave Davey (*Windclimber*)

What the Notices are for?

The Australian Notices to Mariners provide the information necessary to keep Australian Navigational Products up to date. The Navigational Charts in their paper editions are the subject of this article, but the notices also deal with the Notices themselves, the National Tide Tables, and the Australian Seafarers Handbook.

The notices concern changes to navigational aids, topography, depth soundings, adjacent or overlapping charts, etc., and the charts themselves when replacement editions are prepared or new charts issued. Not all notices will be of interest to the recreational boater (e.g. the position of transoceanic submarine cables), but others can be of critical importance, e.g. new, altered or removed lights, or newly discovered obstructions.

Types of Notices concerning charts

The notices the recreational boater will usually be interested in are: Notices to Mariners Updates - permanent changes to charts; and Notice to Mariners Block and Notes (more on these later). There are also: Preliminary Notices, which summarise major changes that will be forthcoming, possibly as a new chart, or notify work that will soon be taking place; and Temporary Notices, where the change will not be valid for more than one month. The rest of this article will discuss only the permanent changes.

Is my chart up to date?

If you are going to use a chart, or if you acquire one, even from a chart agent, you need to know if the chart is up to date. First you need to know if you have a current edition. The date of publication of the current edition is available from the *Index of Australian Charts*.¹ Assuming a current edition, to know if it is up to date you need two pieces of information: the last permanent Notice applicable to the chart; and the last Notice that has been applied to the chart.

The last notice relevant to the chart is also on the web version of the chart index. It can also be determined from the Editions of the Notices, but the web site list is much easier - more on this later. The last notice to have been applied to the chart should be noted in the bottom left margin of the chart. The notation consists of years followed by one or more notice numbers. For example the list on an up-to-date version of Aus172, Port of Hobart, would be 2007-224-1122-2008-301-441-589-799-1188-. So if the last notice mentioned on the chart

corresponds to the last notice to have been issued, the chart is up to date. If not, there is work to be done.

Note that the list on the chart of notices that have been applied to the chart is very important in this context. It is critical to long-term chart maintenance that when the changes required by a notice are made, the list is supplemented with the notice number (prefixed by the year of issue if it is not already in the list).

Changes to distribution of printed editions

2009 brought with it major changes to the provision of Notices to Mariners. At one time these were available from the Australian Hydrographic Service for free. They would even post them. In recent years the postage costs were passed on to the user, as the notices became available only from commercial outlets, typically the ones where charts are sold. But now, the Service no longer prints the notices. They are available from some commercial suppliers, at substantially increased prices.

An alternative - electronic distribution - has been available since 1997. Portable Document Format (PDF) files of whole issues, published fortnightly can be downloaded from the Australian Hydrographic Service website <http://www.hydro.gov.au/>. The list of current editions is always available at <http://www.hydro.gov.au/n2m/notices.htm#view> where links take you to the editions (with and without blocks - see below), blocks and notes only, and the tracings (also see below for details).²

eNotices

You can register your collection of charts with the Hydrographic Service and they will email the text of any notices (but not block corrections) relevant to them when the fortnightly Notices to Mariners are issued. There is no charge to this service. It's a good way to know when notices that apply to your charts need to be attended to. It is also an efficient way to acquire the notices, especially if you are at sea.

Permanent corrections

Each permanent correction notice contains instructions on changes to be applied to a chart. Sometimes these are simple and quick to apply, e.g. the change to the range of a light. Sometimes they are complex, e.g. where new surveys have revealed poor information on depths resulting in many changes including to some contours. Such changes can include long lists of latitudes and longitudes, and can be tedious to apply. In such cases the tracings discussed below can be a real boon.

Each notice can apply to a number of charts, or just to one. The instructions for each chart have a particular structure. Here is an example:

203* AUSTRALIA - TASMANIA - Georges Bay - Buoy
Marine and Safety Tasmania M7/2009 (AA380843)

Aus 169 (plan, Georges Bay) [701/2008]

Move	buoy	41° 16'.13 S	148° 20'.30 E
	to	41° 16'.188 S	148° 20'.278 E

First the notice number, and the place and nature of the chart. Then the source of the information. The chart number and name is followed by an important number in square brackets, in this case "[701/2008]". This is the number and year of the most recent permanent notice that should have been applied to the chart. So if you are intending to apply this notice to your chart, the first thing to check is that the preceding correction was applied. If not, you need to retrieve that notice and check it. Potentially you can go back through quite a few notices if the chart is significantly out-of-date.³

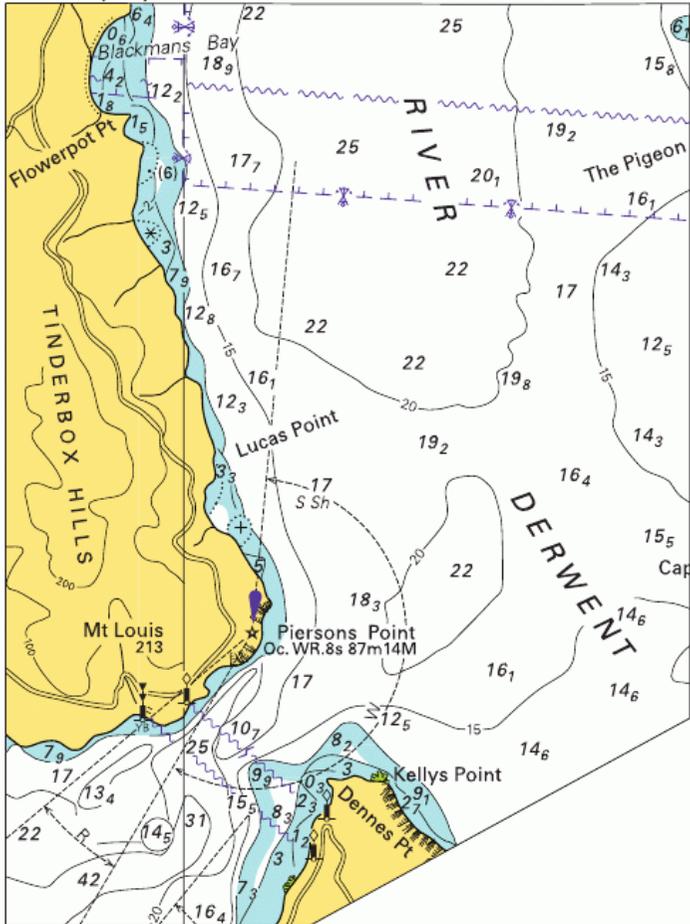
Once you know you have a notice that needs to be applied, you simply follow the instructions. Having very fine tipped pens to make any changes required is essential to a legible and permanent job. You need a magenta one, a green one, and optionally a black one. The inks should be permanent and preferable fade resistant. Pens described as archival quality are ideal.

Some notices will instruct you to "Insert accompanying block". These are discussed in the next section. To insert these a glue stick is best.

Block corrections

One type of permanent corrections to charts comes in the form of a block correction. A portion of a chart, usually less than can be printed on an A4 page, is included in the Notices to Mariners. In the editions produced by the Australian Hydrographic Service, these were printed with the same high resolution, dimensions and colours as in the original chart, and on a high quality paper. An example of a correction to the previous edition of Aus 173 follows on the next page.

To accompany Australian Notice to Mariners 158/2008



© Commonwealth of Australia 2008

Block for chart Aus 173

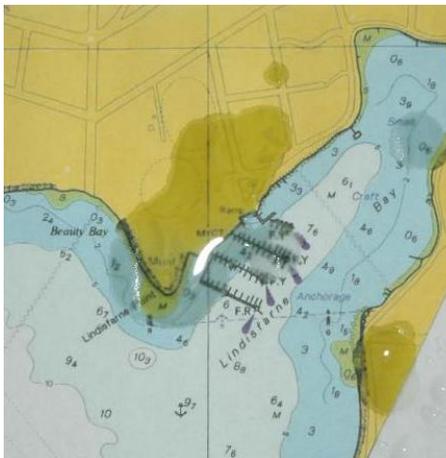
Some blocks are just text, such as the various notes that appear on charts, e.g. GPS positions, currents, restricted areas etc. Whatever the form, the correction has to be cut out and applied to the chart being corrected.

Block corrections are included in the electronic versions of the Notices which are downloadable from the web. As an example if you wish to download the above correction for Aus 173, it is available as a PDF file at http://www.hydro.gov.au/n2m/2008/blocks/aus173_158_2008.pdf though you probably do not want this as it relates to a superseded chart.

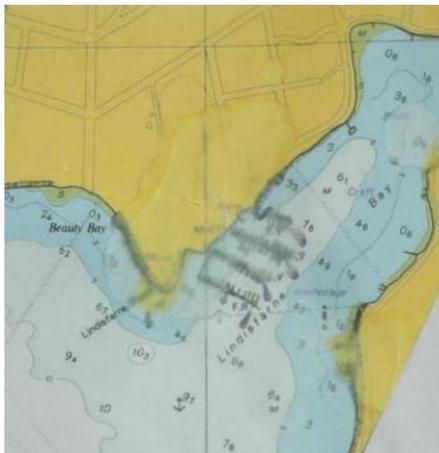
Downloaded PDF blocks present problems if you want to print them for application to a chart. Most importantly, the dimensions of the printout must correspond to those of the original chart. One of the intentions of the PDF is to achieve just this, but PDF browsers will sometimes scale printouts, and not all printers are well supported by their PPD (Postscript Printer Description) file or printer driver to correctly render the PDF content. Certainly it is important that any scaling options in the PDF interpreter (e.g. Adobe's Acroread) be set to 100%, that the correct PPD and printer driver are used, and that the correct paper size is selected. Recent block corrections have their intended dimensions (x × y) in the border, so the printed dimensions can be checked.

A colour printer is needed for corrections involving the chart itself. A monochrome correction might be better than none at all, but generally not very satisfactory. The colour rendition is not very important, but obviously a good match to the original is desirable. The paper quality is worth considering too. Given the total effort involved in producing a block correction yourself, you might as well avoid using a cheap thin paper. A quality 120g/m² paper is similar to that in the printed editions of the past.

Finally and possibly of considerable importance is waterproofness. The printout from most ink-jet type printers is not waterproof. Indeed in many cases only a second or so contact with water, or water containing liquids such as coffee, wine, etc., can make the printout almost useless.

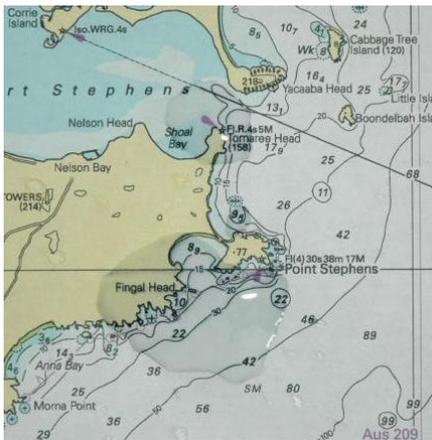


Splashed untreated printout

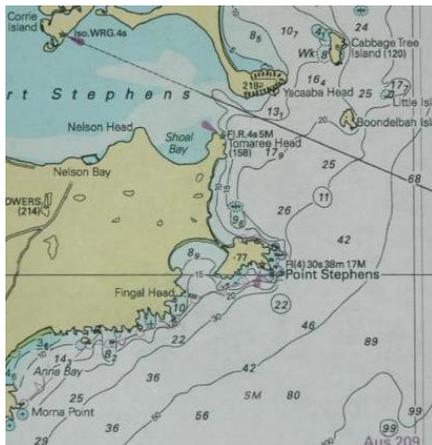


Dried untreated printout

The cost of printers that do produce waterfast output is very high. Certainly you could not justify purchasing such a printer just to do chart corrections. But there is a way to overcome this problem. There are spray-on products that will stabilize the inks from ink-jet printers. Some are readily available from art supply shops, where they are sold mostly for artists using labile materials such as water colours, pastels, charcoal etc. One such product, *Crystal Clear* does a good job of waterproofing, yet still allows positions to be marked on in pencil, or conventional corrections to be applied with a pen.



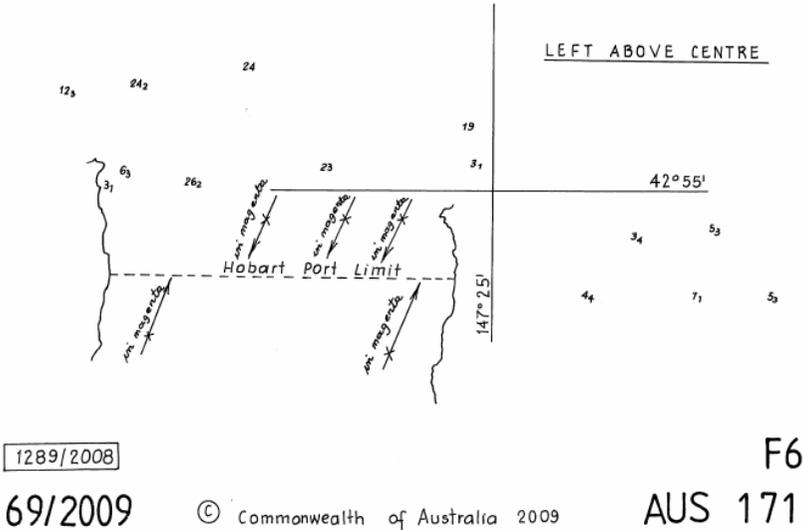
Splashed treated printout



Dried treated printout

Tracings

The Hydrographic Service also produces an interesting assistance to chart correction in the form of tracings. These used to be an add-on to the printed Notices to Mariners that had to be purchased. Tracings were provided printed on tracing paper by the Hydrographic Service. They can be overlaid on the chart being corrected to indicate where and what is to be added or removed. Here is an example of a tracing related to chart Aus 171 released as a part of edition 1 of the Notices this year.



The text related to this correction appeared in Edition 1 of 2009 as:

69° AUSTRALIA - TASMANIA - D'Entrecasteaux Channel to River Derwent - Depths; navais; port limit
 Australian Hydrographic Service (AA231068), UKHO (AA375645, AA375646)

Aus 171 [1289/2008]

Insert magenta dashed line, with legend *Hobart Port Limit*,
 between

42° 55'.53 S 147° 21'.72 E
 42° 55'.52 S 147° 24'.68 E

Note that the tracing contains all the information needed to update the chart. The shoreline tracings, some of the soundings and the latitude and longitude lines, together with the "LEFT ABOVE CENTRE" label, allow the tracing to be quickly and accurately placed on the chart. The last correction "1289/2008" allows the currency of the chart to be checked, and the number "69/2009" allows the update to be noted in the bottom left chart margin. The position of the dashed line to be added in magenta is shown on the tracing, together with its "Hobart Port Limit". Even the ink colour is included. The 'x's through the arrows indicate these are not to be added but are merely part of the instruction. The line and label can then be drawn with no need to determine the start and ending latitudes and longitudes. When corrections involve a number of latitudes and longitudes as can be the case for contours, anchorage limits, fish farms, etc., the tracings can speed corrections markedly, and ensure their accuracy.

The tracings can be downloaded separately for each Edition. The example above is a part of the PDF file available at http://www.hydro.gov.au/n2m/2009/tracings/tracings_1_2009.pdf. Tracings only

require black printing, so a colour printer is not required. Indeed a black laserprinter is ideal, especially if the print medium is to be a transparent sheet, such as those available from most office suppliers. The dimensional requirements are identical to those mentioned above for block corrections. A PDF viewer that allows selected tracings to be printed easily is an advantage.⁴

Footnotes

1. Available from the Hydrographic Service web site at <http://www.hydro.gov.au/webapps/jsp/charts/chartlist.jsp>
2. Finding past editions on the Hydrographic web site is a challenge, but the search engine will usually get you there. Searches of parent directories containing the issues appears to be prohibited, but once you find one of the annual indexes, you can work out the rest. The 2008 index is at <http://www.hydro.gov.au/n2m/2008/2008n2m.htm> . The site map does not contain this information.
3. This is how you can find all the notices applicable to a chart if you have the most recent one. You do not have to go back through them all to get the list if this trail takes you back further than the most recent April or October. In those months, the Cumulative List of notices applicable to every current chart is included in the Notices to Mariners edition. That list will make it somewhat easier to pull out the notices needed.
4. The combination of *ghostscript* which is a PostScript and PDF viewer, and *gv* for Linux, *GView* for Windows or *MacGSView* for the Mac are in my experience much easier when printing selected pages from a PostScript or PDF files than are some other PDF viewers. See <http://pages.cs.wisc.edu/~ghost/> for downloads.



DONALD SUTHERLAND MEMORIAL NAVIGATION CRUISE

DINNER AND PRESENTATION OF PRIZES



**MERMAID CAFÉ
FERRY ROAD KETTERING
1830 HRS SAT 9TH MAY**

**MAIN COURSE + DESSERT + TEA/COFFEE
\$35.00 PER HEAD
DRINKS AT OWN COST**

**RESERVATIONS AND PAYMENT TO CYCT
TREASURER BEFORE THE EVENT!
PO BOX 605 SANDY BAY TAS 7006 OR
AT MAY GENERAL MEETING
(NO BOOKINGS VIA MERMAID CAFÉ, PLEASE)**

Going About

Radio communications

The Australian Communications and Media Authority (ACMA) is calling on boat owners and users to double check that they hold a certificate of proficiency to operate their VHF marine radio.

Operators of marine VHF radiocommunications equipment must be qualified in accordance with the requirements of the Maritime Ship Station Class Licence (section 7). Two grades of qualification are relevant. Either the Marine Radio Operators Certificate of Proficiency (MROCP) or the simpler Marine Radio Operators VHF Certificate of Proficiency (MROVCP) is to be held.

See www.acma.gov.au/WEB/STANDARD/pc=PC_311698 for more details

Changes to HF Marine Radio broadcasts

Effective **31 March 2009**, the following capital city local waters forecasts will no longer be broadcast via the Bureau's HF voice broadcast service:

- Sydney Closed Waters, Pittwater, Port Jackson and Botany Bay (New South Wales)
- Port Phillip and Western Port (Victoria)
- Moreton Bay (Queensland)
- Perth Local Waters (Western Australia)
- Adelaide Metropolitan Waters (South Australia)
- Southeast Inshore (Tasmania)
- Darwin Harbour (Northern Territory)

See www.bom.gov.au/marine/about/service-changes/hf-broadcasts-20090331.shtml for details

Tough times in the marina business?

New customers at d'Albora Marinas in Port Stephens, Pittwater and Melbourne will receive a \$500 fuel voucher. Judging by the price of fuel at these establishments, this is a very affordable gesture by the company that should get you enough fuel to keep the outboard going for a month or so.

Required Safety Equipment

The following table sets out the minimum requirements for owners and operators of motor-propelled recreational vessels.

<i>Equipment</i>	Less than 6 metre boat in sheltered waters	Less than 6 metre boat in all other waters	More than 6 metre boat in sheltered waters	More than 6 metre boat in all other waters
Anchor, rope & chain	M	M	M	M
Bailer/Bilge pump	M	M	M	M
Personal flotation device "1"	M	M	M	M
Fire extinguisher "2"	M	M	M	M
Oars/auxiliary propulsion	M	M	R	R
Flares "3,5"	M	M	M	M
Heaving line	R	M	M	M
Lifebuoy		R	M	M
EPIRB "4"		M	R	M
Radar/reflector		M	R	M
First aid kit	R	M	R	M
Water	R	M	R	M
Marine radio	R	M	R	M

(M= *Mandatory*, R= *Recommended*)

All vessels operating at night require navigational lights and torch. It is recommended that vessels less than 6 metres should not proceed beyond sheltered waters.

Sheltered waters are all waters not exceeding 2 nautical miles to seaward of land on the North and East coasts unless specified in the MAST "Limits of Operational Areas. All Other Waters are those beyond Sheltered Waters as well as waters on the South and West Coasts between South East Cape and Cape Grim

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

Kettering Chamber Music Concert

End your navigation cruise weekend on a high note. William Newberg, viola and Martin Penieka, cello (both members of the TSO) will present

"Sweet and Low"

including

- * Beethoven: Duo for Viola & Cello
- * Rolla: Duo for Viola and Cello
- * Bach: unaccompanied works

3pm Sunday 10 May 2009
Kettering Hall

Tickets \$7.50 available at door
Afternoon tea available



For further information, see <http://www.erag-tas.net/Music/> or call

Bruny Island Circumnavigation Picnic Easter 2009



Albert Ross has heard ...

...that there are wanton women in the club

One can only imagine what three of the ladies were drinking at the lunchtime barbeque held over the Easter break in Mickey's at Great Taylor Bay. Usually, the behaviour which took place could normally be expected from male members. But not last Easter Sunday! Three ladies disgraced themselves each in the following manner:

- (1) Falling backwards off the dinghy seat;
- (2) Falling sideways off her camp seat onto the ground; and
- (3) Falling down to the ground onto her knees.

In mitigation, the following individual reason was put forward as an excuse by each for their behaviour:

- (1) 'He, (brother-in-law) pushed my dinghy out too forcefully';
- (2) "I was holding onto the dog's lead and he pulled me off when he saw another canine!" and
- (3) "I fell over a tussock!!" as she wiped away the soil stains from her knees, which earned a quick response from our convivial chocolate Easter Bunny, "that's not normally the excuse when one returns from the bush with stained knees!!!"

I would suggest that the above excuses were very flimsy, to say the least. Furthermore, being very innocent, I had no idea what returning from the bush had to do with soiled knees!!

From an AMUSED BYSTANDER

...and that

some members have adopted an innovative way of reducing their fuel costs in these days of economic stress: by having someone else tow them back to their moorings. *Peacemaker* started the trend a month or so ago and *Awitaka* tried it after Easter.

...not to mention that

lack of communication caused the Commodore's tender to part ways with *Talisman II*. Lack of a bowline, more likely!

April G M Minutes

Cruising Yacht Club of Tasmania General Meeting

Tuesday 7 April, 2009 8.00pm

Derwent Sailing Squadron, Sandy Bay

Commodore Leo Foley opened the meeting welcoming members and guests Lawrence and Ruthie Page from "Moonfire".

Members Present:

33 members present.

Minutes of the previous General Meeting 3 March.

Following no voices to the contrary from members present, Commodore Leo Foley signed the minutes of the previous general meeting of 3 March 2009, as published in the April "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):

A reminder that the dinner following the Annual Navigation Cruise on 9 May will be at the "Mermaid Café" and prepaid bookings will be necessary.

The Editor was congratulated on the quality of the 'Albatross' presentation.

Vice-Commodore's Report (A. Boon)

Easter proposed "Round Bruny Island Cruise". Listen for radio call at 10.05 am on Good Friday from *Windrush*. The direction of the cruise depends on the weather.

Plan A is for a night at Adventure Bay; Saturday at Cloudy Bay (subject to the winds); Sunday Mickeys / Partridge and home on Monday.

Cruise briefing on Monday was attended by 8 skippers.

26 April is a day cruise to Mary Ann Bay.

9 May 2009 is the annual Navigation Cruise. Further details will be in the 'Albatross'

Rear Commodore's Report (M. Page)

Details of the dinner to follow the Navigational Cruise are in the 'Albatross'.

\$ 35 per person includes 2 courses and tea or coffee. Members to buy own drinks. Please pay the Treasurer.

General Business:

Editor, Chris Palmer requested that members forward any articles of interest or photographs by the middle of the month.

Chris commended Thomas Dutton on his description of his family's trip to the Gordon River. Readers would like more stories from junior members.

Guest Speakers:

Chris Palmer, Chris Creese, Mike Temple-Smith and Andrew Boon.

A variety of photographs and verbal descriptions gave an interesting insight into the trip on *Alamak* from Hobart to Darwin.

Meeting closed at 9.30 pm.

Next General Meeting: 5 May 2009 at Derwent Sailing Squadron at 8 p.m.

Margaret Jones
Secretary





Mermaid Café

Ferry Road Kettering

Lunch snacks coffee

9am – 5pm 7 days

Ph: 03 6267 4494

D'Entrecasteaux Marine Electrics

Kettering

The electrical systems on your boat are a vital part of your safety equipment. Can you afford to have them operating at anything less than 100%?

TROUBLE-SHOOTING

REPAIRS

REWIRING

Campbell Gregory

Ph: 03 6267 4980 Mobile: 0400 871 332



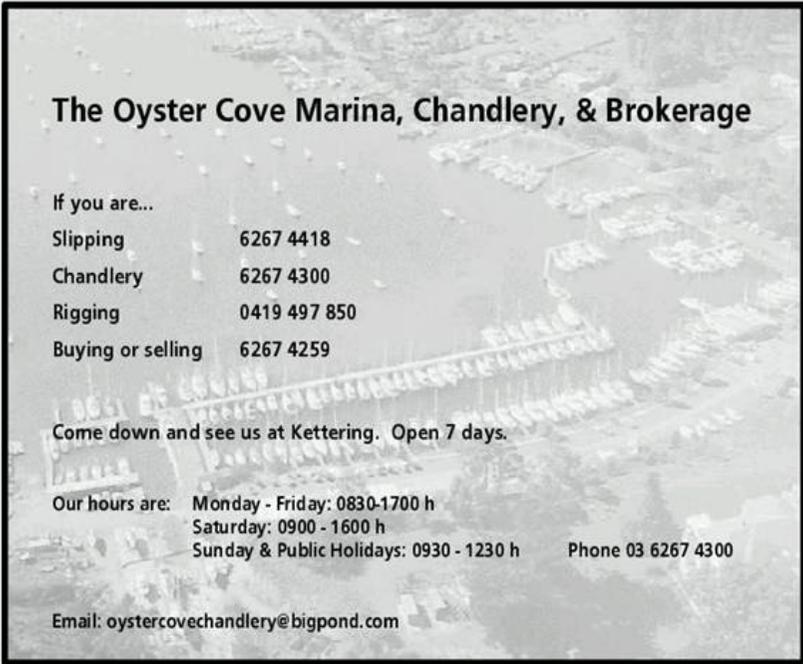
PETER MAKEPEACE MPA

**PAINTING CONTRACTOR
& MARINE DECORATOR**

- Home and Business Painting
- Boat Names • Boot Tops • Life Buoys

Mobile: 0417 302 739

No Job Too Small



The Oyster Cove Marina, Chandlery, & Brokerage

If you are...

Slipping	6267 4418
Chandlery	6267 4300
Rigging	0419 497 850
Buying or selling	6267 4259

Come down and see us at Kettering. Open 7 days.

Our hours are: Monday - Friday: 0830-1700 h
Saturday: 0900 - 1600 h
Sunday & Public Holidays: 0930 - 1230 h Phone 03 6267 4300

Email: oystercovechandlery@bigpond.com



**TASMANIAN
MARINE AND MECHANICAL
SERVICES**

ABN: 27 334 731 339

Specialising in:

**DIESELS
STERN DRIVES
MERCUISERS
2 & 4 STROKE OUTBOARDS
JET SKIS**

All work by qualified Marine Mechanic.

ON SITE SERVICING

**Matthew Clark
Ph: 0488 569 353**

