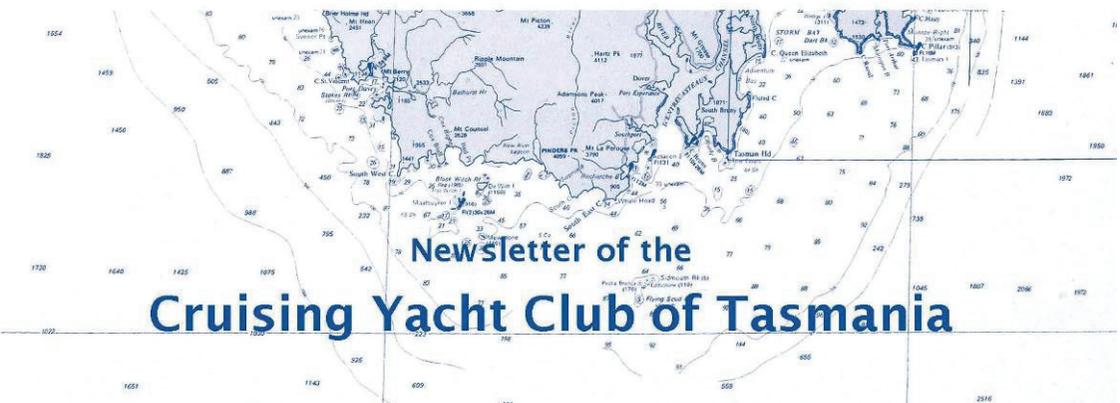


Albatross

Volume 36 No 05 June 2010



Charon alongside the piles at Melaleuca Photo: Richard Phillips



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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Cruising Responsibilities

Members and others taking part in CYCT events are reminded that the decision to participate in any cruise or event rests with each boat's skipper. Information supplied by the Club or its officers is intended as a guide only. The Club does not 'control' or lead events and neither the Club nor the event coordinator is responsible for the safety of any boat or person.

Regardless of information supplied by the Club or its officers the skipper is solely responsible for the boat at all times.

Skippers are encouraged to keep Coast Radio Hobart informed of their location, destination and plans during the course of any cruise.

CYCT Calendar

June – Tue 1st

General Meeting – D S S – 8.00pm

Greg Brooks of SailTrain will explain the training options available to members through his organisation.

June – Weds 9th

Committee Meeting at Mariners Cottage – 7.30pm

June – Sat 12th to 14th - Queens Birthday long weekend

Adventure Bay cruise

See Cruise Coordinator's report for details

July – Fri 2nd

New Members' Evening

If you joined CYCT in the last two years and have not received an invitation, please contact Secretary Rob Grey on 6243 7736.

July – Tue 6th

General Meeting – D S S – 8.00pm

Details of speaker to be announced in next month's 'Albatross'.

July – Weds 14th

Committee Meeting at Mariners Cottage – 7.30pm

August – Sat 14th

Anniversary Dinner at the Hobart Function and Conference Centre, Elizabeth Street Pier, Hobart.

As usual, we hope that a few members will moor in Constitution Dock for the night enabling us to enjoy pre-dinner drinks on a Club boat, but this will depend on TasPorts waiving their seven day minimum berthing fee for the occasion.

Full details in next month's 'Albatross'.

An up-to-date version of the Calendar can be obtained from
<http://www.cyct.org.au/Calendar/>

Editorial



Welcome to another 'Albatross' – but only black and white this month, I'm afraid. Last month's full colour edition generated many compliments, but the cost is too high for us to do this except on rare occasions.

Which is a great pity because there are many excellent photos in this month's newsletter, which might almost be called a 'Port Davey Special Edition'. We have two accounts of cruises to that wonderful part of the world, plus a most enlightening article on provisioning for such a venture knowing that weather conditions might greatly increase the time away. Thanks to Wendy Bradfield for providing us with such a useful document.

Other articles in this 'Albatross' include information on anchor lights from Ian Fletcher and an update from the working group charged with expanding the range and content of 'Cruising Southern Tasmania'. This publication is a 'must have' item for any boat based or cruising in these parts and its high reputation is due to the quality of the information it contains. In turn, the high quality of that information is directly attributable to the level of local knowledge that Club members and others have contributed. If you sail in southern Tasmania, potentially you can add to the collected wisdom in the Guide. See Dave Davey's article on page 6.

And speaking of Dave, our Webmaster could do with some help. If you have an interest in increasing the scope of the Club website, read the article on page 8 and get in touch with Dave.

This copy of 'Albatross' includes your membership invoice for 2010-11. As always, the Committee would be very grateful if you could pay this promptly, ensuring that our cash-flow is healthy and that the Treasurer does not have to spend time chasing up slow payers.

Lastly, as our Commodore points out in his report, the time for electing new Committee members is not far away. My three years as Editor are coming to an end and a new Editor must be found. If you are interested in taking this on, get in touch and I will gladly explain what is required, tell you about the benefits you will get from the role and if you are interested, get you involved in the production of the next issue.

Cheers.

Chris Palmer
editor@cyct.org.au

Commodore's Comments



Donald Sutherland Memorial Navigation Cruise

A very pleasant day in excellent weather was enjoyed by seven boats on the recent Navigation Cruise. A barbecue was put on for the participants on the little beach at Quarantine and I thank John Bridgland and his helpers for organising such a great day to test our navigational skills. Dinner at the Mermaid Café at Kettering capped off a wonderful day. The Commodore went to sea the following day for a pre-arranged cruise and was not surprised no callers answered when he radioed for participants. The weather had turned cold and miserable.

Safety Demonstration

Recently we attended a Marine Safety and Flare Demonstration put on by MAST. at the Coast Guard Centre, Kettering. MAST. representatives demonstrated the use of flares, fire extinguishers, PFDs and Stormy Seas jackets. We were told many accidents and loss of life have occurred because safety equipment is damaged, outdated or not placed in an easily accessible spot on the boat. A fisherman lost his life because the small gas cylinder on his Stormy Seas jacket was loose and the jacket didn't inflate. We were reminded that all equipment should be checked annually. Members of Kettering Coast Guard also demonstrated First Aid and Resuscitation. MAST. representatives would be very happy to give a demonstration for members.

May Speaker

Our recent guest speaker Louise Crossley's talk was fantastic and we all look forward to hearing further tales of her adventures.

June General Meeting

Our guest speaker for June 1st is Greg Brookes talking about Sailtrain courses. These courses offer an excellent opportunity for the less experienced to learn boat handling and other skills, or anyone else who wishes to brush up on their skills. Great for the crew and a lot of fun.

Anniversary Dinner

A booking has been made at the Hobart Function and Conference Centre, Elizabeth Street Pier, for our Anniversary Dinner on 14th August.

CYCT Committee

We are getting towards the time of year when we have to start thinking about the make-up of the next Committee.

This year we have a number of vacancies to fill due to resignations and some Committee members having served their maximum three years in the job. Vacancies that we know have to be filled at the next AGM in September are Vice Commodore, Rear Commodore, Treasurer, 'Albatross' Editor and one 'general purpose' Committee Member.

Please give serious consideration to nominating for one of these spots. Long term membership of CYCT is *not* a prerequisite – in fact we welcome nominations from more recent members. If you are interested, but unsure, talk to any of the current Committee members. Or come to a Committee meeting and see what it's all about. It's an excellent way of getting to know the Club and its members better.

Nomination forms will appear in a future edition of 'Albatross'.

Last Word

I have mentioned we should fly our burgee with pride! But *please* not upside down. Poor Albatross will become very confused!

Peter Makepeace



Cruise Co-ordinator's Report

As the days draw shorter, there are fewer opportunities to enjoy our boats. But don't be put off. Tasmania's winter is usually clear, crisp and calm. This is particularly so in June, so make the most of the Queens Birthday weekend.

On Saturday, 12th June, we'll sail to Adventure Bay. On Sunday we can enjoy some onshore activities at Adventure Bay and then return to our moorings on Monday. On Sunday 13th there is a "Blues and Roots Festival" at the Adventure Bay Hall. It will go from 2pm till late; approx midnight. There will be food and beverages available. Tickets are \$25 a head with \$1 per ticket going to the National Breast Cancer Foundation.

Blues and Roots may not be everyone's cup of tea, so beach and bush walks or coffee shops are all available. Plus socialising on others' boats. Plenty to do,

and lots of camaraderie to be had. So make the most of the weekend, before you lock the boat up for winter.

Leo Foley

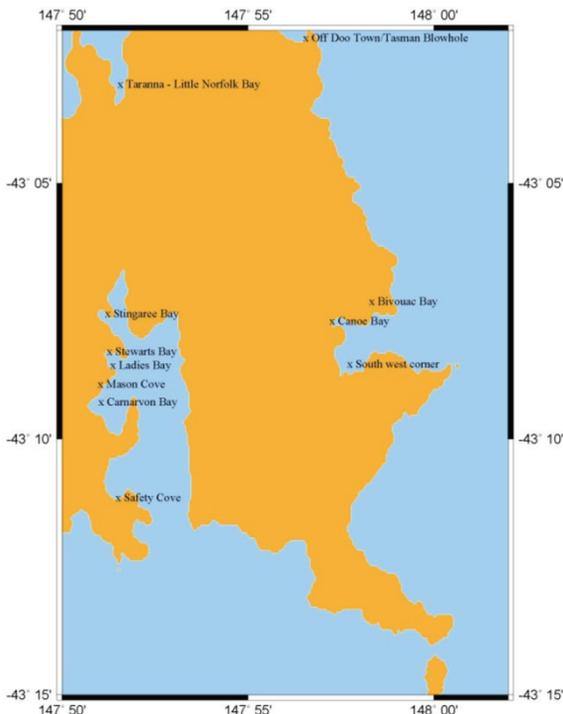


Webmaster's Report

From Dave Davey – *Windclimber*

Expanding 'Cruising Southern Tasmania'

The cruising guide "Cruising Southern Tasmania" will be produced in a fourth edition with expanded coverage. As in the past, the Club will be responsible for the text and choice of anchorages, and TasMap will prepare the charts and be the publisher.



A working group consisting of Andrew Boon, Dave Davey and Leo Foley has assembled a list of anchorages for the eastern extension, to cover from Betsey Island, Frederick Henry Bay, Norfolk Bay, and the Tasman Peninsula up the East Coast as far as Wineglass Bay and Sleepy Bay. To date there are 84 anchorages, but others may well have been overlooked.

The list can be consulted by members at:

<http://www.cyct.org.au/Members/CST/>

Some of the anchorage descriptions are

reasonably well developed.

Others are seriously in need of expansion.

Please look at the list, and provide feedback to cst@cyct.org.au.

Should you wish to suggest other anchorages, there is a link at the bottom of the list page which takes you to a form where you can provide some details.

The database includes latitude and longitude of

each anchorage, making it possible to plot chartlets showing their position. Two plots of the anchorages around Maria Island, and the southern part of the Tasmanian Peninsula accompany this note. These make it easier to see if anchorages you are familiar are included. A full set of plots is beyond the space restraints of 'Albatross' but will be available on the web site.

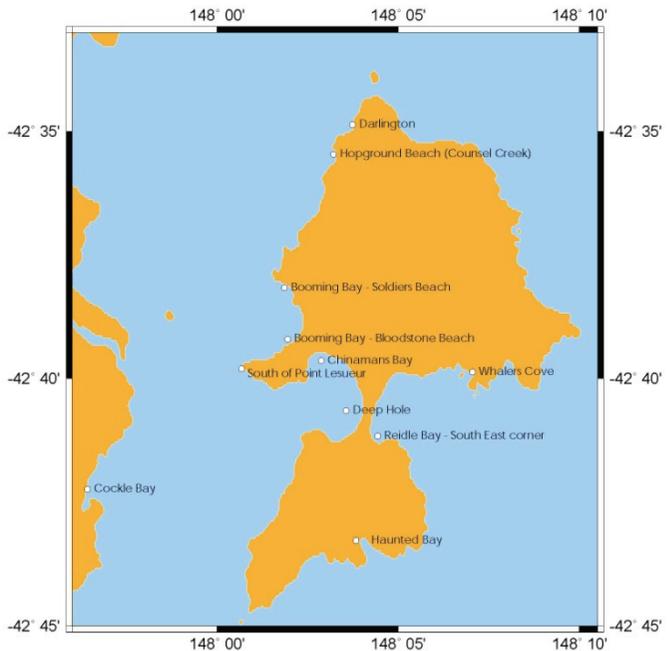
The charts are created using "The Generic Mapping Tools" (GMT) produced by School of Ocean and Earth Science and Technology of the University of Hawai'i at Manoa. For more information or to download the software and datasets, consult <http://gmt.soest.hawaii.edu/> The data are good but not sufficiently detailed to show every small cove.

It is intended to extend the coverage of the guide to the West as far as Port Davey and Bathurst Harbour. Work has not yet commenced on that section, so anyone wishing to contribute will be welcome.

Of course we also need to update the existing guide. A list of known changes that need to be included can be consulted at

<http://www.cyct.org.au/updates/>

and additions to that list will be appreciated.



CYCT Website - Help Needed!

It is nearly five years since the Club's website was established and in that time, under the stewardship of Webmaster Dave Davey, the site and its support structures have grown significantly. It provides a number of services for CYCT members only, notably

- access to the membership database and the most recent issues of 'Albatross',
- development files concerned with the cruising guide 'Cruising Southern Tasmania',
- Club documents such as the Constitution and committee manual.

Publicly accessible resources include

- the Club Calendar,
- many years of past issues of 'Albatross' and the Club history,
- the on-line membership application system,
- updates to 'Cruising Southern Tasmania',
- links to outside resources.

In support of these operations there are a number of on-line databases plus email services to aid communication within the Club.

There is always scope for the website to do more, but expansions are getting beyond the time one person can reasonably provide, so our webmaster needs help, for example with:

- Development of the general structure of the site
- Changes to the look and content of the site to increase its relevance, interest and usefulness to Club members and the general cruising community
- Collection and publishing of information on marine services in southern Tasmania - eg fuel, chandlery and marine tradespeople.
- Scanning and/or indexing past issues of 'Albatross'.

Some of these activities do not require particular technical expertise, just a willingness to help, but of course technical expertise would be valuable for some tasks.

The website is one of the most important communication tools the Club has. If you would like to have some involvement in helping it achieve its aims, or would like more information, please contact Dave Davey at daved@windclimber.id.au or phone 6267 4852 after 18th June.

A Cruise in Company to Port Davey.

From Richard Phillips - *Charon*

We are currently tied up to a condemned set of piles at the end of Melaleuca Inlet before the divide into Melaleuca Creek and the lagoon. Let me describe this pilgrimage to the place that Deny King carved from the wilderness (his grandkids are in residence around the corner at the moment!). Since high school, I had a dream to visit Port Davey – I had learned that nobody lives in the South West – apart from some bloke who mines for tin. The only way to get there was by sea.

Wendy and I left Taranna Jetty early Wednesday morning, 27th January, after a night aboard, having packed all Australia Day with water, food and supplies. Wendy was in charge of provisioning and together, we had developed a spreadsheet of supplies that would rival that of any ship provedore. Lemons wrapped in foil, pumpkins, bags of onions, cryovacced meat, a sizeable wine cellar, ten bottles of Indian tonic water, several litres of Bombay Sapphire Gin, lanoline grease, medical stores, suturing kit, dried sausage, obscure fuses for the HF and an extensive library, (including a copy of “Emergency War Surgery” left on board from my previous employ!)

Thursday gave us a decent crossing of Storm Bay with no great wind or swell and a northerly passing of Betsy Island. I was pleased to enter the D’Entrecasteaux channel and started looking for pleasant little anchorages for the night. At about 2.30PM a routine look at the gauges revealed a ZERO oil pressure. Faulty gauge? No! A bad sign. Shut engine down. Dipstick showed no sign of oil.

Some months earlier a casting made by the Lees factory in New Zealand in 1971 had developed an oil leak (a casting that routed hot engine oil under pressure to the filter which was mounted on a separate bracket off the engine). I had found this faulty fitting and replaced it with an excellent fabrication made by Spectrum Engineering – except that it protruded about ¼ inch further out from the block than the original and interfered with the oil filter bracket, fuel lines and cooling pipes. Not to be outdone by this expensive part, I spaced the oil filter a further ¼ inch with some big nuts of about that thickness.

That worked well for some many months until the vibration of the engine – somewhere across Storm Bay (of before?) sheared the head of the 5/16 inch bolt (the engine is an English Fordson – made in London!!!) that allowed the oil filter to just touch – ever so lightly – the sharp end of an oil fitting nut, until the oil filter (made of beer can aluminium!) developed a small crack. Oil – being very slippery at 82 degrees C and under pressure - pissed all over the starboard

side of the engine until all 10 litres of the stuff had left the sump! Sometime later (and this is the critical variable) I noticed the oil pressure, as the enunciator alarm also had a faulty earth and the alarm did not sound! So as we drifted down the froggy channel in a 45-degree engine room I made a temporary repair and used the spare oil (that is another story – the original spare oil had a faulty top and had leaked all over the back of the car!) and a new filter we motored into Kettering while making several phone calls to locate more oil, more filters (the spare filter of a different brand was slightly larger diameter than the original!) We eventually found a tame shipwright who offered to make us a new bracket if it was in wood!!!



A slight swell on the South Coast

Some hours later I located a Marina workshop and I was offered the run of the scrap steel till I found a lump of 10mm steel, an angle grinder and a drill press. An hour later and a new bracket spacer was made and fitted to the engine – along with a new plastic spacer for the fuel filters that was provided by a nice sailor that Wendy had picked up at the marina while doing the washing.

Kettering was a great stopover with a thriving maritime community and good people. We had new filters and 10 litres of oil sent by taxi from Southern Machinery and enjoyed a robust game of scrabble with Wendy's sister and family till midnight – we set off towards Dover the next morning with some trepidation.

The engine went without fault and there seemed to be no damage. Oil pressure normal, Temperature normal. Visual observations OK. Who needs oil! Kettering to Dover was uneventful and we tucked in beside Rabbit Island in sight of conical Adamson's peak. A good night's sleep with some wind – the neighbouring catamaran dragged anchor – but we slept soundly with over \$1000 of Kiwi steel holding us to mother earth (new anchor – new swivel!)

There was a strong wind forecast for Friday – but we decided to head for Recherche bay – the last all-weather anchorage on the southeast. Wind and waves were on the nose and the new oil fittings seemed to be working OK – as Wendy described half-hourly obs of the engine! It was quite rough and we had the Clearview Screen spinning water constantly as we headed into the south westerly. Tempted to head into Southport – I decided that we would go on as

this was a shakedown cruise and we needed the experience. We later learned that Jane and Phil on *Athena* – our fellow CYCT vessel had lost an anchor overboard in the same conditions that night as they made the monumental trip from Kettering to Southport Friday after work. Phil – the mate on *Athena* was on the foredeck of their pitching Adams sloop looking at the chain heaving from the capstan when a wave lifted the anchor back up to deck height – he just reached out with one hand and pulled it back on deck!

So to Recherche bay in a sou-westerly swell and choppy sea. We anchored in 4 metres of water in Coalbins Bay in company with Peter and Chris on *Honey Bee* – another CYCT Boat awaiting tomorrow's weather window – *Athena* still motor-sailing until midnight about 15 miles to the north.

After spending an hour retrieving an errant main halyard that had wrapped itself around the radar reflector, we enjoyed a relatively early night in anticipation of the 0400 start in the morning. Like the night before a 0600 flight from Hobart, Wendy and I did not sleep well and clock "watched" by listening to the bells of the ship's clock. At eight bells of the second watch I started to rouse and by the first bell of the morning watch we were stumbling about the boat getting breakfast, cups of tea, waterproofs, anti-emetics and the morning ritual of balancing on one leg and putting on your waterproofs. On Jane and Phil's recommendation, we had bought new Helley Hansen waterproofs and were keen to try them out. The motor started, anchor up, and



Charon at Melaleuca

by 0500 were well outside Coalbins Bay headed for Port Davey- some 12 hours away. We had decided on a go/no-go decision by South East Cape as the forecast swell of four metres sounded onerous. There was a forecast light nor-easterly's to 10 knot offshore. We watched the full moon set behind us and the sun rise ahead. It was one of those moments that you can only experience at sea. Wendy and I were in fine form and enthusiastic

as we rounded Whale Head and saw sunrise in all its glory by South East Cape. The swell was certainly there and *Charon* rose and fell lightly to it.

The swell increased bit by bit - by the time we rounded South East Cape we were averaging almost 6 knots and our go/no go decision was based on maintaining our planned minimum of 5 knots. We decided to press on. South

Cape loomed soon after, and one by one the south coast's great landmarks appeared ahead until we could make out the profile of Big Witch or De Witt Island. I recalled Jane Cooper's time there in the 70's – I could even remember her name – funny the stuff that nestles away in the backblocks of one's mind!

The swell eased slightly in the lee of Maatsuyker (names after the Dutch for Mate's Sugar – more trivia!) and I steered towards a cray boat rolling her gunnels under in the swell. Big course change to the north as I entered its cray-pot field – hence the cray boat. Poor buggers spending all day rolling their porridge around waiting to catch a cray. I will never complain about the price of lobster again.

By this time, Wendy had decided that though she didn't mind the sea breaking over the decks in the D'Entrecasteaux channel, a relentless SW swell for 12 hours was just too much and she decided to lay – eyes closed – on the port cockpit seat. A trip below decks was just too much and up came her dry biscuits. Never complaining though – she lay on the port side cockpit seat eyes closed – until a huge swell dumped her onto the cockpit floor. I heard the thump as I was bracing myself, and looked first for the liferaft – which was secure on the foredeck – the dinghy – also secure in davits on the stern. Wendy had broken nothing – she had a smile on her face and realised that the safest place on deck was the cockpit floor – where she remained for the next five hours until we entered Port Davey.



Atop Mount Rugby

South West cape saw the swell rise almost to the predicted four metres and despite the cruising guide recommending a “good offing”, one nautical mile was not good enough offing, and the undulating sea floor and confluence of currents gave very sloppy conditions. Radio contact had *Honey Bee* almost two hours ahead – with *Athena* two hours behind. The motor chugged on relentlessly as we whiffed occasional sniffs of exhaust fumes with our change of course.

Now only two hours away to the entrance to Port Davey – we upped and downed on the swell and took it on the port quarter watching the stunning East Pyramids to our east as Big Caroline appeared ahead. On turning to enter Port

Davey, we were taking the swell now on the stern as the vista ahead appeared and disappeared from view. Much larger than one could ever realise – Port Davey took over an hour to enter. The sheltered Bathurst channel is protected by Breaksea Island – but entering this channel involves heading towards a wall of cliffs (an unnatural thing for someone who resists a lee shore!) and finding the break between rocks, sunken reefs, waves breaking on rocks 20 metres in the air. Finally – the gap emerged as *Honey Bee* radioed for our whereabouts – they were at anchor in Bramble Cove – the first protected anchorage in the Bathurst Channel. We soon joined them and were on board *Honey Bee* enjoying a beer, biscuits and cheese. Though I had never felt seasick for the entire trip –



Bathurst Channel

after the graciousness of our hosts inviting us on board their pristine yacht – I heaved over the side in a bout of motion sickness for some minutes while dead calm at anchor – and then resumed drinking cold Boags Draught and scoffing bikkies.

A delightful evening – but two very tired puppies, and a deep sleep from 8.30 till 7.00 when we had a decent Sunday bacon and egg breakfast and a walk up Mt Milner to take in the view of Port Davey and the Bathurst Channel. The charts that we had studied in preparation gave no appreciation of the stunning mountains, the colours of the light and the breathtaking drama of the Indian Ocean pounding against the shore. We saw seas breaking on huge monoliths, surf breaking on sandy beaches and submerged rocks

rearing to the surface in swirls of water. No wonder that there are over 30 wrecks in this area. We met up with our sailing companions on the summit and gently descended to our dinghies – meeting up with a bevy of volunteer weed pullers who directed us to the graves of young seamen who had fell from the top yards of tall ships like the *Maid of Erin* and were buried ashore with wooden headstones – most of which were later pulled up and burned as firewood by whalers in the mid 1800's.

On returning to our anchored boats, we decided to spend the rest of our lives in this idyllic bay. Half an hour later we were searching for safe anchorages as the

westerly cold front that we had conveniently forgotten about roared through. So it was start engine – up anchor, waterproofs on, and the three yachts headed for different rat holes to escape the 30-knot westerly buster that accompanied the front. *Athena's* inflatable dinghy was seen sailing straight out behind as they weaved down Bathurst channel and I struggled with the wheel to keep *Charon* on course down the narrow channel. Broaching under motor – ketches do have a lot of windage. We learned much about mare's tails, cirrus clouds and mackerel sky and were able to prepare for the regular weekly cold fronts that followed.

Being an unknown territory – we headed for the bomb proof cove in Bathurst harbour south of King's point – but spied a beaut little hole called Lola Bay-bottom not charted – but the cruising guide described it as OK for several boats. After cheeking out the options – in 25 to 30 knot winds funnelling down the channel we decided to head back to try Lola Bay. Sadly – no swinging room for the conditions – in fact hard enough to get *Charon* in and turn – let enough anchor with room for dragging. So it was back out to the original destination - our third trip down the Bathurst narrows in 30 knots.



Sunset at Bramble Cove

By 6.30 we were anchored in the bay south of Kings Point in about 4 metres

with good holding and we rode our the rest of the front while Wendy cooked a great roast dinner which we enjoyed with a bottle of red, caramelised bananas and a glass of port.

Slept till 10.00 as the front had passed over and the morning was calm and peaceful. After home duties and pulling the anchor (it enjoyed a joke!) that had buried itself halfway to Newfoundland, we decided to enjoy the calmer weather to visit Melaleuca – the home of Deny King and the orange-bellied parrot.

Nothing is straight forward – like going from A to B – as the lagoons in the Melaleuca channel are narrow and full of mud banks We had minus 0.2 metres below the keel at times as we entered on a falling tide and with Wendy reading the navigation notes and both watching the sounder we made the two hour trip without mishap. The cruising guide advised that there were three sets of piles at the end of the channel – the end two for visiting yachts. Bewdy!

As we prepared lines to tie up – we saw one set of piles with a pictogram of a boat tying with a diagonal red stripe through it. Bugger. Condemned structure! Nowhere else to go – we tied up anyway and called the Park Ranger on VHF 16 and spoke to Craig who was an volunteer orange-bellied parrot observer (called OBP's here!). The ranger came on and was obliging – being a yachty – and we decided to stay. Being buzzed by low flying Cessna's and Britten Norman Islanders – we were in the New York of Port Davey. Walkers were being flown in by the planeload and several tourist tinnies did trips up



Charon and Honey Bee at Bramble Cove

and down Melaleuca Channel. I counted over 200 walker registrations for February in the log at the airstrip!

After visiting the Charlie King walker's hut and chatting to Mike the Ranger, we met up with Craig and Debbie at the bird hide and spent a great afternoon watching the rarest animals on earth – several of the 180 or so OBP's on the planet. I guess they taste even better than Sea Eagle! We immersed ourselves in orange-bellied parrot history and biology and watched their antics through telescopes. Craig showed us a video that he took some days earlier of a Tiger Snake outside the hide killing a brush possum and eating its young – head first and spending an hour or so to get to the tail after which it wriggled painfully and bulgily away. Nasty animals! Must remember to take the compression bandages every walk!

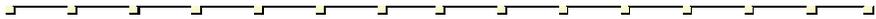
After watching the tourists go home and the Par Avion planes disappear into the sunset – Wendy and I took our little dinghy back to *Charon* and enjoyed a chicken salad and a G & T while watching a stunning sunset. The sea breeze concluded and all was right with the world.

We were able to enjoy regular weather skeds from Coast Radio Hobart and checked in from time to time. Reception on our elderly Codan HF was scratchy

– but channel 82 on VHF was line of sight to Maatsuyker through Cox bight while we were at Melaleuca.

Subsequent days of almost tropical weather allowed us to undertake the arduous climb to the summit of Mount Rugby, walk to Cox Bight, take in the panoramic view of Bathurst Harbour from the top of Mount Beattie, make dinghy trips up the Spring river, the Old River and to visit the Davey Gorges.

Phil and Jane on *Athena* had to return to work in Hobart by mid February, however we were able to enjoy the company of Peter and Chris on *Honey Bee*, to meet fellow cruisers and visit some of the iconic sites in the Port Davey area for three more weeks. We also learned many lessons about provisioning and preparing for extended cruising. This was to be our shakedown for long term cruising. The success of our provisioning, the journey up the Davey Gorge and our trip home, are planned to be in a future edition of 'Albatross'.



Provisioning for Port Davey

From Wendy Bradfield - *Charon*

Hi. I am Wendy and I am in a newish relationship (now 15months old) with a 'boat person' Richard. I had had no experience in boats except for the odd tinny fishing trip. I love fishing. Anyway, I met Richard and *Charon* and started dating them both. I was thrown in the deep end, being exposed to all these new boat words, sheets which were not sheets and bedrooms and toilets being called different things etc which boat people take for granted. I did my first big trip to Recherché Bay last year for Easter and I was put in charge of provisioning. That was for 10 days and I menu planned and we ate very well. *Charon* has two fridges, one with a little front opening door and a hatch like fridge which is quite deep. I arranged all the meat to be cryo packed and we had fresh veggies and enough space for storage. A great trip. I was quite pleased that I could help and be useful.

This year I was given my next project, to provision for four weeks in Port Davey. Oh Boy! This was a whole different ball game. There was not much fridge space, plus I had to not only cover the four weeks we expected to be down there, but also to provision for two extra weeks which may be needed for waiting for good weather and another two weeks for emergency rationing. I was being well and truly challenged.

I had been reading books and learning as much as I could about sailing, but now I turned my reading to provisioning for long trips, storage, keeping veggies fresh without refrigeration and amounts needed.

After reading all these books, I knew this was a big task. I started thinking and making lists of what we ate. I had to be organized and take an organized approach. We made up an Excel spreadsheet and brainstormed. We made columns as follows:

- Category
- Item
- Type
- Amount in store
- Site to be stored, and
- Amount required to be ordered.

Under category we had headings such as: meat, alcohol and other drinks, dry foods, standard items, fresh veggies and fruit. I was starting to feel more in control.



Our home among the gum trees!

I had read that menu planning doesn't work but I needed to start somewhere. So I did do a rough menu plan to know what meat to order to be cryo packed. We both love our meat so I had a varied main meal planned, such as chicken and pumpkin stir-fry with egg noodles, steak and scalloped

potatoes with salad, sweet and sour pork with pineapple and rice, roasts and all the trimmings, chorizo sausage with cumin and sate veggies on couscous and various other meals. This detailed what I would need for the whole meal, ie the spices, veggies and complex carbohydrate that it would be served with such as rice, spud, pasta etc.

I then roughly planned the breakfast and lunch options next.

I then did a stock take on what was in the boat and put all our stock on the spreadsheet. By now the spreadsheet had every food item I thought we would

need; it also had on it what was in stock as well. My next task was to plan the amount we needed. One book I had read said we would need loads of cabbages and onions, well we never ate cabbages. Working out the amounts was hard to begin with and were changed after I had done the big shop.

But first I had to pre order things before I did the shopping at any supermarkets. I had read that you needed to get as fresh as possible produce. If at all possible to get as much as I could from the direct supplier. I am lucky in that I live in the country so I could pre order some veggies but I had to make sure that nothing was to go near any refrigeration, as that spoiled how long it would keep. Storage is a real challenge. I was able to order spuds that were dug up on the day, eggs that were just laid, and other local fresh produce to be picked up the day before we were due to leave.

Meat was ordered which was sealed into 22 cryo packs - this cost 50 cents per pack.

Then off to the supermarket. I presumed I could do the shop on my own. WRONG! I couldn't push the trolley! I had to do the shop in two goes. I left the fresh food to the last minute. At the check out a 'boat lady' behind me guessed what I was doing and she said I would need more milk. She had been down to Port Davey and ran out of milk. That got me thinking and querying my amounts. I sat on the floor at home, surrounded by all the dry food and cans etc, I thought we would need. I had my spread sheet, a pen, and a calendar and then on the back I worked out how many breakfasts, lunches and dinners we needed - there were 36 definite days to be covered without allowing the extra four weeks to cover contingencies. I then worked out how many portions I had of everything. I worked out how many Weetbixes I had and how many breakfasts this would supply me if I had two and Richard had three Weetbix each. My box would give me 14 breakfasts. I did this with everything. My four dozen eggs would give me twelve meals if Richard and I both had two eggs each. This took awhile but was invaluable. And yes I did need more milk and Weetbix etc. One litre of milk would only last three days. Back to the shop.

I had planned the breakfast's options to be either: Weetbix with fruit and milk, muesli and yogurt, toast, egg and bacon wraps, eggs or porridge. We also had the odd pancakes for breaky.

Lunches were to be wraps, sandwiches, soup and toast, leftovers, made with fresh food and canned meats. We tried the canned chicken and it was okay - we also both love canned tuna. A great wrap is tuna mixed with olives, marinated fetta cheese and either lettuce or parsley or both if you have them and a bit of black pepper, yummy.

Dinner was to be the menu planned main meal.

We also had pre-dinner snacks of cheese and bikkies with a glass of wine. Could have taken more nuts and soy nibbles.

The four weeks contingency meals were to be from canned food and pastas, rice and cous cous.

We were going to make our own bread and take lots of mountain bread.

Storage was a learning venture. I had read that these green veggie storage bags worked well. I had bought packets and packets of these things and packaged a lot of the fresh food in them. I didn't find that they worked at all, they made the veggies sweat. I had to wipe all the veggies and wrap them in newspaper (brown paper works as well) and used material bags for the spuds, they did keep the carrots though, and I had always found these hard to store. These bags did work if they were kept in the fridge as did Tupperware containers.

The four dozen eggs stored well, I kept them in a draw in the aft cabin and turned them over every day. They lasted the whole distance. Lemons, were individually wrapped in foil and we are still eating them and they are still as good as the day I bought them. (Needed for gin and tonics. We ran out of gin before we ran out of lemons and tonic, sadly.) I stored these in the draw, layered in an open plastic box. I also had satisfaction with grapefruit in foil as well. Tomatoes I had bought from ripe to very green and individually wrapped each tomato in paper towel, layered the greenest at the bottom and the ripest at the top. I didn't lose many tomatoes at all and we had them for the whole trip. Cabbages do keep very well without any fuss, as did a bag of onions and a bag



Sunset at Melaleuca

of oranges, these I kept in the lowest cupboard in the aft cabin. I did lose a cauliflower, the white flowers looked good but it rotted from the stem up and I didn't know until I picked it up.

I did try and check the veggies every day,

Another hint with fruit and veggies was to store like with like, do not mix them. I was pleased how well the fruit and veggies did. I didn't buy enough apples though; I didn't realize they lasted so well. The oranges I had too many of. I didn't think to take lollies as we were not big lolly eaters but on bush walks these would have been good. Also I had pre cooked two boiled fruit cakes which were great to offer with a cuppa or take on walks. Greek yoghurt lasts for ages as well and is delicious served on muesli, salads or hot dishes like sates. I was surprised how well it all worked and the contingency food we are still eating.

We had a very good trip and ate too well. I had been looking forward to trying to make do with tinned and packet food. I really enjoyed the challenge of provisioning and learnt lots.

I'm looking forward to our next adventure.

Reflections on Port Davey

From Leo Foley – *Talisman II*

Photos – Andrew Boon - *Reflections*



Moon over Mount Rugby

On a beautiful, sunny mid-February day, with *Reflections* fully provisioned (thanks to Judy), an early start from DSS was assured. Slipping our lines at 0945, and with a nice clean hull, we slipped quickly past the Casino and Sandy Bay. With Andrew as skipper, and Peter Doe and Leo Foley as crew, Port Davey seemed only a hop and step away.

And then the phone call.

A bag of potatoes and other goodies had been found in Judy's car. So the early start became a shakedown cruise as we returned to the dock to collect our provisions. At 1025 we were again under way.

A good breeze filled in near John Garrow light, and carried us quickly to Kingston, where the usual gusts caught us. But it was easy sailing into a SouWesterly, and we maintained the same tack into the Channel and on to Woodcutters Point.

Clouds were heavier now, the breeze was around 20 knots and the sea choppy. At Green Island, we reefed down and pushed into a making sea. As the wind increased, we were pushing the boat a little too hard for the first day, so we headed towards Aikens Point for afternoon coffee and cake.

Conditions abated, and at 1700 we headed off again and found the Tasmanian summer had given way to quite cool conditions. We anchored at The Quarries, to warm ourselves with pasta and a glass of merlot.

Thursday dawned fine, and we learned that Peter is an early riser. At 0600, there was movement in the ship, with Leo doing his best to ignore it. But by 0800, we had breakfasted and set sail in a gentle NW breeze. But it didn't last, and we motor-sailed from Partridge Island to Recherche Bay, spending a quiet afternoon in the sun at the Coal Bins. Only a visit from the water police, in a rubber duckie off *Vigilant*, disturbed our solitude.

Friday dawned fine and Peter was up and ready at 0600. We raised our anchor and by 0845 we were off Whale Head in company with *Caribbean Girl* and *Tecoma*. In a calm but



Reflections in Frog's Hollow

slightly lumpy sea conditions were pleasant, if a little roilly. Peter spent some time examining the name on the stern, or perhaps the exhaust, but whatever he may have lost, he kept his sense of humour.

As we motored past De Witt Island we passed the first of four boats returning from Port Davey, sailing nicely in the following SW breeze. One brave yacht, sailing west to Port Davey, was making fast progress in long tacks towards SW Cape. He would be disappointed to find that the wind followed the coast, and became NW when he rounded the Cape. *Reflections* entered Port Davey at 1630 hours, anchoring in Bramble Cove with three other yachts. The sailor arrived some hours later.

Saturday dawned fine again (isn't it always fine in Port Davey?), so it was time for a spruce-up. Ashore, we found a suitable freshwater creek for a bath, but it was oh so cold. Brrrr!

As the breeze strengthened our neighbours departed one by one and left us alone – but well dug in. Andrew and Peter set off for the graveyard, while Leo remained on anchor watch. Well, that's his story. A quick read, and a snooze were the reality.



Summit of Mount Misery

Sunday was fine again, but quite windy. We moved to Wombat Cove, where it was calmer and we were able to go ashore and climb Mt Misery. The rain arrived while we were at the summit, encouraging a quick return to the boat. Snug on board, the 20/20 cricket from NZ took precedence, while enjoying a chicken stir-fry.

Monday dawned wet, and showers continued all day. We moved to Schooner Cove in anticipation of a S-SW change forecast. A good reading day, as Leo made progress into the Martin Bryant story “Born or Bred?”

The strong change was a non-event, but the S winds created cool conditions. We explored the hills above Schooner Cove and the ‘ochre cave’ on the southern shore, meeting fellow CYCT members Richard Phillips and Wendy, from *Charon*.

Domestic duties filled in the day, as Andrew made yoghurt and Leo kneaded and baked some bread. Peter excelled with his chicken a l'orange for tea.



Cut down trousers

By Wednesday we needed to dispose of some organic rubbish, so set sail for Breaksea Island, circumnavigating these barrier islands before sailing into Joe Page Bay. Launching the dinghy we explored the Spring River as far as allowed with an outboard before anchoring in Frog's Hollow overnight. That evoked memories of the CYCT member for

whom the bay is named. Frog Balmer sailed his small shallow-draft yacht to Port Davey many times and found the bay to the southern side of Eve's Pt to his liking. He made it his own, and eventually the Nomenclature Board agreed, at Ken Newham's request/suggestion/insistence, that the bay should be named in Frog's honour. Sadly, both Frog and Ken have now passed on.

Perhaps we should publicise such things a little more, because when we radioed in from Frog's Hollow, Stu at Coast Radio Hobart replied "That's a new one!"

Thursday was a big day. Mt Rugby looms large above Frog's Hollow and on a lovely fine day I could find no more excuses to put off the big climb of the area. Its hard, but not too hard. We completed the return trip in six hours, but experienced walkers who passed us took only four. They had a deadline, and a plane to catch. Peter was elegantly dressed in his City Club trousers and received much banter about him being the gentleman walker, but as they disintegrated on the higher slopes and his trousers more resembled the ragged dress of a cave dweller, the banter gave way to laughter and at least a little sympathy – mainly from the walking club ladies!

We rose gingerly on Friday, a bit sore. We motored to King's Point and found a creek to wash our tired bodies. Clean again, we headed for Clayton's, but the low tide precluded any chance of tying up there. So we sailed to Moulters Inlet. This is a very remote part of Bathurst Harbour. Few boats are found there, for good reason. The water runs out. But our trusty skipper Andrew pressed on with the sounder reading zero, while the trusting crew held on to whatever they could in anticipation of the inevitable bump. But it never came. This is a regular bottom like nothing I've seen before. Anchoring at the head of the bay, under the towering Mt Counsel (800m) and a fjord-like vista, we didn't expect

visitors tonight. Or tomorrow night, as we spent the day sounding the bay from the dinghy, and generally lazing about. We were rewarded with a clear, crisp evening with a full moon illuminating our 'fjord'.

Around 0300 Sunday, the wind increased from NW, necessitating a layday. Leo enjoyed Peter Carey's "A True History of the Kelly Gang", and recommends it to anyone who likes to mix their history with a good yarn. The day was complete with Tassie cleaning up the Vics in the 50 overs match. Bliss!!

On Monday, we were able to motor to Claytons and found enough water to berth there. Par Avion arrived for lunch with some tourists, and Peter negotiated a lift to the airstrip, and returned to Hobart. That was all very quick, and suddenly our chef supremo was away. Andrew and Leo climbed Mt Beattie, but Peter's plane didn't come close enough for a wave or photos.

Lew and Liz Garnham, from *Minerva*, dropped by after a dinghy trip up Melaleuca Inlet. Its great to see CYCT boats out and about.

Tuesday, Leo's last day, dawned damp, dank and misty. No planes this morning but hopefully it would clear in the afternoon. Things didn't look promising, but *Reflections* made her way up the Inlet and eventually some planes



Grave at Bramble Cove

arrived with walkers and Leo was able to take his flight out. Andrew would be joined by his mate, Rik, as replacement crew the following day.

The flight home followed the coast as the mountains were obscured. Flying over the South Coast and Recherche Bay is not only magnificent but instructive. You can see all the things we have to give a wide berth in our boats. Bowdens Mistake, Blind Reef, and further on, King George III rock, are all plain to see and give good warning why we should pay close heed to our charts.

Reflections stayed on to help the Friends of Melaleuca complete some building and maintenance projects before returning a week or so later. The wilderness on our doorstep is a gem that we cruising yachties are blessed to be able to access. Make the most of it!

Anchor Lights

From Ian Fletcher - *Asterix*

Last month the Commodore's report raised the issue of anchor lights. The subject is not as simple as it seems, and this is another reason for every person who operates a vessel to read carefully the "International Regulations for Preventing Collisions at Sea, 1972". They aren't hard to read and they are part of Tasmanian Law. The "Safe Boating Guide" doesn't necessarily tell the full story.

Vessels in the CYCT are generally less than 50 metres long. They are required to carry a single all-round white light with a luminous range of two nautical miles (4.3 candelas, which is not very bright). The light need not be at the masthead, but if it is lower it must not be obstructed in sectors larger than six degrees. As a guide, six degrees is about three fingers wide when your hand is at arms length in front of your eyes. If the obstruction is greater than six degrees, two all-round anchor lights may be carried. In Tasmania any light which meets the standard is acceptable and people have used garden lights (which may not be bright enough after a few hours) and all sorts of LED or fuel lamps to minimise battery current. More power to them.

Many people agree with me that a masthead light offers little safety in a crowded anchorage. It seems lost out of sight to another vessel within 30 metres or so. One night, preferably in a busy anchorage, row away from your vessel and see what I mean. Besides that, it's hard for the crew to see if it's actually working. Most important, masthead lights do not help much in finding your own vessel after a party on someone else's boat.

There is at least one CYCT boat under seven metres, and they need not display an anchor light in some circumstances, including when the vessel is anchored where other vessels do not normally navigate, such as in knee deep water. An anchor light in these circumstances could induce deeper draft vessels to approach, as happened to *Asterix* in Mickeys Bay last year. So you can anchor your dinghy without lighting it, provided you cannot get near it with your boat, if you really want to.





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Mid-week cruise – May 13th Simpsons Point



This is what you missed. We hope to have another in June. *Photo – Chris Creese*

Going About

A miscellany of items of interest to members

Rob's Passage Planner

Andrew Boon found this link on the web to a very handy document. It is called Rob's Passage Planner, it was created by Rob Starkey and is a most useful planner for sailors making a passage along the East coast of Australia. Take a look for yourself – and download it for free if you wish.

www.skipr.net/notebook/docs/Rob%27s%20Passage%20Planner%20V4.0.pdf

Burgee Protocol

CYCT members are encouraged to fly this Cub's burgee whenever they are on the water, but what if you belong to more than one yacht club? Here are a few guidelines.

- If you are taking part in an event organised by a club, that club's burgee has precedence over others and should be flown from the masthead (if possible) or from the starboard spreader above any other burgees
- If you are not on a club event, the burgee of a club with royal patronage, such as the RYCT, has seniority
- A Commodore's flag, Vice Commodore's flag and Rear Commodore's flag is senior to any other burgee
- A burgee 'follows the person, not the boat'. In other words, as a CYCT member you can fly the Club burgee on any boat you are on. If you are a flag officer, you can fly that flag on any boat you are on. But a club boat should not fly the club burgee unless a club member is aboard.
- Burgees can be flown day and night

On a related matter, national flags or ensigns have their own rules, summarised as:

- Recreational vessels may fly either the red ensign or the blue national flag (but **not** both).
- It should be flown from the stern of the boat
- It should fly from 0800 hours until sunset, and not outside those hours

AIS – perhaps not as good as we thought

Another link discovered by Andrew Boon. In this case it concerns AIS (Automatic Identification System) – the gizmo we all thought would keep us safe as we transit shipping lanes. Have a look at

www.sail-world.com/CruisingAus/index.cfm?SEID=0&Nid=68637&SRCID=0&ntid=39&tickeruid=0&tickerCID=0

where a different picture emerges. (Sorry about the long address.)

Bosun's Corner – a letter to the Editor

The following note dropped into the Editor's in-box the other day.

'Hey editor, do we still have a "Bosun's Corner"? *(Note the respectful form of address)*

'Members used to send in useful bits of info about how to fix things, improve things, and generally make "Heath Robinson" type repairs. I've never been able to contribute much, but if you wanted to get it reinstated, perhaps these couple of tips might promote some higher-level responses. (Only one of these per month, mind you - we don't want to overload members with information!)

'First: You only need two tools: WD40 and Duct tape. If it doesn't move and should, use the WD40. If it does move and shouldn't, use the Duct tape.

'Second gem of wisdom: If you can't fix it with a hammer, you've got an electrical problem.

'Cheers'

Well, dear reader, what do you think? If you have any tips and tricks, I can certainly print them. Over to you.





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Welcome – New Members

Chris and Sally Calvert

Halcyon

On behalf of all members of the Cruising Yacht Club of Tasmania, the Committee welcomes these new members to the Club, and looks forward to a long and happy association with them, on and off the water.

New Members Profile – Chris and Sally Calvert



Sally and I live at South Arm and have two sons, Jacob (23) and Alex (21). My family has farmed the South Arm peninsular over the past century. I work as an IT Consultant for the Department of Education and Sally works for MyState Financial.

I started competitive sailing late as a "mature aged student" in the early nineties on board Trump Card skippered by Hughie Lewis. As well as local racing, we also managed to do the XXXX Series in 1993 from Sydney to Surfers Paradise. The delivery trip to Sydney was my first Bass Strait experience and one to remember as halfway across we coped a 50 knot South West'er with waves up to 30 feet.

Over the last 3 or so years we have been lucky enough to sail with friends on their yachts, *De Ja Vue* and more recently *Saylavee*. The latter we sailed to Hobart in 2009 on her maiden voyage from Sydney (with a much "calmer" experience across the ditch).

We purchased *Halcyon* (Cavalier 32 or 975, launched in 1981) early this year. She is our first boat and was previously owned by Tim Saul. Tim's late father Doug Saul of Launceston, purchased *Halcyon* in 1981 and she has done two Sydney to Hobart's in 1983 and 1984. She spent the majority of her sailing life around the islands of Bass Strait and more recently in and around the East Coast.



Not a CYCT Member?

Then download an application form from the Club website - www.cyct.org.au - or apply for membership on line at: www.cyct.org.au/Membership/Application/

Contact any CYCT Committee Member (details inside the front cover of this newsletter) for more information.

We look forward to welcoming you to our Club.



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Minutes of the May General Meeting of the Cruising Yacht Club of Tasmania 8.00pm 4th May 2010 - Derwent Sailing Squadron.

Opening

Commodore Peter Makepeace opened the meeting at 8:04pm and welcomed those attending.

Present

29 members registered their attendance.

Visitors

Mike Graham from Melbourne.

Minutes of the previous General meeting

The minutes of the previous General Meeting held on 13 April 2010 were published in the May 'Albatross'. Andrew Boon moved that the minutes be accepted as a true record. The motion was seconded by Margaret Jones and carried.

Cruise Coordinator's Report

Leo Foley reported on the Donald Sutherland Navigation Trial. He thanked John Bridgeland and his crew of helpers for a happy and successful event. 35 people enjoyed the Dinner at the Mermaid. The winner was Chris Palmer (Wayfarer II) and second was Dave Davey (Windclimber).

The Cruise calendar is published on the Club's website and in 'Albatross'.

22-23 May 2010 – Derwent River cruise to Shag Bay, Lindisfarne, Cadbury's and Austin's Ferry. (Chris Creese advised the advertised clearance under the Bowen Bridge was 14.4m).

12-14 June 2010 - A cruise will be arranged for crews wishing to go to Adventure Bay on the Queen's Birthday long weekend in June which will coincide with a Blues Festival there.

Correspondence

Secretary Robert Grey tabled correspondence comprising invoices and bank statements received since the last meeting which were passed for the attention of the treasurer.

Treasurer's Report

Due to the absence of Treasurer Caroline Dutton, the treasurer's Report will be presented at the Committee meeting on 12 May 2010.

Commodore's Report

Commodore Peter Makepeace advised that a sub-committee had been formed to advise the Committee on participation by the Club in the Wooden Boat Festival in February 2011.

He reported that the annual dinner on 14 August 2010 will be at the Hobart Convention Centre on Elizabeth Street Pier.

Other Business

Dave Davey gave an update on work towards revising 'Cruising Southern Tasmania' and appealed for relevant information from members.

Next Meeting

The next meeting will be on 1 June 2010.

Closure

There being no other business, the Commodore closed the meeting at 8:15pm.

After the meeting, Commodore Peter Makepeace inducted Alan Butler into the Club by presenting him with the Club's Burgee.

Louise Crossley then gave a very interesting talk on minimising your carbon footprint when travelling and described her trip to South America, when she travelled much of the way on freighters. This attracted much discussion afterwards.

Robert Grey
Secretary

When Insults had Class

From Leo Foley – *Talisman II*

Thank you for sending me a copy of your book; I'll waste no time reading it. -
Moses Hadas

He had delusions of adequacy. - Walter Kerr

He is a self-made man and worships his creator. - John Bright

He is simply a shiver looking for a spine to run up. -Paul Keating

In order to avoid being called a flirt, she always yielded easily. - Charles, Count
Talleyrand

Some cause happiness wherever they go; others, whenever they go. - Oscar
Wilde

He uses statistics as a drunken man uses lamp-posts - for support rather than
illumination. - Andrew Lang(1844-1912)

He has Van Gogh's ear for music. -Billy Wilder

An exchange between Churchill and Lady Astor:

She said, "If you were my husband I'd give you poison."

He said, "If you were my wife, I'd drink it."

A member of Parliament to Disraeli:

"Sir, you will either die on the gallows or of some unspeakable disease."

Said Disraeli:

"That depends, Sir, on whether I embrace your policies or your
mistress."



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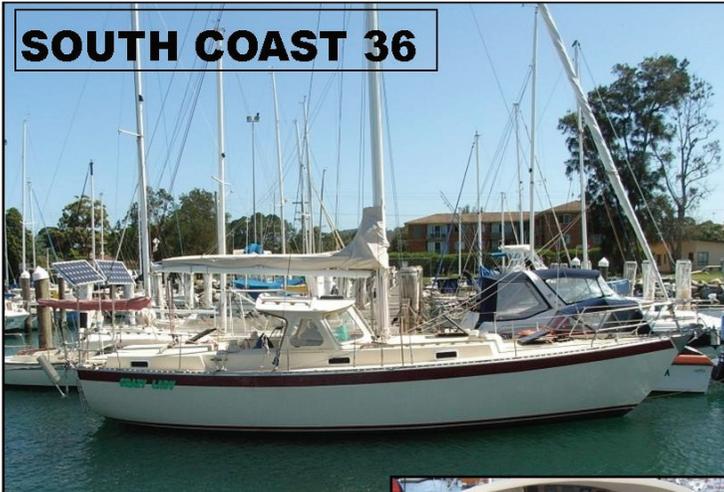
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