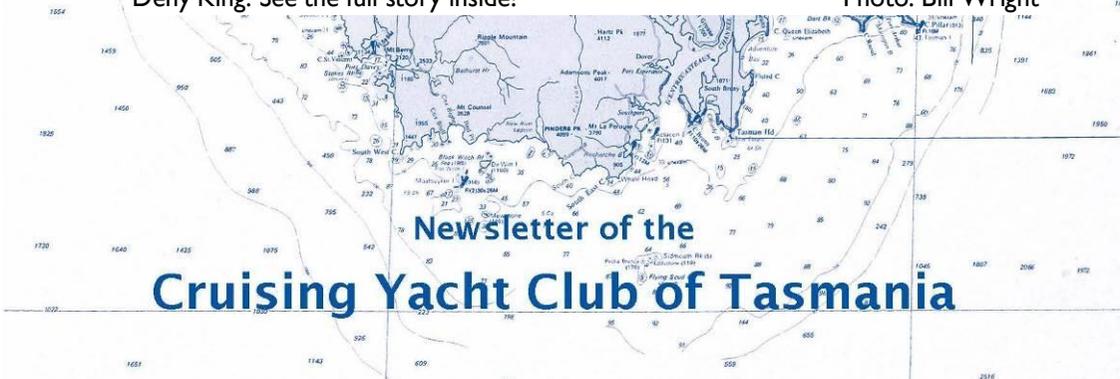


# Albatross



Ian Madden presenting Janet Fenton with a very special memento of her father, Deny King. See the full story inside!

Photo: Bill Wright



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

# THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay Tas 7006

Phone – 0417 560 519

[www.cyct.org.au](http://www.cyct.org.au)

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<b>Vice Commodore</b>	<b>Lew Garnham</b>	H 0417 589 008	<i>Minerva</i>
<b>Rear Commodore</b>	<b>Margaret Jones</b>	H 6272 5660	<i>Lalaguli</i>
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## Life Members

Erika Shankley

Doris Newham

Chris Creese

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Send all material for publication in 'Albatross' to the Editor -  
[editor@cyct.org.au](mailto:editor@cyct.org.au)

or to P O Box 31 Kettering Tas 7155

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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.

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## CYCT Calendar

**December**

Tues 6th<sup>nd</sup> General Meeting @ DSS 8pm

Wed 7th Committee Meeting @ Mariners Cottage 7:30pm

Sun 11<sup>th</sup>

**Christmas BBQ at Dave Davey & Annick Annselin's at Kettering**

Tues 13<sup>th</sup>

Woman on Boats Meeting @ Mariners Cottage 5:30pm

Mon 26<sup>th</sup> - Sat 31<sup>st</sup>

Cruise to Recherche Bay via either east or west coast of Bruny Is then to Mickey's

Sat 31<sup>st</sup>

New Year's Eve at Mickey's (options 2) and also at Quarantine (option 1)

**January**

Sun 1<sup>st</sup> - Sun 8<sup>th</sup>

Channel and Huon cruising. Monitor Coast Radio Hobart and link up.

Sat 21<sup>st</sup> - Sun 22<sup>nd</sup> JWooden Boat Rally Launceston

Thur 26<sup>th</sup> - Sun 29<sup>th</sup>

Cruise to Slopem Island the Nubeena Regatta

Sun 29<sup>th</sup>

Combined Clubs Picnic – South Arm area

**February**

Wed 1<sup>st</sup>

Annual BBQ @ Mariners Cottage

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An up-to-date version of the Calendar can be obtained from

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

## Editorial

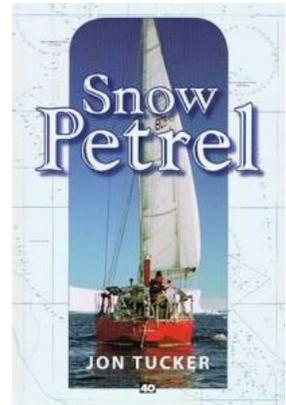


Another summer looms, another New Year and yet another resolution to get out on the water and use the boat! Once again Lew Garnham's articles in this issue paint such inviting images of the local cruising grounds and his historical pieces add a fascinating and tantalising background to the locations that it is hard to resist dropping everything and getting out there. Lew is keen for any historical information on cruising destinations and there will be more of his researches in the February issue.

As I get a month off now, I would like to thank all contributors who make the *Albatross* such a treasured part of the Club and who inspire and inform fellow members. Every month my inbox contains at least one article or photo from Lew and he well and truly deserves the "Editor's Friend Award". Please keep the Club in mind this summer as you travel and remember that articles on a wide range of topics are of interest –locations inter-State and overseas with a nautical connection, clever little ideas encountered on other people's boats – or something really useful you have invented, no matter how simple – as well as memorable cruises, epic or local undertaken. And of course, photos.

I was honored to be invited to the launch of the book "Snow Petrel" this month at The Jetty Café on Bruny Is. Jon Tucker has published an immensely readable account of the extraordinary voyage he made as crew on his son Ben's 34-footer on a 29-day excursion to Antarctica. Second son Matt doggedly photographed and filmed through the most arduous conditions and his photos complete what is a high quality, hardback book. For the Tuckers, this was just another in a long line of mad, amazing sailing adventures and Jon describes his five sons' upbringing on the sea and how it lead them to this trip. Jon's expression of admiration and pride in Ben and Matt is very evident and the warmth of their relationship shines through the pages. A perfect Christmas gift, available at local bookstores. Happy Christmas!

Kim Brewer



## Commodore's Report



### What a Night!

Wow! November's General Meeting will go down as one of the more memorable in the Club's history. Over 110 members and guests (a record?) turned up to hear a fascinating presentation by Janet Fenton based on her recent book 'Win and Clyde', which details the life and times of Deny King's sister and her husband in the Bathurst Harbour area in SW Tasmania. It was, indeed, standing room only for some. And the vote of thanks by long time member Ian Madden contained a huge surprise for Janet and all those who were there. See elsewhere in this newsletter for details.

It was indeed a night to remember.

### Oysters one - dinghy nil.

On the recent cruise to Rabbit Island I discovered the hard way why 'tinnies' are so popular as tenders in Tasmania. They stand an even chance against oysters. Inflatables, even those with aluminium hulls, do not. The sound of rapidly escaping air as we arrived on the island did not put me in a very jolly frame of mind for the impending barbecue, so I consoled myself with some words of wisdom passed on to me by my boss of some decades ago – "It's merely a second class problem, you can fix it with money". But that was only because there were others on the island. Had Margie and I been alone, our emaciated selves might still be wandering round and round the island waiting for rescue! Makes you think.

### Skin fittings.

The British yachting magazine 'Yachting Monthly' has been running a number of articles recently on problems, including the loss of boats, caused by inferior skin fittings and sea cocks. When did you last check yours? A friend here in Kettering checked his recently during his annual slipping only to find one sea cock literally broke off in his hand!

It appears that many sea cocks and fittings sold as bronze are either of an inferior quality or actually made of brass. I'd suggest you take a close look at all your skin fittings and sea cocks every time you slip your boat, and if a

replacement is called for, insist that the person supplying you can guarantee the quality of the unit. There is a move to synthetic materials – Marelon is one trade name - for these items, I understand.

### **Women on Boats**

Elsewhere in this newsletter you can read an account of the 'Day Skipper' weekend enjoyed by four intrepid female members on Greg Brooks' *Redeemer*. This was the culmination of many weeks of shore-based learning evenings organised by the ladies themselves, with support from the indefatigable duo of Kim Brewer and Alan Gifford.

Congratulations, ladies!

And thanks to Greg and SailTrain for making it happen. I hope that other women will see the benefits of this program and that more weekends like this will be organised.

### **Judy Turnbull**

Members since 1980, Ian and Judy Turnbull moved to Mossman in N Queensland some years ago, but still made a point of keeping in touch with CYCT. It is with great sadness that I have to report the passing of Judy after a long illness. I am sure Club members will join with me in passing our condolences on to Ian.

### **Seasons Greetings**

This is the last 'Albatross' for 2011 – and because the Editor gets a well deserved break in January, the last Commodore Report until February next year.

I would like to wish all CYCT members and their families a safe and enjoyable Christmas and New Year and hope you will all be able to spend some time on the water over that period and have some good cruising stories to share as we move into 2012.

Keep an eye on the Club website for all our activities during the next couple of months, and of course, don't forget our Christmas Party on Sunday 11<sup>th</sup> December.

Cheers,

Chris Palmer

## Vice Commodore's Report



Though I give congratulations to our many new members, I am also aware of the sad loss of many older members who have played such a contributory part in the 'The Club'. The historic links are strong and Janet Fenton's excellent recount of the 'Old Davey Days' rekindled many memories and friendships. The number of attendees at this extraordinary meeting was exceptional as were all the speakers.

### Recent Cruises

The Norfolk Bay Cruise was another winner, and though there were a few less boats this year, the potential of cruising to and exploring historic shore sites will hopefully maintain this as an annual event.

Rabbit Island proved a little elusive to catch, with head winds for the Saturday Sailors and the potential of the same on a Sunday return, the secondary destination of Aiken Point revealed some of the fragility of its beauty and, in more than one way, the private nature of the area. A quiet corner anchorage in Quarantine Bay made perfect rest for ending a sailing day!

### Planned Cruising

Unfortunately the much anticipated Tassal Fish Farm tour was sure one big lot of fish that 'Got away' (for technical reasons) till next year. Tassal has generously donated, as a 'compensation', Salmon for our Christmas BBQ party (11<sup>th</sup> December at Dave & Annick's place). The cruise destination for that W/E is unknown but will be announced close to the time. Please come along and enjoy the throng.

The Mawson Flotilla, set for Friday 2<sup>nd</sup> December, has 21 boats on the CYCT list. I have initiated an extra section, the Vintage Boat Group, to showcase some of our southern 'Golden Oldies'. This will be under the control of Graeme Hunt, President of the Wooden Boat Guild.

A New Norfolk week end for the Saturday 3<sup>rd</sup> and Sunday 4<sup>th</sup> following will ensure early use of this picturesque river run and hopefully encourage other summer trips.

The Combine Club Cruise for the 4<sup>th</sup> January has been cancelled and we are now formally part of the Combined Clubs Picnic (9<sup>th</sup> January) in the South Arm Area. See CYCT calendar for notes.

The calendar shows many cruises over the Christmas and New Year period which will give a lot of options to sail and meet up.

New Year celebrations will be at two places, Mickey's and Quarantine Bay to cater for differing cruising needs. We would love to see you out there at one of them

The Cruise Link site will allow you to form your own sailing group for a planned trip. eg Schouten passage, Recherche Bay, or Port Davey

Coast Radio Hobart will assist in linking up CYCT boats if you inform them of your intentions and your CYCT membership.

When you go ashore, a small camp fire that will not spread,, put it out properly and take your old cans/rubbish with you. They do NOT burn.

### Other News

There is considerable uncertainty as to the original datum of the Bowen Bridge (built to HAT and LAT) and base tidal measurements that some measurements may be checked.

DIER has tested the Bridgewater Bridge in strong winds and 'may' later increase the wind speed limits.

MaST is considering options for Bridgewater Bridge maritime traffic control. In the meantime, use your VHF.

A request for longer operational hours in daylight saving period has been made.

The Black Jetty at New Norfolk should have its waling completed fairly soon. It is out for tender.

Hopefully a 'Destination Reporting Sheet' (DRS) will be on line so you can help update our 'Southern Tasmanian Cruising Guide' by filling in information on either old or new places visited and emailing it to Dave

Are there any members who would like to be involved in collating/collecting historic coastal notes .eg whaling settlements, old jetties, industries, convict workings, island histories and settlers etc?

Have safe pleasant fair wind voyages See you on the water,

Regards

Lew (Lewis Garnham, Vice Cmdr)

## Rear Commodore Report



Last month's attendance at the General Meeting was amazing! Thanks you to those who supported the Derwent Sailing Squadron and the guest speaker Janet Fenton. I am sure Janet's slides and descriptions of the lives of Win and Clyde have given us encouragement to visit again or to reflect on earlier trips. We were amazed by Ian Madden's wonderful story of the knife created from a Japanese sword during WWII.

Further in this issue is a letter from Bill Brown the secretary of Sailability who spoke briefly when he was presented with a cheque from the club for purchase of equipment.

At the next meeting Kris Carlyon, a Wildlife Biologist from the Marine Conservation Section of DPIPWEE will speak on Whales, Seals and Albatross.

Our Christmas BBQ will be held at the home of Dave Davey & Annick Anselin, Kettering (see separate notice). Children and grandchildren welcome. Please supply your own gift for Santa to deliver. It is advisable to access Manuka Road from the Kettering entrance. Many thanks to Dave & Annick for their kind offer to have the Club use their premises.

We look forward to seeing many members at New Year s Eve barbecues in the Channel area and cruising our delightful waters at leisure over the summer months.

A Merry Christmas and Happy New Year to all.

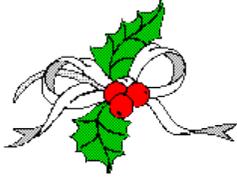
### FUTURE EVENTS

21 & 22 January 2012

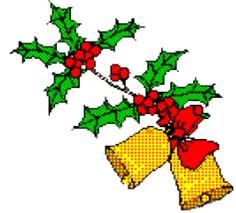
Wooden Boat Rally Launceston

1 February 2012

Annual BBQ  
Mariner s Cottage  
Battery Point  
6pm for 6.30pm BYO food & drink



**CYCT  
CHRISTMAS  
PARTY**



**SUNDAY 11th DECEMBER**

**At the home of**

**Annick Anselin & Dave Davey**

**378 Manuka Road,**

**KETTERING**

**FROM NOON**

**BYO- Food, Drinks and Chair**

**Barbeques will be available**

**Please supply a gift for Santa to give to the children**

**B E B R A V E**

**WEAR A CHRISTMASSY HAT!**

## **WELCOME NEW MEMBERS**

**Malcolm Proctor and Margaret Armsby**

### ***LEGEND***

**David and Lynne Brown**

### ***DEJA VUE***

**Tom and Suzie Davison**

### ***Let's Go***

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.

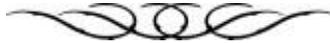
### **David and Lynne Brown**

We have been in Tassie with our son Alex for 13 years after living in Canberra, PNG and the UK. We finally got round to buying a boat nearly 2 years ago and have enjoyed sailing in the Derwent and venturing down to Barnes Bay when time permits. Our Northshore 33 *Deja Vu* is our first boat although David has done quite a lot of dinghy sailing and used to sail Thames Spritsail Barges many years ago in the UK. We love sailing but don't get out on the water nearly as much as we would like due to our busy work lives and other activities like undertaking major home renovations. We hope to join some CYCT cruises to venture further afield than we have so far.



### Tom and Suzanne Davison

Tom and Suzanne were previous members of the Cruising Yacht Club where they undertook a 12 month cruise up the east coast of Australia with their three children. On return from this cruise. The Davison's sold there 30 foot fastback catamaran "PERWINJI" and commenced construction of a 46 foot catamaran called "Tom Foolery" , after four years of construction she was unfortunately destroyed by fire. The Davison went on then and purchased a fusion 40 catamaran kit. The construction of "Let's Go" was completed over the preceding 18 months. Let's Go was launched on 26 September 2010. She can be seen frequently in the channel and surrounding areas. She is moored at Kettering.



## POSTCARD FROM VANUATU October 2011

*Jon Nevill has been initiated into the mysteries of offshore sailing by Pat Price . Read his impressions of life on Pendulum. This is followed by a firsthand report from Pat, including the newflash that Pendulum is now on the market.*

"Pendulum" will leave Vanuatu tomorrow morning heading for Noumea New Caledonia. The passage should take us 2 days. Pat's wife Penny is booked to fly from Canberra to Noumea on Wednesday, the same day we are due to arrive. I will take your advice re seasickness management - although please forward a cure for hiccups! Apart from sickness, other aspects of the trip have run to plan or better. Winds were favourable for the whole first leg. Pat has been good and enjoying the sailing. The boat has run beautifully, and supplies all OK. Here in Vanuatu the locals are quiet and reserved. The water clear and coral beautiful - although almost all the fish and shellfish are missing. Chickens, goats abound and co-exist comfortably with a scattering of small thin dogs, who see to have converted to a vegetarian diet, including coconut, rather unhappily. Crops of taro and coconut, as well as scatterings of pawpaw, bananas, mangos, breadfruit. No-one is fat or thin, and I haven't seen anyone smoking. Although the Samoan lady who runs the island's only general store is quite plump - but very happy. She even exchanges Fiji dollars, US dollars, Caledonian Francs and

Vanuatu currency in her tiny store! Actually just as well for me. Seventh Day Adventists and Protestants are strongly in evidence although the great stone churches have long crumbled to ruins. Here at Anatom there are no vehicles of any kind except boats - with a twin engine Otter coming in to a tiny airstrip twice a week. Our position is 20 14 south and 169 47 east. Bislami is spoken as well as English, and French amongst the older people. I haven't had the energy to take any photos, maybe I will today. I'll sign off now - we have been invited to share food with a local family. Bye for now. Jon.

Jon Nevill

From: Pat Price <pendulum771@gmail.com>

Subject: [CYCT] Pendulum

To: RearCommodore@cyct.org.au

Received: Saturday, 19 November, 2011, 6:33 PM

Hi Margaret

Sending this to you because I did last time! Pendulum is currently at Noumea, New Caledonia. We are enjoying all the good cheeses, very good and cheap, but the French wines are expensive and I would not know one from the other. We will leave for Coffs Harbour early in the week, maybe even Monday. We have big sailing plans for the future. Next year we plan to fly to America, or possibly Europe, and buy a new yacht. Something a bit bigger, though Pendulum has served us wonderfully and has done a lot of miles in recent years though you would not know it to look at her. She is in great shape. So Pendulum is for sale. Details are available at:<http://yachthub.com/list/yachts-for-sale/used/sail-monohulls/swanson-36-cutter/102790>Hope to be home by Xmas. Hi to Barry

Pat and Penny.

## **Wanted to Buy**

Book on "Cruising Queensland Coast".

Contact Peter or Chris McHugh Ph  
0428855941 / 0407047367 or email -  
mchugh@netspace.net.au

## WOMEN ON BOATS - DAY SKIPPER COURSE

As a result of the very successful and enjoyable Women on Boats forums held this year, four intrepid girls, Kate Hansford, Margie Benjamin, Sophie Kim and Jenny Makepeace, participated in the Day Skipper Course, based on the RYA Day Skipper program. It is a weekend course managed by the Derwent Sailing Squadron, and run by a trainer, Greg Brooks in his sloop, *Redeemer*, a Farr 1020. The idea is that we are taught to manage our boat and make decisions. The course involves passage planning, meteorology and navigation, sailing exercises, points of sail, sail trim, sailing to and from a mooring, anchoring, MOB, boat handling, motoring and mooring. The training is targeted at individual students.

With that in mind we felt a little anxious yet excited at the prospect of a night sail from the Derwent Sailing Squadron into



Sophie Kim, Margie Benjamin, Kate Hansford and Jenny Makepeace setting sail

the D'Entrecasteaux Channel. Firstly, we met one evening, earlier in the week, to discuss the weekend's program, and weather charts, which looked good, indicating light to moderate, north to north westerly breezes, and warm temperatures. The best was yet to come!!

We boarded and packed up *Redeemer* at the DSS at 6.30 pm Friday evening, set up the boat, discussed our passage and motored out at 8pm. What a relief, no wind – yet! However, we duly donned all our wet weather gear and PFDs. The wind did get up allowing us to have a beautiful sail, in moonlight, down the Derwent towards the Channel and Bruny Island. As it became darker safety precautions were adhered to, and we all clipped on our safety harnesses.

Each girl took turns on the tiller, while the others tailed and worked the winches. Greg discussed navigation using charts. We spotted the lights in the Derwent and into the Channel. Margie, at the helm, sailed very competently into Barnes Bay. We picked up a mooring in Quarantine Bay in the moonlight, had a quick supper and, after midnight, flopped into bed only to be entertained by our trainer 'cutting a ton of wood' all night!

Quarantine Bay was beautiful, sunny and calm as a millpond early next morning. Fearless Kate took a dip, much to our admiration while Greg prepared breakfast – that was the deal – he did breakfast and we did everything else!! We also had fun tying bowlines!



Greg Brooks cooking up a storm for breakfast

Greg's Breakfast: No 1  
(Prepare the day before)  
Mix together in container, cooked 1-minute noodles (without flavours), with fried spring onions, capsicum and bacon (and anything else), bind with egg. Shape into patties and cook on barbecue. Serve with sweet chilli sauce. Yum.

Jenny, on the helming, sailed off our mooring, all over the place!! There were other boats anchored

in the vicinity, and of course, I was watching out for them instead of looking for the breeze! That extension on the tiller kept getting in my way! Ho hum, that's what it's all about – practice, practice! Beautiful sailing that day, learning about trimming sails, tacking, jibing, points of sail, broaching, m.o.b. (using a danbuoy), and sailing triangles around Green Island. Later in the day



Sophie hard at work on the end of a winch handle

we sailed into Kettering, where Sophie took the helm and brought us into port. We tied up for the night on the outside of the Oyster Cove marina.

We enjoyed a delicious dinner at Oyster Cove Inn where two spouses and a friend joined us. The very tired group of girls wanted to crash after dinner however, Greg, the only one to have a good night's sleep, wanted to play on with a game of Pool. Groan!! Too tired to resist, we obliged and had a scream of a night. None us had held a pool cue before, let alone played the game! Our illustrious Commodore, Chris Palmer, entertained us with his air shots and hysterical giggles! Greg paid for it. He has never played such a long game of pool. That was fun. More than one of us 'cut a ton of wood' that night!

Another delicious Greg breakfast:

#### Egg and Bacon Rolls

Fill hamburger rolls with fried egg and bacon and top with fried spring onion and capsicum mixture (without egg) as used for previous brekky. Season with a little sweet chilli sauce.

While waiting for the breeze to come, we did some navigation work using charts and instruments. We set off later in the morning to catch the sea breeze to Hobart. A beautiful breeze for sailing with us all enjoying ourselves helming and tacking. Did Kate call it the 'Dazed Kipper Course' or 'How to Get Back at Greg Course'!

As the wind whipped up, Kate took the helm and loved it. Sophie was also enjoying herself so much on the winches we couldn't get her off. As the wind got stronger I took the helm. Tiller and I didn't get along very well at all. That extension just kept getting in the way. I understand why men yell on boats, primarily to make changes very quickly, for safety's sake, and, as Greg said, we should not take shouting personally.

As we sailed towards Hobart, we all took turns on the helm, winches and mainsheet, and putting in and taking out reefs in the mainsail. Kate and Margie had great fun on the tiller racing other boats including a larger Jeanneau, much to racer Greg's delight.

The wind freshened to 30-35 knots, with Kate's harness clipped on she clambered up to drop the mainsail, just north of the Garrow Light, after which all sails were stowed. We motored to the DSS from Lower Sandy Bay being drenched by the spray. That's why Greg left the dodger behind – just to give us girls a drenching! Fortunately the weather was warm. The forecast didn't predict such strong winds, which was a timely reminder to always be prepared for much stronger conditions. The conditions were challenging but at no time were risks taken.

We had a lot of fun with Greg. He understands women's anxiety on boats, and how important it is for women to take a greater role in managing our boats. He really enjoys training. It is reassuring from a safety aspect, to be able to manage a boat competently, and it is more enjoyable for us to be able to play a more active role in sailing. The weekend's course was an invaluable experience, and I would highly recommend it to all women. I would love to do it again. A weekend away enables a group to develop a great bond by sharing an amazing experience. The course was very informal, fun, yet challenging.

The Women's Forums held during the year, have been excellent, and well attended. They began as talks given by women to about 50 members, which then developed into a core group of about 10 women who have attended very casual and relaxed gatherings throughout the year. We had two separate days away on boats practicing boat-handling skills (girls only), and we are very grateful to the members who took us out on their boats. During the depths of winter, we met at Mariner's Cottage to discuss navigation, charts and compass work. Also the importance of keeping logs books and other aspects of boating. Teacher, Alan, even gave us homework, which was fun, and really good practice using charts. The sessions have been very light-hearted and fun while practicing theoretical skills. Sincere thanks to Kim and Allan's enthusiasm by keeping up the momentum, and thanks to Lindy Jones and all the other experienced and not so experienced women who gave presentations at our forums, and to the boat owners who took us out in their boats.

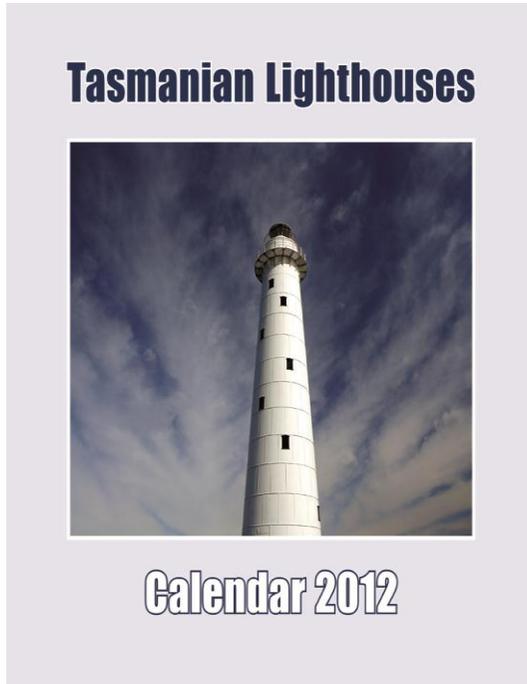
It would be wonderful to see other women attend the forums, and take a sailing course. Although challenging, it was an invaluable, fabulous experience, and we will enjoy sailing so much more by learning to take a more active role on our boats.

Jenny Makepeace

**Kettering Mooring for Rent**  
**South of Ferry View Jetty. Suit**  
**vessel to 30ft**  
**\$18 per week**  
**Contact: Peter Makepeace**  
**0417 302739**

**2012 Tasmanian Lighthouses Calendar**  
**\$20 + postage**

*“The lighthouses must remain an indelible feature in the soil of this territory whilst Van Diemen’s Land remains above the water”*, said William Moriarty, Port Officer in Hobart in 1834.



Thanks to sponsorship from the Cascade Brewery Company, Australian Maritime Systems and Tasmania 40°South, the *Tasmanian Lighthouses Calendar* is one of the major fundraising projects for the Friends of Tasman Island.

Purchase this magnificent limited edition calendar now and know that you are helping to support the ongoing work on the island.

- Available at selected book shops, newsagents and other local stores around the State or email [friendsoftasmanisland@gmail.com](mailto:friendsoftasmanisland@gmail.com) to place your order! A great Christmas gift idea!



***“Even though there’s nothing wrong,  
I’m still going to operate on you.  
There’s a boat I want to buy, and  
I need the money.”***

*Introducing the new concept in luxury yachting:*

### *The Yacht Island*

This is the next super-yacht set to hit the world's oceans - which comes complete with its own functioning volcano and floating tropical islands. The vessel - dubbed the 'Tropical island Paradise' - has been designed by British boat builders Yacht Island Design, from Derby- some 90 miles from the sea. The extravagant 295ft ship boasts a towering volcano with a cascading waterfall which feeds the swimming pool.



## Show Day and the Weekend Cruise to Norfolk Bay

After weeks of bad weather and washed out plans of launching in time for the Opening Day, a small weather window opened to finish the hull preparatory coats, re-paint the boot topping in the correct color and then spray on the blue anti foul .Of course there are a lot of other details such as propeller coatings, new anodes, painting the echo sounder and impellor, intake sieve, and the rudder fairing strips, much of which can be done late at night with a fluoro lamp! The day prior to being heaved off the slip the steering felt abnormal and no mechanic was available to diagnose the problem. It was then that the dreamed of trip seemed in jeopardy. On the water it steered satisfactorily so 'rationalization' of probably has been like this for a while and I just did not know/worry' allowed me to go! Lizzie took a bit more reassurance that a rocky end was not imminent.

We motor-sailed to the Iron Pot to meet Ken and Lynn on *Get a Life*, with other boats following astern.

It was a great sail up to Betsy, but then calms and variable winds across Frederick Henry Bay disappointed us. Ken went across to Sloping main, found



Impression Bay BBQ

wind and sailed well. We anchored in the small sheltered cove NE of Lime Bay, but with SW winds forecast, some of us ventured out into the slop that was being developed by the 30-40 knot easterly winds. After an hour we motored between Chronicle Point and the adjacent fish farm to where *Andromeda* and *Xantia* were already anchored, in the lee of Conical Hill. Soon *Scarlet*, *Riverdance*, *Honey Wind* and *Storm Fisher* were close by. In the morning Pandora joined in time for a row a boat, boat inspections and morning tea/coffee.

Wendy and Ian's new boat is very impressive!

At Roger Locke's suggestion, we anchored in the clear sandy bottom off Impression Point and went ashore to BBQ in the sand stone cliff hollow of his experimental smoking youth! The old jetty had been washed away however the remains of the wooden railroad trestles. On the point were many fragmenting and toppling head stones of the 1840's and a historical outline of the struggling settlers of the area.

The afternoon provided an excellent calm water sail in 15-20 knot winds to our Taranna anchorage north of the jetty. *Wayfarer 2* and *Honey Bee* also arrived. *Honey Wind* (Phil and Barbara) hosted a full boat of yarn spinners. Thank you.



Tides out. Time to go

After more inter-boat socializing, black mud caked anchors and chains were raised, hosed and bucket washed, before being dropped into the sands of Eagle Hawk Bay. *Storm Fisher* had left earlier and reported deep navigatable water to the 'neck end' where he had anchored so to 'do' the surf beach walk to 'Doo Town'. About mid day ten or so boats were met by Chris Creese literally putting about in the 'taking up' (slow sinking) carvel launch. A large flywheel not only kept the single piston moving and regularly firing, but also Chris at the manual pump, for the fear of being drowned with the spray if the wheel became submerged in the rising bilge water.

Once ashore using the jetty, the large STILL smooth spreading green house lawn felt a little alien to the tossing stretches of sea that had been surrounding us. Sallie and Tony, as usual, were excellent hosts with the BBQ alight and

tables and chairs arranged. It is amazing who knows who and how recognitions from childhood still occur. We all had a most enjoyable afternoon and Tony passed round a picture of visiting boats ( ~ 1995) for us to try to recognize. The BBQ is quite a CYCT tradition.

By mid afternoon an easterly breeze favored a sail directly to Green Point for an easy sail home next day. As we left the intrepid *Intrepid* arrived to visit friends and perhaps the BBQ, but the 'snag' was that



Eaglehawk Neck, off Tony and Sally's

they were all gone. The further NE we sailed the less wind and cat kite was soon headed by a light and then a strong breeze.' Getting it down' were three dirty words, with a difficult sock. With the main and genoa unfurled it was a good final sail, finally going between Hog and Sloping Island and anchoring in crystal clear waters off Lagoon Beach with the other faster CYCT yachts. Later that evening *Intrepid*

tired of sand sifting and canal excavations in the shallows of Lime Bay, sought our company. *Andromeda* and *Wayfarer 2* paid the price of a shared evening meal as the next day's return was windless.

The morning light wind put us all on a lee shore, and fortunately the beech stopped a non member's outboard equipped ducky from vanishing. Mine had freed itself earlier at the convict site, whilst another member almost used theirs as a large stern fender when anchoring.

*Minerva* and *Storm Fisher* joined *Scarlet*, 'picking in' on the NE tip of Sloping Island.

A wander ashore on the tracks amongst the weeds and Sheerwater burrows took us to the brick remains of the two roomed Superintendent's Quarters of the 1842 Probation Station. Morning tea on *Minerva* was proceeded by Kate having sculling practice, then followed by (non related) heaving line throwing, for rescue or line passing. Yvonne and Dave told us of their Plunkett Point visit to the convict ruins of the coal mine site. More interesting history to follow,

but to say that one of the mines reached a depth of over 300 feet! This destination will be a future 'must visit'.

As the run home winds faded the spinnaker was set, later jybed on passing the Iron Pot, but in the middle of a phone call the sudden strong heading winds made a frantic flap of the sail and me. More pulling and muttering ...but now I know what was wrong!

We all made our ways happily home.

Over all about 13 CYCT boats participated in a most enjoyable leisurely cruse.

Lewis Garnham (Vice Cmdr)



Kate Hansford *Conbrio* getting to grips with a sculling oar under the tuition of Gus Vans-Colina *Stormfisher*

## SAILABILITY TASMANIA INCORPORATED

*CYCT donated \$500 to Sailability Tasmania at our last meeting and Bill Brown has kindly written this introduction to the organisation*



Sailability Tasmania is a not-for-profit organisation providing opportunities for people to experience sailing in either keelboats or dinghies. It was formed in 1998 and is linked to Sailability Australia, a program of Yachting Australia.

The principal aim of Sailability is to facilitate sailing and boating in all forms for people with disabilities and for their family friends and volunteers. Sailability has two Payne 24 yachts in Launceston, and two in Hobart. It also has seven Access dinghies, which are designed as an easy and safe way of introducing people of all ages to sailing.

The Launceston yachts were launched in 1998 and the Hobart yachts launched in 2004. The first Hobart group to participate were young people who were part of the Mission Australia program assisting with their construction through shipwrights Bob Laughlin & Royce Salter (now Derwent Marine).

The Access dinghies provide a comfortable and safe introduction for younger people into sailing. They have a weighted centreboard and are unsinkable. Some are single seat versions, others have two seats. The two-seat arrangement allows experienced volunteers to assist those clients who are inexperienced and unsure in their early stage of sailing.

The yachts have provided a new and exciting experience for thousands of clients since becoming available.

Sailability can be the starting point for the normalisation of many disabled peoples' lives by empowering people to actively participate in administration of the organisation as well as participating in on-water activities. Sailing is one of a few activities in which everyone can compete on an equal basis.

At the moment there are few options, other than Sailability, for people with disabilities to enjoy sailing as a recreational or sporting pursuit, an experience that can dramatically improve their quality of life by providing a different, exciting and stimulating activity that greatly increases mobility and confidence for a broad range of intellectually and physically disabled client groups. These groups can be segmented to include Para and quadriplegic, autistic, blind, accident trauma victims and intellectually impaired people. Sailability has also catered for people who were once physically able experienced yachting people but have now reached an age where they

are unable to participate without the support of Sailability and its volunteers. These people are valuable in providing advice and guidance to clients who are less experienced.

Sailing has demonstrated that it provides wonderful therapy for intellectually and physically disabled persons as it their horizons and increases confidence and self esteem.

Disabled clients are trained and mentored in sailing and have the opportunity to reach the pinnacle of the sport by representing Australia at the Paralympics.

People with disabilities take a leading role in the group's management, committee and overall operation. It currently has several people with various levels of disability actively assisting with Sailability management, and its operation and activities. There are local area meetings and regular face-to-face contact, either socially in local yacht clubs, individual's homes or while participating in sailing activities. Sailability Tasmania has a small but dedicated group of members. These members include volunteers who provide sailing expertise and guidance when training client groups and assist with mentoring and other activities.

Our skills base is broadened by the full support of the Tasmanian Yachting Association and local yacht clubs whose members also assist as skippers and crew.

Sailability has, (with the support of service groups and volunteers) provided opportunities for sailing experiences in Burnie, Devonport, Launceston, Georgetown, St Helens, Fingal, Orford, Austins Ferry, Dover and Hobart. In excess of two thousand participants sailed with us over the last twelve months.

The purchase or construction of the yachts was made possible from support provided by many businesses, community service groups and the State & Commonwealth governments. Since the launching of the Hobart yachts Sailability has received strong support from the Royal Yacht Club of Tasmania, the Derwent Sailing Squadron, and the Bellerive Yacht Club and the sailing fraternity in general.

Salability's main income to meet running and maintenance costs comes from small donations from people with disabilities who participate in our activities. We also have the skills within our membership base to handle most maintenance and repairs.

We would welcome additional support from any sailor who can offer their services as a volunteer. For existing members of yacht clubs, the annual membership fee is twenty dollars.

William Brown,

Secretary Phone 6275 0987 or 0438 750 987

## Irish Mist - Brisbane Northwards

Paul & Rosemary Kerrison

Early Monday morning I fly back to Hobart for 48hrs, leaving Rosemary to look after the boat and do some shopping etc. Also have an electrician look at solar panel output, which has not been great over the last few days, although neither has the sun really been kind to us either (broken wire in lazarette).

When I return we decide to spend a few more days in marina, (Its cheaper rent by the week) and explore the City of Brisbane, spend a day wandering along South Bank, the big sky wheel turns for the first time today with passengers since the floods earlier this year, We were offered a free ride but turned it down as it was going to take 2.5hrs to go around, (the wheel was empty and they had to load a gondola and send it to the top then balance the wheel by loading the one at the bottom then send that one to nine o'clock , and so on until all gondolas were full before going around three times and then reversing the loading procedure), We had more things to do, like finding something to eat & drink, visit the Qld. Maritime Museum & marvel at the way in which the Parklands had recovered since the floods.

At the museum we inspected *Ella's Pink Lady*, Jessica Watson's SS 34 and the Frigate HMAS Diamantina. The Museum was very lucky not to have suffered a great loss, the HMAS Diamantina which is on display in the old Dry Dock, actually floated free of its cradles during the floods, but fortunately was held in place by the gantries attached fore and aft. Should you ever have nothing to do in Brisbane we thoroughly recommend that you visit this fine establishment. HMAS *Diamantina* an Australian built River Class Frigate, built at Maryborough Qld. was launched in 1944. ( LOA 312ft, beam 36'9", draught 12'6", gross tonnage 2120tons, top spd 21kts.)

She had a remarkable service career taking part in many engagements during war time and it was on her aft deck that the official signing of the surrender of the Solomon Islands by the Japanese took place in September 1945. When *diamantina* was decommissioned in 1980, she had steamed in excess of 615,000nm. The museum has done a fantastic job of turning this vessel into a living museum of its own.

Manly is a beautiful little village, with many restaurants, foreshore parklands, and weekend markets selling a complete variety of fresh produce including seafood & meats, (had to have some crab, bugs and prawns.) Rosemary was also invited

to go Dragon Boat Paddling by the local club but declined due to the inclement weather.



We left Brisbane on the 17<sup>th</sup> July and anchored for the night off Noosa. Next morning we were south of Wide Bay Bar when both of us were startled when a whale breached not 20m off our starboard beam. Apart from what is called the Mad Mile just inside the Wide Bay Bar, the crossing was a lot easier than expected. Not having seen Rainbow Beach (Inskip Point) camping area before, we were both amazed at the number of campsites, four wheel drive vehicles, motorhomes, caravans and tinnies amassed along the shore. It's from here that the car ferry crosses to the southern point of Fraser Island.

The anchorage at Pelican Bay inside Inskip Pt. was very quiet and allowed us to observe the goings on ashore and to watch the ferry crabbing across the gap against a 2.5-3kt tide. From here it was up to Garry's Anchorage for two nights before heading north with the tide to exit the shallows of the Great Sandy Strait to an anchorage outside King Fisher Resort. It's a real procession through the central part of the Strait with little or no water under the keel even on a high tide. Deep keelers congregate either end of the area called Sheridan Flats in order to transit with the tide. It is well beacons but again binoculars are a must as it is possible to miss a beacon in certain light conditions.

Anchoring off the resort we ventured ashore for sundowners and a look around, very impressive. When going back to the beach to return to *Irish Mist* the tide had left our tender well and truly high and dry, "Ah well, lets drag it down the beach", Now the lower reaches of the beach at low tide are of the muddy type that sort of sucks every time you manage to take a step and it's getting dark very quickly, Finally we are afloat, Rosemary jumps in cleaning feet as she does, I lower the o/b and also push off. Feeling good we head towards *Irish Mist* only to ground again within 15m. This time the first mate mutineers

and it is me who has to get into the mud and push/pull to deeper water. Next morning at 0500hrs we moved out into Hervey Bay and onto Burnett Heads, anchoring in the Burnett River between The Bundaberg Port Marina and the small and very shallow Burnett Heads Boat Harbour. Except for the occasional trawler going past, we were quite comfortable.

Going ashore via a floating public pontoon in the boat harbour we walked to the Burnett Heads shopping center (approx. 20mins) to do some shopping. There is a very good IGA store, post office service station and Hotel/Motel but very little else. As this was to be our last place to replenish before Hamilton Island we were very conscious of the fact that we were on foot, with the need to be frugal. Watching the first mate putting goodies into the shopping trolley was giving me a headache just thinking of the return walk.

While I am trying to advise her of our predicament a shop employee overheard our conversation (no raised voices) and commented that the store offers a courtesy bus, which was certainly music to the ears. A couple of hours later with all our purchases, groceries, outboard fuel and drink from the bottleshop we were delivered back to the dinghy and made our way back into the river and back to the boat with little freeboard.

Leaving the Burnett River early the next morning we had an uneventful sail to Pancake Creek before a little bit of a mix up in port and starboard directions whilst negotiating the inner entrance saw us plough a furrow through the sand for a little way. Fortunately the tide saved us before other cruising folk realised our predicament. Once inside the shallows it was a very snug anchorage. At low tide you are in a gutter behind drying sand banks in approx 5m.

We stayed here for three nights, on the second day we walked to the Bustard Head Light House with another couple Graham & Barbara "*Tusi II*" from Urangan. It was on this walk that we met the Light Keeper, Warren who had been in Hobart during the late sixties and early seventies, and who asked if we knew Mark Creese, Chris & Nicks father, and Tony's brother, also Ken and Doris Newham. After further talk we set off back to the boats, Graham saying he knew of an alternative track back to the anchorage so off we set.

Coming out of the scrub above the entrance to Pancake and scrambling down to the shore we found ourselves approx 2km from the boats with a high tide forcing us to rock hop along the shore until eventually we reached a dead end. Faced with the task of retracing our steps, Barbara remembered her mobile in her backpack. Luckily for us, she had service and managed to call a fellow cruiser in the creek who came out to pick us up in his six-man tender, and took

us back to retrieve our tenders from under the mangroves. All of us had a laugh and drink before breaking up back to our boats.

Next day we negotiated heavy shipping traffic awaiting entry to Gladstone, motoring across the Tropic of Capricorn and finally anchoring at Hummocky Island. Anchorage was rolly but both were tired so off to the bunk. Even though we were tucked well into the bay on the N shore, the SE swell gradually increased & worked its way into the bay. The wind also swung to the NE for a while before going back to the ESE, bugger it. Unable to take the rolling any longer, at 0400 we upped anchor and sailed to Great Keppel Is, 24nm to the north. Turning into Svendsens Beach at 0800 we found it rather crowded, cruising boats of all description rolled at their anchors. It was little better than where we were, but with the forecast for the weather to worsen we had no choice but to join in.

It was here that both of us discovered we had been sweet meat for the midges at Pancake Creek. Wow, did they burn! (Here's an unpaid for advertisement: Rosemary in desperation covered her bites with MUM Deodorant and it worked giving relief almost immediately. Now I know that real men don't use MUM Deo. But hey it worked! I was hooked).



The weather finally showed signs of abating so we pushed off early in the morning of the third day under full sail heading for Scawfell Island in the Whitsundays. It was to be an overnighter as the Australian Defence Forces had shut the Shoalwater Bay training area,

forcing us to bypass a beautiful cruising area, and of course overnight anchorages to break the long trip.

Bowling along with a SE breeze of between 15-20kts and making good time with a course to take us outside of the outer limits of the training area, I trained the binoculars on an approaching grey vessel in the shape of a frigate. Hmm, he

appears to be outside of the designated area, but I'll check my coordinates anyway. Bloody Hell! We are 1.5nm inside the South Eastern extremity of the prohibited area. A quick change in course saw us heading East in a hurry, expecting to be challenged at any moment we were very relieved to see the frigate also change direction to the West without worrying us. Penalty for infringing is up to three months Jail, \$500 fine or being shot out of the water (not really).

This quick change of course bought its own problems as we were now plunging into a 1.5m sea on a 2-3m swell with a strengthening breeze and it was now Murphy's turn to show his hand. When trying to take in some of the head sail, the furler jammed. Whilst Rosemary helmed, I went to the bow to investigate the problem which turned out to be a very tight and crossed furling line on the drum. The only way to free it was to sit up there on the bow, getting very wet for an hour or so and unwind the line by hand, all the while controlling both myself and the freed line until finally I could rewind the line back on to the furler in order that we may be able to take some sail in. Fortunately, the main had already been reefed.

With everything back in order I decided that a cuppa was needed by the crew but that bloody Murphy was having fun. Going below I noticed water on the cabin sole. "Can't be" I said to myself but a quick taste confirmed salt water. From where? Bilges are dry. Going further forward, revealed that the forward hatch above our bed was partly open and that our bedding was nice and soggy. Ah well it was an overnigher and we were using the saloon as an off watch bed, so nothing to do but pull it apart spread it about and let it dry.

Finally whilst enjoying our long time coming coffee in the cockpit we were joined by "Albert" the wandering albatross, who entertained us with a series of touch and go landings on and off waves (walking on water) and flying around in all directions very close to the boat as if posing for photographs and trying to say hello. After what seemed a long period of time he gave one final salute to our albatross (burgee) before flying away.

With the conditions slowly abating we dropped anchor at Scawfell Is, one of the southern most islands in the Whitsundays on 31<sup>st</sup> July - 28hrs after leaving Great Keppel Island and 55days since leaving Hobart.

Rosemary flew home from Hamilton Island, leaving me to my own resources for 18 days, when she returned with my brother and his wife.

During this time I visited many of popular locations around the Islands together with all the bare boats and larger skippered charter boats, including climbing to the top of Whitsunday Island from Sawmill Beach in Cid Harbour, a climb of 1600ft almost straight up but well worth the effort: the view from the top is amazing. The normal attire was bathers or shorts. Average temperature: 27 degrees.

I spent six days at Abel Point Marina prior to Rosemary's return and as every good mate does stripped the bunks and laundered all linen and clothing as necessary and socialised with other marina residents. The laundry is a great place meet people, as is of course the marina tavern/ restaurant. During this time I also serviced the engine, polished the stainless, defrosted both the deep freeze and refrigerator (got to get brownie points somehow) all while watching the various charter yachts such as old racing machines, *Apollo*, *Condor*, *Siska*, *Ragamuffin*, *Broomstick*, *Hammer of Qld*, *British Defender*, *Australia*, *Anaconda II* and others load up with up to twenty five backpackers at a time for two and three night sails around the islands.

On the day of Rosemary's return I hired a small car and drove to Proserpine to meet her, Phillip & Lyn and we drove out to Cannonvale shopping centre. Phillip and I left the girls at Coles whilst we visited BWS and after putting our purchases in the car it was obvious that there wasn't room for groceries so back to the boat we went. On our return to the shops we expected to be met with, "Where have you two been?" Entering Coles we found that between them they had two trollies-full but still shopping. Now I said it was a small car and with the boot full and nursing bags we all just managed to get in. I wondered where are we going to put all this but with some careful planning everything was stowed out of the way. Taking advantage of the Coles discount voucher I filled six twenty-litre jerry cans. I'm sure *Irish Mist* sank at least two inches on her waterline. Next morning we heading out early for nine days cruising the Whitsundays.

As winds were forecast from S-SE for the next 3 days and Lyn who was not a confident sailor and previously had said to Paul "don't put the sails up because we will tip over" proved that if you hang on hard enough it is bearable. Believe me, her knuckles were whiter than white (after nine days around the islands Lyn had been hooked on sail). At Nara Inlet in 20-25 kt winds gusting 30kts, we took the dinghy ashore to visit an Aboriginal cave site and viewed early cave paintings. A resting site along the track had a talking pole with several short recorded tapes giving very informative details about the Hook Island aborigines. The cave by the way had a very spectacular view looking down the inlet, with a south west aspect getting the afternoon sun. National Parks had erected an

electric fence around the cave area to stop native goats destroying the paintings.



Over the next 9 days we traveled mostly to the northern-most areas as SE winds persisted, watching whales breaching and mothers with their new calves lazing around while teaching their young to survive. Snorkelled in Blue Pearl Bay on Hayman Island, Stonehaven, Luncheon Bay on Hook Island and Cateran Bay at Border Island. Lyn had never snorkelled before and although tentative at first she soon got into the swing of things and had lots of fun. We swam at Whitehaven Beach then walked to the lookout from Tongue Bay overlooking Hill Inlet & Whitehaven Beach - a most beautiful view with the colours in the water so vibrant & clear. As neither Philip or Lyn had been to Hamilton Is. we took a berth for 2 hours (\$34) and walked through the village and over the hill to



the resort area in Catseye Bay. A very enjoyable time had by all and now time to return to Airlie Beach via South Molle Is through Unsafe Passage past Daydream Is to drop them off before continuing on with our travels.



## Island Mooring Tasmania

### *Island Mooring Tasmania*

We provide short and long-term mooring facilities around the State for all types of craft, as well as offering mooring maintenance and a Cruising Route within the D'Entrecasteaux Channel.

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For more info, please call Wes on 0419 322 978 or email [hello@islandmooring.com](mailto:hello@islandmooring.com)

## Rabbit Island, Aikens Point and Quarantine Bay Weekend

There was an uncertain opening in the weather pattern that Wayfarer 2 and Silver Air caught early, so Friday had them sailing to the intended destination of Rabbit Island. The Sunday forecast was for northerly winds and Riverdance did not wish to do that again, head on from such a long distance. They Quarantined themselves. Latura was set for a late departure, and as new members, CYCT fellowship was important. Minerva left at 720 am and with Katie at the wheel as we made our way down river in various wind strengths and directions. At one point, sailing goose-winged in 30knots plus, we were at 8.5 knots! The Channel was fickle with head winds, so the prospect of a quick easy Rabbit Island trip went down the burrow!

Once past Roberts Point, sailing to Aikens was enjoyable, especially in the lee of the rocky wooded shores of Simpson's. The first anchor drop bounced along,

hammering notes up the chain when we reversed. The second moor bit, but we were exposed to the SW winds and the forecast northerlies. The chart showed shallow in the waters south of the Point.

The red brick chimney ruin among the few old pine trees demanded exploration, but the white glistening razored shore oysters almost had our dinghy for exploitation. The field of green shimmering windswept grasses reached over the western hill and from the thicket of trees to the north, a Sea Eagle emerges and scanned the field: To the magic of this land we yield.

‘There, plotted and square, green and tall; bearded Irises dance an eyeball call.’ Beckoned we go to....

‘Tombstone chimney ruins behind the old front yard flowers, wind whispering their grieving song, bees buzz, in the setting hours the house bee long gone.’

Absorbed in photographing we are suddenly met by a man emerging from a white 4WD who politely informs us that though it is now being kept as a nature reserve, it is still private land for which he is responsible. Our remark on the beautiful flowers is countered by ‘There were many more, but people with shovels came here and took



them. They light fires and leave them burning with tins and rubbish that I have to clean up. Sometimes they come here by boat with their motor bikes, guns and dogs and show no respect for this private property. Even the so called ‘harmless dogs’ smell, will stop birds nesting and scare them off. Historically there was a jetty, houses and scallop processing sheds, all gone. He is removing all vestiges of the buried wire fences that foul fire fighting vehicles. After apologies, informal exchange of names, hand shakes, we departed on friendly terms.

The caring conservative nature of our members was appreciated, and respectfulness in our actions ashore on private property welcomed.

General visiting is not to be encouraged, but if any CYCT members happen to come ashore, respect and care please, no dogs at all and keep well clear of the Sea Eagles nest.

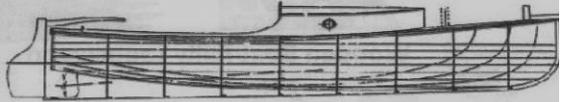
The sail to Quarantine started with a light broad reach that got 'the cat' out of the bag, clawing us ahead, till it pulled the wind ahead at 20 knots plus. The hard spinnaker flapping had me the same also when the snuffing sock refused to descend. It was a difficult short handed out of the sky and water battle. With lesser sail set we had another pleasant sail north to Quarantine, anchoring in the company of *Riverdance* and *Latura*; the crews of which later visited us for cozy comfort and fermented products.

*Get a Life* came over from Kettering and hosted morning tea with more 'bunk' on board (widening the aft double bed). Peter and Jenny Makepiece cruised by with a cheery wave. We motored home, but *Riverdance* sailed! Getting into the pen with an off blowing quarter gust is a damaging story!

The Commodore, Chris Palmer said he had the Official BBQ on Rabbit Island, but I actually believe it was a smoke signal for a 'Silver' Air Rescue after a sudden deflating 'oystered out' sideways RIB drift. A would be 'Robinson Crusoe' would be a 'Cursing So', with no mobile or VHF for rescue on a cold dark wet and very long isolated night. Friends and company are good to have!

Note. I have rung the 'caretaker' and suggested that the CYCT may do the first W/E March 'Clean Up Australia Day' there. This was appreciated and a site will be located for us at that time.





# WOODEN BOAT RALLY 2012



**Launceston's Seaport Marina!**

**January Saturday 21<sup>st</sup> Sunday 22<sup>nd</sup> 2012**

Public entry is free so bring the family along and join boat lovers, collectors of marine equipment and all things maritime who gather to celebrate and share their passion for the sea and for wooden boats old and new.



**Participants & Exhibitors:** We welcome sailing vessels, motor boats, dinghies & model boats which are substantially of wooden construction. Bring your maritime display, enter your wooden boat, participate in the sail past, moor in the marina or simply display your boat on the boardwalk. If your wooden boat is pristine or derelict, old or new, large or small or a work in progress we welcome you at the Rally.



Participate to enter the \$2500 prize draw!



**Entries close on January 7<sup>th</sup> 2012. If you have participated in the past we thank you and encourage you to join us again for Wooden Boat Rally 2012.**



**To register or enquire:** (exhibitors see reverse for registration form)

Post to: Wooden Boat Rally  
C/- Wayne Higgs  
Tasmanian Builders Association  
P.O Box 7641 Launceston Tas 7250

Queries: Adam Park: 0419307557  
Bruce Jessup: 0418135662  
Wayne Higgs: 0400907041

**SEA YOU THERE!!**

Please promote this event by "spreading the word" amongst the wider boating community.



## Members' Comments On Their Experience With Wind Turbines

Collated by Jon Nevill

### Air Breeze (formerly Air X)

Cost: I can't find information on the model Pat Price has, but solaronline.com.au lists the price of the 200 watt unit as \$1400. The Air X has been one of the most popular units with yachts, but a search of the web reveals considerable bad press – noise, reliability and output.

*Comments from Pat Price ("Pendulum"):*

Given wind above about 10 knots, it starts making power, about 1-2 amps. At 15 knots it makes 4 amps. Above 15 knots it will make large amounts of power but how often do we sail in winds continuously above 15 knots? And we are talking about apparent wind as we all know cruising yachts do not often go upwind! Subtract say 5 knots from the wind speed.

Another issue is the "size" of batteries being supplied. The turbine will work better with larger capacity installations. This is because the internal regulator checks the battery voltage at intervals and if high charging will stop. Now a large battery bank will not react to voltage change as quickly as a small bank. I would think at least 400 amp hour would suffice. Pendulum has less than half of that and so the turbine cuts in and out too much as it senses high voltage. Occasionally the unit provides good service, but not very often.

### Rutland 913

*Comments from Michael Deck ("Erik"):*

Cost: AU\$1150 for it, buying directly from the manufacturer in the UK. Aside from the unit itself, that price included a spare set of blades, a HRSi regulator and three-day air freight.

I designed a mount for the mast and had it fabricated locally. I can supply the plans to interested members. The unit supplies about 24W @ 10kts and about 72W @ 20kts. I have been very happy with the unit. I accidentally shorted it during installation, fitting the wires to the regulator was tricky, but the issue was easily isolated and rectified.



The unit causes vibration transmitted as a grumbling sound down the mast at between 7 and 11 knots. I believe a wobble in the nose cone is the fault, and I plan to fix it shortly. I know of similar installations of the same unit that are silent, so I'm confident the issue is specific to my installation. I'd give 5 out of 5.

Jon's note: Jessica Watson used the Rutland on her circumnavigation, and it gave good service until her boat capsized. Two weeks after the capsize the unit stopped working – however she had anticipated such an event and was carrying a spare.

### **KISS** ([www.kissenergy.com](http://www.kissenergy.com))

*Comments from Peter McHugh (“Honey Bee”)*

The KISS Wind Generator is manufactured by Kiss Energy Systems, who are based in Trinidad. Cost is \$US995.00 with a 3 year warranty. As the name implies, the unit is simple, but robust. It is not small - the 3 bladed diameter is 1.5 metres and so you need a substantial tower to support it. We were very pleased with this generator. Its output was high, it didn't take much wind to get it going and, most importantly, it was quiet. We are not sure of the age of our unit, but I suspect that it had been most of the way around the world and could have been 10 years or more old. Sadly, it threw a magnet off the rotor in a very strong breeze during our voyage back to Australia from New Caledonia last year. In summary, value for money is excellent. A simple, powerful and inexpensive unit.



### **Eclectic Energy D400:** ([www.d400.co.uk/](http://www.d400.co.uk/))

*Comments from Peter McHugh (“Honey Bee”)*

Cost: Australian dealers are excessively expensive (well over \$3000). Electronics On Board (<http://www.electronicsonboard.co.uk/d400-wind-generator-80-c.asp>) in England, were selling them for £1,200. With VAT removed, but freight, Duty and GST added, we had it on our doorstep for \$2,400. EoB are now selling the D400 for £1089.



The D400 was easy to install, reusing most of our original generator tower. The tower needs to be robust as it weighs 17kg. It is a 5 bladed unit with a diameter of 1.1 metres - smaller than the KISS, but heavier. There is a need for a separate regulator and dump resistors which EoB sell. Power output really doesn't start until there is about 10kts of

wind, but above that there is plenty of power. Note that you can get both 12v and 24v versions.

10	knots	wind	speed	produces	40	watts
15	knots	wind	speed	produces	120	watts
20	knots	wind	speed	produces	190	watts
25	knots	wind	speed	produces	280	watts
32	knots	wind	speed	produces	400	watts

To stop the unit operating, we swing it out of the wind and tie off the blades. After nearly a year, we are still very pleased with our D400. In my opinion, one of the key features of a wind generator is the noise it makes. If the blade noise is intrusive, you will find it very hard to live with and anchorages around you will be empty for hundreds of metres. Both the KISS and the D400 are very quiet.

#### **Closing comments (Peter McHugh):**

At anchor, the various power listings are all fairly valid, but when underway, the efficiency of a wind generator will depend a lot on the sailing angle. If you are planning to use one sailing down wind, you need a big breeze to make it go. As soon as the wind comes forward of the beam, a generator mounted on the centreline of the boat picks up the diverted air stream from the main sail and the power really kicks in. The bottom line is that you need several sources of power - solar, wind and your engine. If you have all three, then you seldom need to run your engine except when you really need it to move the boat.

Jon would welcome comments and more information. Ph: 0422 926 515



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## Salmon and Rice Slice

*From Catrina Boon. Bring this to a BBQ and you won't be taking home any leftovers!*

(serves 10) I usually half the ingredients and make in a lasanga dish.

### Ingredients

1  $\frac{3}{4}$  cups rice (265 gms)  
400gm salmon  
16 eggs  
4 sheets filo pastry  
2 tsp cracked black pepper  
300mls sour cream  
1 tablespoon french mustard  
1 teaspoon poppy seeds  
50 gms butter  
1 tablespoon fresh chopped thyme  
1 cup grated parmesan cheese

### Method

Grease 2 x 23 cm square cake tins and line with baking paper. Cook rice until tender and drain. Press cooked rice evenly into prepared tins. Combine salmon, eggs, sour cream, mustard, cheese pepper and thyme in a bowl and spread evenly over rice. layer 2 sheets of pastry together brush with melted butter and fold in half. Place over egg mixture and trim to fit, brush with melted butter and sprinkle with 1/2 the poppy seeds, repeat for other tin. Bake in a moderate oven for approx 40 mins or until set and lightly browned. Serve hot or cold with Herb Mustard.

### Herb mustard

1 tablespoon french mustard  
1 cup (250mls) mayonaise  
 $\frac{1}{2}$  cup sour cream  
2 tablespoons milk  
 $\frac{1}{4}$  cup fresh chopped parsley  
2 teaspoons fresh chopped thyme  
2 tablespoons fresh chopped basil  
Combine all ingredients in a bowl and mix well

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**Cruising Yacht Club of Tasmania Inc****General meeting held at the Derwent Sailing Squadron****on 1 November 2011****MINUTES****1. Opening**

Commodore Chris Palmer opened the meeting at 8:00 pm

**2. Presentation**

The Commodore presented a cheque for \$500 to Bill Brown of Sailability, in acknowledgement of DSS's generosity in allowing our Club to use the Squadron's rooms for its meetings. In responding, Bill spoke about the work of Sailability (which has the most used yachts in Hobart) and said that our donation will go towards another access dinghy.

**3. Attendance**

Everyone agreed this was a record attendance; 84 members were present, with 27 visitors and guests. Ten apologies were received. A list is attached to the minutes.

**4. Minutes of the previous meeting.**

The minutes of the previous meeting held on 4 October 2011 were confirmed.

**5. Business arising from those minutes.**

(not elsewhere on these agenda) None.

**6. New members.**

The Commodore welcomed the following new members and presented their burgees; each said a few words about themselves and their boats:

De and John Deegan – *Silver Air*

Kerry Williams and Kim Bamford – *Yarraki*

Mike and Larissa Deck – *Erik* – apology (trapped in Wineglass Bay by the weather) – their burgee was accepted on their behalf by Richard Phillips (*Charon*)

Bob Goss and Elayne Burke - *Indian Summer*

Kate and David Watson – *Serenade*

Duncan and Stephanie Abercromby joined in May but left for Queensland waters soon after. They and their boat *Ceol Mor* (meaning Great Music) are now back, and they were welcomed to the meeting. Wendy and Richard Phillips have also returned south for the summer, leaving their boat up north.

### **7. Cruising plaque.**

The Commodore presented the errant Cruising Plaque (see previous minutes) to John Cerrutty.

### **8. Vice-Commodore's report**

Lew Garnham reported on recent events: the combined opening day, show day weekend at Norfolk Bay with a BBQ at Creeses place, and a mid wk cruise. Coming cruises include: Rabbit Island/ Port Esperance, a Tassal fish farm tour on the 26<sup>th</sup> November, moving on to Snake Island or south of there on the 27<sup>th</sup>.

Lew discussed the Mawson flotilla on Friday 2<sup>nd</sup> December. This is a big, historic event and he encouraged CYCT participation, with plenty of colour. Lew has distributed by email some notes and a chart (copy attached to minutes) and he spoke to these. Registration is essential. He proposes that the Mawson event be followed by a club cruise to New Norfolk over the weekend.

### **9. Rear Commodore's report**

Margaret Jones thanked the members for their wonderful turnout, and also our visitors who included a contingent from Friends of Clayton's. She outlined forthcoming events – 6 December meeting, Christmas BBQ 11 December; see *Albatross* for details. There is discussion of a NY eve BBQ, details TBA.

### **10. Treasurer's Report**

Wayne McNeice advised that there is no material change since last meeting.

### **11. Editor's Report**

Kim Brewer reiterated that all contributions will be gratefully received, and the Commodore congratulated the Editor on another fine edition of *Albatross*.

### **12. Webmaster's report**

Dave Davey advised that emails are about to go to all members, asking us to confirm the information we have in the database and particularly the permissions regarding publication in the hardcopy list of members.

### **13. Forums**

Alan Gifford reported that 4 participants in the Women on Boats series are now enrolling in a Day Skipper course. Women on Boats is continuing, and new participants are very welcome; the next meeting is at Mariner's Cottage on November 15<sup>th</sup>, 5:30-6:45.

Crew Overboard (formerly MoB) sessions are planned, dealing mainly with prevention, but also how best to return to the person overboard with your particular boat, and how to retrieve them. A Flares session is being discussed with MAST, involving not only a demonstration but also practice. Both the CoB and Flares events will probably be in February 2012.

#### 14. **Commodore's report**

Chris Palmer thanked all the above contributors. He noted that the Tasmanian Lighthouse Calendar is for sale (excellent Christmas present); see Chris Creese or Erika Shankley.

The Club has received a DVD from Parks & Wildlife on Port Davey, which is very informative and valuable for anyone visiting the area or just dreaming. The Club's copy is available for loan, and the DVD is obtainable from P&W for \$20.

#### 12. **Other business** - None.

#### 13. **Guest Speaker:** Janet Fenton "Win and Clyde Clayton and Port Davey"

Erika Shankley introduced Janet Fenton, whom she has known for many years, with early photos of Mary and Janet at Melaleuca (Janet is the daughter of Deny King and grew up in the south-west). Janet's book on Win and Clyde Clayton – the basis for tonight's talk – is already into its 3rd impression.

Janet gave a fascinating account of Win & Clyde's life in the south-west, notably their many boats – unique people in a unique place – and concluded with a discussion of next steps for the Clayton's site. Further restoration? Display photos/life story in the house? (Members thought this an excellent idea).

The talk was enthusiastically received. The Rear Commodore asked Ian Madden to propose a vote of thanks, which he did with some reminiscences of his own, including some stories Janet hadn't heard about her father in New Guinea. He presented her with a bush knife made by Deny King in New Guinea from a Japanese officer's sword. Deny had given him this knife – which he has used well – on condition that eventually he would pass it on either to a museum or to one of Deny's daughters.

#### 14. **Next meeting** - The next meeting will be on December 6<sup>th</sup> at the DSS.

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*Ken Lewis*

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