

# Albatross

Volume 37 No 3 April 2011



Recherche Bay



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

# THE CRUISING YACHT CLUB OF TASMANIA INC.

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Send all material for publication in ‘Albatross’ to the Editor -  
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## Contents

CYCT Calendar .....	3
Editorial .....	4
Commodore's Comments.....	5
Vice Commodores Report.....	6
CYCT Cruising Agenda .....	7
Rear Commodore's Report .....	8
Welcome New Members.....	10
Application For Membership .....	12
Big Boat Blues.....	13
Encounters with Whales II.....	16
Going About.....	17
Radio Operation Forum.....	19
Women's Forum.....	20
Vdl Circumnavigation Tasmania.....	21
Marine Parks.....	26
A note on boat alternators .....	29
Partridge Island .....	30
General Meeting.....	33

### 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

April

Sat 2nd – Sun 3rd

Cruise to Nubeena or Adventure Bay

Tues 5<sup>th</sup>

General Meeting at DSS 8.00pm Speakers: French Canals Cruising

Tues 12<sup>th</sup>

VHF Operator's Forum at Mariner's Cottage 7.30pm

Wed 13<sup>th</sup>

Committee meeting at Mariners cottage – 7.30pm

Tues April 19<sup>th</sup>

Women's Forum - Session 3 at DSS – 7.30pm

Fri 22<sup>nd</sup> – Tues 26<sup>th</sup>

Easter Cruise to Maria Island. Mariners Cottage pre-cruise briefing – date TBA. Possible outside return via Fortesque/Port Arthur We will travel as a convoy for difficult sections. Please advise the Vice Commodore if you are planning to join this cruise.

May

Tues 3<sup>rd</sup>

General meeting at DSS 8.00pm

Speakers: John & Sue Cerutti - Cruising the Pacific Islands

Wed 11<sup>th</sup>

Committee meeting at Mariners cottage – 7.30pm

Sat 14<sup>th</sup> – Sun 15<sup>th</sup>

**Donald Sutherland Memorial Navigation Cruise**

Fri 27<sup>th</sup> – Mon 30<sup>th</sup>

Huon River Cruise to Franklin and Huonville. BBQ @ Randells/Surveyors

June

Tues 7<sup>th</sup>

General Meeting at DSS 8.00pm

Speaker: Patrick Synge

'The Good, the Bad and the Ugly - Confessions of a Marine Surveyor'

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



## Editorial

Did you catch that summer? It was so brief that you just might have missed it if you went out of the State for the weekend. The odd, hot summer day has been a rare prize as we retreat quickly into autumn. Members who spent time in Port Davey reported a solid layer of hail on the decks and days of gales. But after a summer of floods, earthquakes and the Japan tsunami, who would seriously complain because we haven't had the perfect summer? Thank goodness we live in a peaceful little corner of the globe!

I bought a couple of charts from a fellow cruiser this week and at the same time browsed his stack of world charts; flicking from Indonesia to the Caribbean and onto the Queensland coast. They brought back memories and excited the imagination. Pouring over charts and curling up in the saloon with cruising guides is a wonderful occupation for a wet afternoon at anchor and these are also the times when you appreciate a well-kept logbook. This issue contains the first of a two part description by Lew Garnham of his circumnavigation aboard *Mistral* with the Van Dieman's Land Cruise. Hopefully these crews kept detailed notes in their log. SMSs and blogs might make the experience immediate to family and friends now but a vivid logbook, full of detailed information on anchorages, dinner menus, poker-game tallies, seabird sightings, coffee stains and sketches is a document to treasure for the future. How about digging into yours for an article?

Lots on the calendar for April, both on the water and ashore. We have five new members and eight new member applications so please look out for new faces at these events and make them feel welcome.

Kim Brewer  
*editor@cyct.org.au*



The name on the side reads  
"*Temporary Insanity II*". Reckon the  
insurance company will be convinced?

## Commodore's Comments



From the point of view of the weather, it's not been much of a summer in Tasmania this year, has it? But that hasn't stopped many of our members getting away for cruises, long and short.

By the time you see this issue of 'Albatross', those members who took part in the Royal's circumnavigation of Tasmania should have returned. No doubt there will be some good stories to tell as a result. I believe that the fleet got a bit of a hammering soon after they started, and on at least one other occasion afterwards. Some boats, including Robin and Cynthia Coffey's *Gitana* were able to show their location during the cruise using 'OceanTracker'. It was very interesting following their progress from the comfort of home. See

[www.oceantracker.net/tracker/showboats.php?event=vdlc2011](http://www.oceantracker.net/tracker/showboats.php?event=vdlc2011)

where their tracks should still be visible.

Other Club boats made the pilgrimage to Port Davey where they, too, encountered rather wintry conditions. Hail and even snow was reported by some, and boats with heating were popular gathering places for drinks and nibbles, I'm told.

Wayfarer II made her way up the East Coast, spending four days in Triabunna waiting for a strong and cold southerly to go through. Club members may be interested to know that there are now a couple of floating pontoon berths available there for visiting yachts at a modest price. Contact the Harbour Master, Stan Berry, on 0429 331 600 to check availability and current cost. We then had some days in Schouten Passage and Maria Island before taking advantage of northerlies and heading back through the canal and eventually Kettering.

### Navigation Cruise

This is scheduled for 14th May and is a major event of the Club calendar. I would certainly encourage all members to consider taking part. I can state with some certainty (Alan Gifford and I are setting the course) that it will not be too trying and we are trying to set it up in such a way that all sailors, experienced and less experienced alike, will get something from the exercise. Not to mention have a lot of fun along the way! So put the date in your diary and have a go. The day will end with dinner and prize giving at the Mermaid Café, and we hope to hold a man overboard and boat handling exercise on the Sunday following.

### Women on Boats forum

As Editor Kim wrote in the March 'Albatross', the first WOB forum was a resounding success. If you missed it, try and get along to the second on 29th March and the third on 19th April. Full details elsewhere in this issue of 'Albatross'.

### Clear out your garage!

It's not finalised yet, but in conjunction with Kettering Yacht Club we hope to have a 'Maritime Market Place' at Kettering Community Hall some time in May (perhaps 7th) where members of CYCT and KYC will be able to sell unwanted bits of boat gear. The idea is that seller will rent space and keep the proceeds of whatever they sell. The Clubs will get some income from the rent of space and door fee.

More information via email and in next month's 'Albatross', but it's not too soon to start putting together any stuff you may wish to sell in readiness.

Cheers for now.

Chris Palmer

[commodore@cyct.org.au](mailto:commodore@cyct.org.au)

## Vice Commodores Report



Dear members,

I am sorry that so many of you were unable to enjoy the delights and spirit of the Esperance River exploration, but perhaps it will be repeated later in the year. The Cygnet Regatta long week end is always good value and I hope you all get to enjoy it. I will be back from the VDL Tas circumnavigation cruise about the 23rd March, in good time for alternative arrangements to be confirmed.

Importantly is our major long Easter Cruise, Friday 22nd to 26th April to that mostly beautiful Maria Island and Schouten Passage area, weather willing! .A prior briefing will be held in the Mariners Cottage to plan and assist all intending participants. Boats may leave Thursday or VERY EARLY Friday morning for the Dennison Canal (Dunally) transit. Some boats may wish to only

go to Norfolk Bay or Shoal Bay while others may go onto Schouten passage for a night or two.

Congratulations to the new members on joining, and participating in the CYCT's growth and fun. Your needs and expectations are important to us all.

## CYCT Cruising Agenda

With the Cartella and the MYCT being at the New Norfolk jetty on the 2<sup>nd</sup> and 3<sup>rd</sup> April, it will be very taxing to moor and leave on time in a crowded river; so this trip is **cancelled**.

Barry Jones and Bill Wright, who plan to go up on the 9<sup>th</sup> and 10<sup>th</sup> are happy to have others join them so I **encourage** you all to not miss this years autumn colors for this cruise. There will be email arrangements posted for this, giving a Bridge opening time. You can of course go up earlier or come back later. Check your mast clearance height.

As for the planned W/E of the 2<sup>nd</sup>/3<sup>rd</sup> April, I suggest that either Nubeena or Adventure Bay may be suitable, but all is in the lap of the winds.

Nubeena is a quick trip of only 15 nautical miles in total from the Iron Pot, with some exposure across Frederick Henry Bay. I propose a meal at the RSL on Saturday night... good value. Come home anytime Sunday. Adventure Bay has Quiet Corner, but a roll may be in and no pub! Good for a BBQ through.

I hope that we have a fleet gathering about the Iron Pot on Saturday morning, for the cruise. Please put your names on the email 'going list' to me so I may arrange it all to fit our needs.

Failing this we have the under utilized areas of the Channel to visit.

The EASTER TRIP is not far away, so please plan for this too. Please let me know where else you may wish/want to go !

Lew Garnham,  
Vice Commodore

## Rear Commodore's Report

At the last General Meeting a number of members and guests enjoyed dinner at the Moorings prior to the meeting. This was followed by an interesting talk with supporting photographs presented by Steve and Dorothy Darden from "Adagio". We are all grateful for their time and the opportunity to share in some of their adventures and experiences.

Our next guest speakers for the 5<sup>th</sup> April, 2011 will be a group of members and friends: Bill Wright, Rob Loring, Jan Guerson, Barry Hine, Errol Pyke and ladies who have experienced cruising on the French canals in 2010. There will be an opportunity to talk with and question the group. I will again take bookings for dinner at Derwent Sailing Squadron for the 5<sup>th</sup> April. Members can email or phone me with their numbers by 1<sup>st</sup> April if interested. For future speakers please check out the C.Y.C.T. Calendar in the Albatross.

In the absence of our Vice Commodore Lew Garnham during the last month I followed up the possibilities of a cruise to New Norfolk for the Derwent Valley Festival on the 3rd April. The "Cartela" will need the jetty for most of the Sunday so we have elected to forgo this trip so as to allow the commercial vessel the mooring.

The Festival on the 3rd April is a good time to enjoy the autumn weather at New Norfolk and to experience a variety of activities of the area with plenty of food and music. *Give it a go and "LAND CRUISE" up the Derwent Valley.*

"Lalaguli" and "Mulberry" are planning a trip to New Norfolk on the 9<sup>th</sup> & 10<sup>th</sup> April and are happy for others to join them. We are hoping this will be a pleasant autumn cruise. More news of this will be sent in an email later.

Within the next month we need bookings for the dinner at the "Mermaid" Café after the Navigation Cruise on 14<sup>th</sup> May.

Margaret Jones

Rear Commodore

# 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**

### **A few timely reminders...**

Be prepared...it wasn't raining when Noah built the Ark.  
Only poor people go to the beach...the truly impoverished own boats.

Only incoming artillery fire has "the right of way".

Propellers are very expensive depth sounders.

Running aground is no excuse for checking the accuracy of your depth sounder

The only time you have too much fuel...is when your boat is on fire.



## WELCOME NEW MEMBERS

**Philipa Rich and David Bailey**

***NONSUCH***

**Darryl Ridgeway**

***SARNIA***

**David Tanner**

***STAR***

**Robert Gavin**

***FEELING SWELL***

*On behalf of all the 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.*

### **DARRYL RIDGEWAY**

Darryl built and raced Dragons, winning the Prince Philip Cup in 1976. Building a wooden mould, he produced winning Dragons with fibreglass hulls and wooden decks. After moving back to Tasmania in the early '90s, he put his shipwright skills to a different use, fabricating kitchens, while still sailing and always hankering after a Swanson. Now he and the newly-purchased Swanson 33 "Sarnia" are a very happy match.





### KATE HANSFORD

I've always enjoyed sailing but most of my experience has been in dinghys and many years ago. I've recently purchased "Con Brio", a 24' spacesailer. I'm thoroughly enjoying getting out on the water again and look forward to building up my knowledge and confidence sailing my small yacht

### PHILIPA RICH AND DAVID BAILEY

David Bailey and Philipa Rich's new Jeanneau 30i, Nonsuch, is their first yacht. David grew-up at Kingston Beach sailing Northbridge Juniors, Fenturas, Moths and Mirrors before departing the serious sailing scene and just occasionally having the opportunity to



*Philippa Rich & David Bailey with son Flynn celebrating with Jeanneau owners*

sail on other yachts. Philippa grew up in the Huon Valley and on the East Coast and enjoyed trips out on yachts sailed by friends of her father. Nonsuch is the culmination of many years watching other people's boats and dreaming about one day having a yacht of their own. They've joined the DSS, CYCT and Coast Radio and have spent the last three months getting firsthand experience on the water and benefitting from the great knowledge and experience of many others. With their children Yasmin and Flynn and their dog Jimmy they will be spending as much time as possible enjoying sailing Nonsuch and gradually expanding their cruising horizons.

# APPLICATION FOR MEMBERSHIP

*Barry Strange and Tracey Taylor*

**TRIM**

*Ross and Jill Gates*

**OLANJO**

*Rolf Lindholm and Janice May*

**PACHECHE**

*John Robertson and Lorna Mitchell*

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

Cruising Yacht Club of Tasmania with Kettering Yacht Club.

## Maritime Marketplace

**Saturday May 7th**

**9.00am to 4.00pm**

Community Hall  
Channel Highway  
Kettering

An opportunity to find a good home for unwanted sailing gear.

Rent all or part of a trestle table, display and sell your wares, and keep the proceeds.

Full details, including the size and cost of trestle tables in next month's 'Albatross' and via email.

For more info contact Chris Palmer on (0402 118 548) or email-  
[cpalmer@praclog.com](mailto:cpalmer@praclog.com)

**Donald  
Sutherland  
Memorial  
Navigation  
Cruise**



*A combination of exercises and questions to sharpen up your navigation skills, plus some general knowledge questions to keep the crew occupied!*

*You will need a current D'Entrecasteaux chart (173) for navigation, and a copy of the Southern Tasmania Cruising Guide may help you answer some of the questions. Bring your dinghy for lunch ashore.*

*Full details in next month's 'Albatross' and via email.*

**To be held in the  
upper  
D'Entrecasteaux  
Channel area  
Saturday 14th  
May 2011  
Followed by dinner  
and prize-giving at  
the Mermaid Café,  
Ferry Road,  
Kettering**

## Big Boat Blues

We all occasionally dream of a bigger boat, but how do you know when you've finally reached the pinnacle of boat ownership? Maybe you've gone big enough when.....

1. The pins holding your shrouds are no longer \$7 for three, but made by Samurai Sword artisans in a Southeast Asian monastery, and come with a certificate of authenticity. Only three are made a year.
2. You get a bill from the marina when you fill your water tanks.
3. One needs oxygen to work at the top of your mast.
4. The people winching you up to the top of your mast need oxygen.
5. NOBODY can be bribed to do either 4 or 5 for just a cold beverage.
6. A Bow Thruster is NOT a guest with a boat pole.
7. Your anchor weighs more than the engine on your first boat.
8. When shopping for new batteries, your first stop is the government surplus auctions at your local submarine base.
9. You can fry a gull with your RADAR and prepare a seven course meal around it in your "galley".
10. The boat REALLY sleeps as many people as advertised.
11. Instead of "trim" you have "joinery".
12. Other boats make a real effort to grant you "right of way" when you have it, and sometimes even when you don't.
13. When you put up one sail, nothing happens.
14. When you put up two sails, you're still not done.
15. It costs as much to have your sails cleaned as it did to have a new one made for your first boat.

16. Your fenders are listed in your insurance.
17. Your fenders are listed in your will.
18. You have to budget to replace your mooring lines -  
University OR mooring lines.
19. You need more than one size hammer.
20. When you drop your screwdriver over the side, you have  
another!!!



A business card for Ken Lewis. The card has a black background. On the left, there is a logo consisting of two red, curved shapes resembling a stylized 'S' or 'B', with the text "ken'n'barbie" written in a yellow, cursive font across them. To the right of the logo, the name "Ken Lewis" is written in a white, serif font. At the bottom left, the address "PO Box 2111, Lower Sandy Bay, Tasmania 7005" is written in a white, sans-serif font. At the bottom right, the phone number "Phone 0418 485 365" and the email address "kenbbq@hotmail.com" are written in a white, sans-serif font.

## Encounters with Whales II

This encounter was not as private as others, but was nonetheless enlightening. A *Southern Right* whale made its way into Sydney Harbour in August 1999 and spent a couple of weeks mainly around the entrance to Middle Harbour. Some believed this whale, that was given the name *Alex* was one that was born just off the entrance to the harbour in 1994 and was visiting "home".

Alex got plenty of attention, and seemed to love every bit of it. We stood off the Naval wharves at Balmoral one Saturday morning while Alex played to the crowds on the wharf. He would show off with his tail, then raise his massive head well clear of the water to look at the people looking at him. He seemed to like applause and would roll onto his side and wave a flipper in response, seemingly waving back to the crowd. (This waving is something we saw at very close quarters a year later - but that's a story for another issue.)

The National Parks Rangers in inflatable dinghies kept track of Alex, making sure enthusiasts did not approach too closely. But reportedly Alex didn't respond by keeping clear of the Rangers, and would sometimes come up behind them and nudge the dinghy along.

Watching Alex, it was difficult not to get a sense of a significant intellect behind the behaviour, but more importantly perhaps, sense of emotional responses not far distant to our own.



Alex shows off for Manly ferry passengers

Dave Davy *Windclimber*

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## Going About

*A miscellany of items of interest to members*

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Cruising sailors have long been warned of overreliance on that oh-so-handly GPS but now University of NSW researchers have added extra weight to the warning. They say GPS systems are becoming increasingly vulnerable to accidental interference or deliberate jamming.

Professor Andrew Dempster, of the University of New South Wales School of Surveying and Spatial Information Systems, said low-powered GPS signals could be easily drowned out by other sources which are increasing in number. These include cheap jamming systems used by criminals.

"GPS signals are weak and can easily be outpunched by poorly controlled signals from television towers, devices such as laptops and MP3 players, or even mobile satellite services," he said.

"This is not only a significant hazard for military, industrial and civilian transport and communication systems, but criminals have worked out that they can jam GPS." Professor Dempster said his research team had already detected interference from a television tower in Sydney's northern suburbs, although no instances of deliberate jamming.

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The terrible effects of the Japanese tsunami have reached far across the Pacific, including Midway Atoll, north-west of the Hawaiian chain, where 110,000 albatross chicks are estimated to have drowned (22% of the population) along with at least 2000 adults. It's thought that these birds were taken by surprise as the wave hit at night. The oldest known wild bird, a 60 year old Laysan Albatross known as Wisdom (first banded in 1956) survived, returning to her nest after several days. For more information on this and for information on Albatross and Petrels generally go to: <http://www.acap.aq/>

## FEEDBACK WANTED ON WOODEN BOAT FESTIVAL

Despite the Australian Wooden Boat Festival being widely hailed as a success, the organisers are not resting on their laurels and are inviting suggestions for improvement.

“We are interested in constructive criticism that might be helpful when plans are being made for the next festival,” a spokesperson said.

You can email any suggestions to **office@australianwoodenboatfestival.com.au** or snail mail to the Australian Wooden Boat Festival, GPO Box 713, Hobart TAS 7001

### Some fast facts on this year’s event:

- \* A total of 618 boats - 362 boats afloat, 150 ashore and 106 models (end to end, a flotilla of over 4.5km)
- \* 18 percent of boats were from interstate and overseas.
- \* The longest boat was the James Craig – around 230ft (70 metres)
- \* The smallest boat (not a model) was Eximious II – a baby cradle – 3ft 9½in

Over the four days there were:

- \* 200 entertainers including musicians, singers, Morris dancers, puppeteers and a magician
- \* 31 marine trade exhibitors from anchors and antiques to propellers and paint
- \* 45 specialist display sites – from scrimshaw. woodcraft and weather to whales and vintage machinery
- \* 27 food outlets and two bars



Alan Gifford and Susan Dickson preparing for the Wooden Boat Festival and a subsequent trip to Port Davey

# **Radio Operation Forum**

**Tuesday 12<sup>th</sup> April**

**Mariner's Cottage**

**7.30pm**

**The next in the series of forums designed to introduce new members to an aspect of boating and to give others the opportunity to increase their knowledge and skills.**

**Andrew Boon will lead the discussion and answer questions.**



**Topics will include when and how to use Ch. 16, how to call a Mayday and Pan Pan, silence periods and how to conclude a transmission.**

## WOMEN'S FORUM

### SESSION THREE: MORE OF THE BASICS

**Venue:** DSS commencing at 7.30pm and concluding at approx. 9.30pm with tea and coffee to follow. An evening meal will precede the Session with orders in by 6.00pm.

**Date:** Tuesday, 19<sup>th</sup> April 2011

- ❖ Basic diesel operation
- ❖ VHF radio operation
- ❖ Weather Basics
- ❖ Pilotage and basic inshore navigation
- ❖ COLREGS (Collision Regulations)
- ❖ Introduction to IALA buoyage
- ❖ Interpreting basics of a paper chart

JOIN US FOR THE THIRD SESSION!

Focussing on women but open to all women (and their skippers) interested in gaining confidence on boats. Notes and material provided on each topic.

KNOWLEDGE IS POWER!

Hagar the Horrible



# VDL Circumnavigation Tasmania

## Part 1

Lew Garnham

My brief story is about the 10<sup>th</sup> Van Diemens Land (VDL) Cruise conducted by the Royal Yacht Club of Tasmania and the Royal Geelong Yacht Club. This part is from Hobart to Strahan with more next time. Several other CYCT members are also involved and no doubt will write also. There are about 45 boats (yachts and cruisers) participating, coming from as far as New Zealand and all Australian states except the Northern Territory.

I am the navigator on Geoff Rosan's Beneteau 42.5 sloop for the whole circumnavigation with other crew members coming along the way. My short Hobart break was for an even shorter break in that now-extracted wisdom tooth.

I will not detail extensive preparations that continued till the mooring lines left on the MYCT fuelling dock as Geoff, Frank, Jenny and I departed. A lack of wind and headwinds to the Iron Pot did not stop a champagne toast to the voyage. The bubbles were quickly dispelled by 35 knot NE winds in Storm Bay that stole our life buoy. The 'Boy overboard exercise', despite a MOB chart plotter button press failed to locate the orange horse shoe shape in the swell and steep white crested seas. What a sobering warning to run and use the jackstays!

Port Arthur's Mt Brown and Tasman Island were truncated by a low rain heavy cloud bank and the mists of 'convict misery'. Stewart's Bay was dotted with cruise boats, each bearing the circular VDL emblem on their bows. Early next morning we picked up Sandra (Geoffs wife) sailed out the Heads, through the majestic 'hole in the wall' and goose winged reached the Deep Hole in Shoal Bay. What a sight as the whole fleet came in and anchored. Next destination was Bryan's Corner for a large group BBQ before the forecast NE gale struck at night. Passage Beach was good shelter for the next 18 hours before a quick return to the

calm of Bryan's Corner to catch a few crayfish and abalone. With a westerly change due, Mayfield Bay was chosen for shelter and crew change. With the second alternator (house) failing and the freezer thawing we instead retreated to Triabunna. The pleasant sail soon turned into a westerly gale, barely making progress as we motored to shelter at Louisville. Later, after re-navigating the dog leg entrance to Triabunna, we rafted up to 'K-Yacht-IC' from Victoria. The suspected alternator fault was confirmed and an identical one was ordered from Launceston. Late afternoon on the third day it arrived but the mounting bolt hole was too small and had to go ashore to be drilled out. Finally fitted, good charge, cold beer (and food), we three left.



Mistral at Triabunna

Sailing north to St Helens, we caught two tuna but then drama occurred as the fuel tank was found to contain 'too much air' when the headwind motoring suddenly stopped! In the late afternoon and gusty wind we tacked north with the headsail set to search for Binalong Bay. As we neared, the wind dropped allowing

a spare fuel fill and priming/ bleeding of the diesel engine. It worked, and in the darkness we anchored at our destination.

Next day, in light winds and smooth seas, we motored past Eddystone Point and up the inside passage, inside Foster Island, to Fosters Inlet. After waiting for the forecast NE change the stiff westerly wind swell and shallow water forced us to move to join some others at Tomahawk Bay. All was good till the tide fell and the NE wind change came in causing another re-anchor in the moonless night.

From there, inside Little Waterhouse Island and to the Tamar was an uneventful motor sail. The landmarks of the famous Hebe Reef and Low Head greeted us before we motored up the River, dotted with large whirlpool eddies, to the Tamar Yacht Club at

Beauty Point. After being jammed between the 'too close' pylons of the allocated berth, another was found. On shore were excellent Club facilities and stacked remains of their storm damaged floating marina.

At this point, was my first visit to Hobart for treatment for the wisdom tooth infection occurred. On return, we had a pleasant exploration of the Tamar to just south of the Batman Bridge. Crew change and Brian Walpole replaced Terry Warren. The festivities of the organized Friday night dinner included much discussion of "where to next" on the North Coast. With another large westerly complex change looming we opted to bypass all northern ports in preference for the 'Fleurieu Hunter Group', about 90 nautical mile distant.



Batman Bridge

Despite an early start our average speed was slow and several large semi submerged logs were seen drifting: these were no sunning seals! In the darkness and fresh westerly wind, we sailed close hauled towards East Telegraph Bay on Three Hammock Island guided by the loom of lights; till they went out! With a failed compass light, trying to steer by delayed chart plotter heading put us in chaotic over-correcting circles. A torch got us on track. In the calm lee of the island, with chart plotter, echo sounder and shadow interpretation, we dropped anchor at 10pm.

The morning revealed a beautiful crescent shaped beach between two rocky headlands and the yacht 'Maatsuyker' who had anchored close by to us later that night. After sheltering for two days, a break allowed us to motor sail over the top and into more protected Shepherds Bay on Hunter Island where 'Sea Bird' (Richard Ham) was. With three boats together it was a good time to boat visit and explore some of the island. Bryan and I found the horizontal scrub too thick to make a crossing of the island.

As a week of strong westerly winds moderated the northern port boats were able to sail to Coulomb Bay on Three Hummock Island while we went once again over the top and further west to Covier Bay anchoring under the Hunter Island lighthouse. It was well sheltered from the big swell where 'Sea Bird' was. Another early departure to sail past Steep and Trefoil Islands, the Doughboys, the windmills of Cape Grim, large overfalls and dangerous breaking banks and to a sunset anchoring on the north of Sandy Cape. Here we were protected from the swell, we could sleep and thus ensure a daylight arrival at Macquarie Heads.

Fortunately our late afternoon arrival at Macquarie Heads and Hells Gates was in ideal conditions to follow the various leads and pylon lights to Strahan where we moored at the Fisherman's Wharf. What a great place in good weather, and with the \$30 all day hire of a bicycle Bryan and I pedaled over 60 km exploring the railway alongside the King River, and old floating Piner Punts. The evening pantamine show 'A Ship With No Name' was an excellent performance.

A bus brought us back to Hobart via Queenstown and Lake St Clair stops. Geoff was joined briefly by his wife Sandra and Jenny to explore the Gordon River prior to my return with John Lawrence for the final leg to Hobart via Port Davey. More later!



# YAN DIEMANS LAND CIRCUMNAVIGATION ALBUM

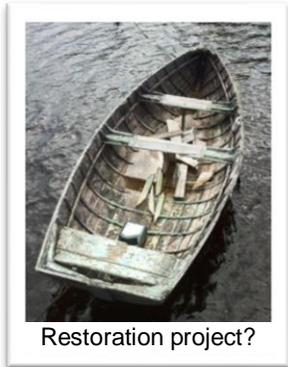
Courtesy of Lew Garnham



Geoff helming through Hell's Gate



VDL Cruise BBQ at Bryan's Corner



Restoration project?

## MARINE PARKS

Jon Nevill

Australia has made international commitments to “protect at least 10% of the marine environment”. The Australian Marine Science Association has interpreted this commitment as requiring at least 10% of all major marine ecosystems protected within no-take areas, or marine sanctuaries (with vulnerable or rare ecosystems protected at much higher levels). While the deadline for this target is imminent, both the Commonwealth and States have fallen short of this goal, at least if you accept AMSA’s interpretation.

However, progress amongst Australia’s jurisdictions varies from ‘not bad’ (Queensland) to ‘terrible’ (Tasmania).

Queensland in conjunction with the Commonwealth has protected about 10% of all coral habitats off the Queensland coast in sanctuary zones, and other habitats are protected to varying degrees. South Australia is currently developing a comprehensive network of marine protected areas – although how effective it will be in providing real protection remains to be seen. Western Australia is progressively expanding its MPA system. Last year Tasmania created a suite of so-called ‘marine protected areas’ in the Bruny Bioregion; however all are open to fishing. These ‘parks’ in fact provide no effective protection, placing Tasmania alongside the worst third-world countries with their networks of ‘paper parks’. In New South Wales, the State Parliament at first agreed (early 2010) to support an initiative by the Shooters Party which would have seen a rollback of the State’s marine sanctuaries. I believe however the Parliament is having second thoughts, and it is to be hoped that this retrograde move by the Shooters Party will come to nothing.

However the situation is also worrying in Victoria, where the State Government has promised a review of their MPA system (although only 5.3% of State waters, most are sanctuaries) with a view to closing some parks, or reducing their size.

Shortly before the last Federal election, Tony Abbott (the leader of the Federal Opposition) promised a review of the Commonwealth MPA program, again with a view to rolling back protection levels and areas. This was extremely disappointing, as (until his statement) there had been broad bipartisan support at the Federal level for nearly 20 years for the establishment of marine protected areas based on conservation principles and supported by science.

The establishment of marine protected areas finds wide support amongst conservationists and the tourism industry. However, fisher groups, both recreational and commercial, have argued that the scientific justification for MPA networks is poor or non-existent. This is not correct, and a group of scientists wrote an open letter to the Prime Minister and Tony Abbott underlining the strength of the science behind the creation of MPA networks. This letter, along with the AMSA MPA *Position Paper*, can be found on my website, [onlyoneplanet.com.au](http://onlyoneplanet.com.au).

In summary, Australia, both at the State and Commonwealth levels, has failed to make adequate progress in meeting international commitments to protect the marine environment.

Even so, continued progress in this important area faces strident opposition from fishers, although they stand to benefit in the long term from protection measures. Australia's fish stocks, under current management regimes, are in general decline (note for example the recent collapse of Western Australia's rock lobster fishery). Poor science is one of the primary arguments put forward by MPA opponents - entirely wrongly.

For further reading see the links on the marine page of my website (see address above).

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## A note on boat alternators

I recently decided to ‘upgrade’ my boat’s alternator, and I am writing this note in order to share useful tips I received, especially from Andrew Boon and Tony Brewer. Firstly, marine alternators, unlike automotive alternators, are designed to produce high currents for substantial periods. They also use marinised circuits and corrosion-resistant hardware. Marine alternator regulators deliver charging voltages well above the 14.2V common in many automotive units – thus reducing the time taken to recharge boat deep-cycle batteries. A new Balmar marine alternator with regulator can be purchased for under \$1000 through eBay. This seems to represent good value.

However automotive alternators can be used. I purchased a second-hand Bosch alternator out of a 2003 Commodore. These units are readily available both new and second-hand, so carrying a spare is not expensive. The bolt-on ‘internal’ regulator includes the slip-ring brushes, and can be easily and cheaply replaced. This regulator has a ‘sensor’ terminal, which normally connects direct to the battery. In a marine application, if this terminal is connected through a diode, the regulator ‘sees’ an apparent voltage which is about half a volt lower than the battery’s real voltage. The regulator then increases the output voltage to compensate. Rather than use a purpose-built marine regulator (such as those by Sterling Power) a cheap alternative is simply to connect the sensor wire to the battery through a 3-way switch wired to two diodes. This enables three-stage manual control of the unit’s output voltage, approximately: 14.2V, 14.7V, and 15.2V. This will considerably hasten recharging drained batteries. For further information phone me on 0422 926 515.

By the way, I have also recently made up a rope-climber similar to the one used by Ian Brett. If anyone needing to work on their mast would like to try it, I’m very happy to loan it out.

Jon Nevill

## Partridge Island

( including the unverified memories of a former owner)

During the VDL cruise one meets many interesting people and Dr Richard Ham is certainly one of those. As a 16 year old he sailed around Tasmania on board the ketch *Utiekah 3* with 'Spudo' Giles. Later, from a heritage he bought a 42 foot ketch *Sailmaker*. This Seal Class well deck boat was designed by the Canadian William Garden while serving in the trenches in PNG. She was built of full length Huon Pine planks by Percy Coverdale for Johnny Westlake. 27 boats were made of this design. Later they bought *Seabird* and, with his wife Barbara, sailed around the world from 2003-2007.

In the early 70s while owning *Sailmaker* he was taken by English concept of establishing a marine outward bound school, non of which existed in Australia. He searched for a free hold island and found eight and after chartering a motor boat to review them, chose Partridge. It was large enough, had a virtual all weather anchorage and also was close to the Labillardiere Peninsula that was to become a national park. A title search revealed that Leilani Morris (? Part Maori) a lady, living in New Zealand, was the owner. She had been left the island in her father's will (George Dibberns – 1889 to 1962) as a compensation for severe burns received whilst living on a small farm on Woody (now Satellite Island) with her unmarried mother, Morris. George owned Woody and Partridge Islands.

'German George' had a wife and three daughters in Germany but this not stop him sailing the Pacific. He was interned on Somes Island (in Auckland Harbour) twice, WW1 and later after sailing the Pacific in his 32' ketch *Te Rapunga* with female Maori crew, again during WW2 for being a German spy. He was a colourful character when acting on his beliefs as he sailed under his own flag, created his own passport and took fun where he found it. He competed in and won the Centenary Trans-Tasman Race (Auckland to Melbourne) and was in the Melbourne to Hobart yacht race, January 22<sup>nd</sup> 1935. Two books have been written about him and his philosophies, including 'Quest' and 'Dark Sun'.

D'Entrecasteaux was the first European to discover the island and thinking that the wild quail were partridges, named it Ile aux Perdix (Island of Partridges).

Richard Ham believes that William Crosby (a successful merchant) received the original grant of the island from Queen Victoria with absolute freehold 'for ever and ever' with her stamp and ceiling wax on the title that Richard Ham still holds. The Mercury dated March 16, 1846, in the case of the Queen versus Thomas Laughton, that in 1825 it was given to his father John Laughton by Lieutenant-Governor, Colonel Arthur. The defendant's father came to this colony as (master of a prison ship, and he settled in this island, pursuing the occupation of a shipwright for the purposes of carrying on his trade, he selected acres of land (200 as we understood) at South Brune and 300 at Partridge Island). Later Mrs. Loughton arrived at the Colony bringing with her a considerable sum of money. Captain Laughton drowned in October 1828 from a capsized boat whilst examining the wreck of the *Hope* which he had purchased. His widower Elizabeth, married Charles Frederick Salmon.

It is understood that the Government had tried to purchase it for whaling as whales were stranded (driven or naturally) on the shallows between Butler's Beach and the island. Here they were flensed and the blubber boiled in the pots on the island.

About 1974 the Hams made a cash offer to Leilani for the island, and after a long delay, she accepted it as its use would have been consistent with her father's wishes. When they arrived at the island there were three tripods on the southern end, a whaler's grave, and the ruins of the stone and freestone house and stables together with convict wells and stone walls. The surrounding, established English garden had oaks, fruit trees (including many pear), roses and daffodils. The north end had been used for grazing and had two water holes. The Ham's titles included rights to the kelp beds (used for garden fertilizer) and to the wreck of the *Enchantress* that had struck the western shores of the island. Her final location has never been found and is reputed to contain the treasured Butlers family silver plate.

The Ham's first employed Taylor Brothers to build the jetty at \$1500/day for the pile driving barge and then chartered the *Lady Gillian Crouch* from Port Welshpool to bring over 250 tons of cargo. The building inventory included two tractors, front end loader, the two prefabricated

houses and boathouse, winch, twin outboard f/g boat and, for the wharf, a stiff legged former stone masons crane from Stawell (Vic), and cast bollards. Other items included a windmill, water and fuel tanks and an aluminum ship's lifeboat. With two full time builders and many volunteers (over 22) they laid the 76x 26 foot bunk house slab in a day. The small caretaker's cottage was adjacent occupied by Tony Trumble of Dover. Food was cooked on an open fire and using an old iron stove.

They hoped to buy six Mirror dinghies for training and later perhaps purchase *Alma Doppel* for their non profit youth activities. It was not to build a private kingdom.

Then one day a fishing boat tied up at the jetty and a man in a suit appeared stating that he had a letter from the government a 'Notice to Treat' for compulsory acquisition of the island. The motives were unclear? to be part of the newly formed National Park or other self serving interests were suspected. The Minister was approached but no negotiable conditions were available. The price to be paid was the land only with no account of the developmental and improvements costs (wharf and accommodation). A live TV debate and newspaper articles appeared with 'Fair Go for the Hams'. Despite project debts the threat of Supreme Court actions resulted in a negotiated Government settlement with the Hams being given a 25 acre lease including their buildings.

Unfortunately island tourists were intrusive and destructive and with excessively high rates and taxes their dream of and for Tasmania came to a bitter end when in 1987 they surrendered their lease.

The crane, grave and tripots have gone and recently the ill used last dwelling. Blackberries and weeds proliferate.

Two cold concrete slabs bear no words of the lost dreams.

Lewis Garnham

Vice Commodore

See also, History of Partridge Island "Albatross" May 1983

**Cruising Yacht Club of Tasmania**

**General Meeting held at the Derwent Sailing Squadron**

**on 1 March 2011**

MINUTES

Opening

Rear Commodore Margaret Jones (Chair) welcomed those attending and opened the meeting at 8:05pm.

Present

43 members registered their attendance.

Guests Robert Gowin, Rob and Janice Lindholm, Philip Bragg and Barbara Weetman, Heinz and Helen Vojacek were introduced and welcomed by the Rear Commodore.

Apologies were received from Commodore Chris Palmer and 15 members.

Minutes of the previous meeting

The minutes of the meeting held on 7 December 2010 were accepted on the motion of Peter Makepeace which was seconded by Erika Shankley.

New Members

A Club burgee was presented to Damien Hope and Kate Johnstone (Bladerunner) and they were welcomed into the Club by the Rear Commodore.

Cruises

Members wishing to participate in cruises were asked to refer to 'Albatross' and, for the latest information, to the website.

Attention was drawn to the Cygnet Regatta on 13 March 2011 and the preceding events on 11 and 12 March.

Other activities

The Rear Commodore thanked all who had helped in the February BBQ and gave special recognition to Jose and Conchita Navaro.

She also thanked the Wooden Boat Festival Team under Keith Wells and Dennis Lees.

Attention was drawn to the limitation of 35 places at the Mermaid Cafe for the Donald Sutherland Navigation Cruise Dinner on 14 May 2011.

The Rear Commodore advised that a note will be placed in 'Albatross' asking for expressions of interest in a two day land cruise to visit the Australian Maritime College and other attractions in the vicinity of the College.

Members attention was drawn to the availability of Club apparel and that orders could be taken.

#### Forums

Kim Brewer gave a short overview of the forums run to date and encouraged wives and partners to attend the next series which will be focussed on practical skills. Details will be in 'Albatross'.

#### Treasurers Report

Treasurer Paul Dutton presented the financial statement for February 2011. He explained that \$5,000-00 had been transferred from the investment account to the working account in order to meet expenses associated with the acquisition of a Club mooring at Nubeena, Club apparel, brochures and a data projector.

#### Other business

Secretary Robert Grey passed on a request from prospective members Laurence and Tanja Crooks for a loan of charts to assist their planned voyage from northern NSW to Hobart.

#### Next meeting

The next meeting will be on 5 April 2011.

#### Closure

There being no other business arising, the Rear Commodore closed the meeting at 8:20pm

Margaret Jones

Rear Commodore

After the meeting the Rear Commodore invited Leo Foley to introduce Steve and Dorothy Darden and Steve's presentation on their most recent Pacific meanderings in Adagio.

The logo for Drysedale Engineering features a stylized 'D' in a dark red color. Inside the 'D' is a white graphic of a propeller. To the right of the 'D', the word 'Drysedale' is written in a large, bold, black sans-serif font. Below this, the word 'ENGINEERING' is written in a smaller, all-caps, black sans-serif font.

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