

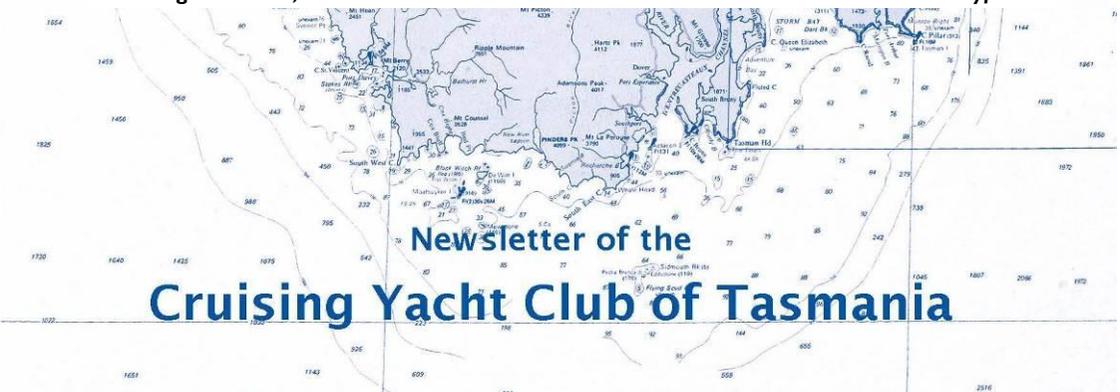
# Albatross

Volume 38 — No 2 March 2012



Fotheringate Beach , Flinders Island

Photo: Chris Palmer *Wayfarer II*



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)

<b>Commodore</b> Chris Palmer	H 6267 4994	<i>Wayfarer II</i>
<b>Vice Commodore</b> Lew Garnham	H 0417 589 008	<i>Minerva</i>
<b>Rear Commodore</b> Margaret Jones	H 6272 5660	<i>Lalaguli</i>
<b>Treasurer</b> Wayne McNeice	H 62252392	<i>Riverdance</i>
<b>Secretary</b> Alan Butler	H 0457000434	
<b>Editor 'Albatross'</b> Kim Brewer	H 0428 937358	<i>Vailima</i>
<b>Committee</b> Hans Van Tuil Alan Gifford	H 62291875 H 6229 7389	<i>Alida</i> <i>Eight Bells</i>
<b>Membership Officer</b> Margie Benjamin	H 6267 4994	<i>Wayfarer II</i>
<b>Warden &amp; Quartermaster</b> Chris Creese	H 6223 1550	<i>Neptune</i>
<b>Albatross mailing</b> Chris Creese	H 6223 1550	<i>Neptune</i>
<b>Webmaster</b> Dave Davey	H 6267 4852	<i>Windclimber</i>

## Life Members

Erika Shankley

Doris Newham

Chris Creese

---

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

## Contents

Editorial .....	4
Commodore's Report .....	5
Vice Commodore's Report.....	7
Application For Membership.....	8
Rear Commodore's Report.....	9
Welcome New Members .....	10
Deep Hole Cruise.....	12
Barnes Bay Regatta .....	13
VALE – Mike Rosevear.....	14
South Australian Fleet Lands in Tasmania.....	14
Deal or No Deal?.....	15
The Jungle Knife Story.....	20
Puffin's Australia Day Weekend.....	24
About 'Cruisin' About' .....	26
Introducing <i>Albatross</i> Advertisers: Oyster Cove Chandlery .....	30

### 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.

	<b>CYCT CALENDAR</b>
<b>MARCH</b>	
<b>Sat 3<sup>rd</sup> - Sun 4<sup>th</sup></b>	Cruise to Aitken Point area, Clean Up Australia weekend.
<b>Tue 6<sup>th</sup></b>	General meeting @ DSS 8pm. Speaker; Bob and Penny Tyson "Deal Island Life" Dinner available. Contact Vice Commodore.
<b>Wed 7<sup>th</sup></b>	Committee Meeting @ Mariners Cottage
<b>Sat 10<sup>th</sup> - Mon 12<sup>th</sup></b>	Cruise to Port Cygnet Sailing Club Regatta
<b>Tues 13<sup>th</sup></b>	<b>Women on Boats</b> First session of 2012 5.30pm @ Mariners Cottage. All women welcome regardless of experience.
<b>Sat 17<sup>th</sup></b>	CREW OVERBOARD Theory and Practical Day. The Channel near Kettering. Registration required.
<b>Sat 24<sup>th</sup> – Sun 25<sup>th</sup></b>	Cruise to Snake Island and Little Fancy
<b>APRIL</b>	
<b>Tues 3<sup>rd</sup></b>	General Meeting @ DSS 8pm. Speaker: Graham Cowie "Batteries and All That"
<b>Fri 6<sup>th</sup> – Tue 10<sup>th</sup></b>	Easter Combined Cruise with Kettering Yacht Club to Maria Island. Pre-cruise briefing TBA
<b>Sat 14<sup>th</sup> – Fri 13<sup>th</sup></b>	Barnes Bay Regatta. More information in this issue
<b>Wed 25<sup>th</sup></b>	Anzac Day Picnic at Peartree
<b>Sat 28<sup>th</sup></b>	Donald Sutherland Navigation Cruise

Visit the website **[www.cyct.org.au](http://www.cyct.org.au)** and click on the Calendar tab for more information on all events.

---

**Editorial**

Is this really Tasmania, sweltering in 39 degrees? Ok, so it was only for two days and then we were back down to earth with a thump, dropping to 18° but for forty eight hours we could imagine life in the Tropics. Who needs it?! Although the summer hasn't been perfect, it obviously hasn't stopped CYCT members from cruising far and wide, as the articles in this issue show. Chris Palmer writes of a successful cruise with Andrew Boon to Flinders and Deal Island and ends with an

invitation to join him on a repeat voyage in 2014. Read his enticing account and you will be making plans too!

The Calendar is packed full of activities for the next two months, both on the water and at meetings. Of note are two forums: the first Women on Boats meeting for 2012 on March 13<sup>th</sup> and a Crew Overboard day on March 17<sup>th</sup>.

All women in the Club are invited to the Mariners Cottage at 5.30pm. No experience is necessary, no questions are dumb questions. There is no set agenda and ideas for study and discussion are welcome.

There are big plans afoot for the Crew Overboard event and I believe the first day is over-subscribed and another is to be scheduled. Have you and your crew ever discussed the possibility of losing someone overboard or run through a rescue scenario? This topic is going to rouse plenty of opinions and hopefully result in strategies useful to members.

I really appreciate all articles submitted to the magazine but when sending photos with them, please save me some work by naming each individual picture. Rather than sending D045.jpg with the name in a separate message, if you label the photo directly as "Eclipse in Dove Bay.jpg" it makes it much easier to keep track of several dozen photos and ensure the right ones go with the appropriate article.

Fair winds

Kim

<p><b>MICHAYE BOULTER</b> <b>"Southern Ocean"</b> <b>Exhibition of paintings</b> <b>Handmark Gallery</b> <b>Salamanca</b> <b>17<sup>th</sup> Feb until 13<sup>th</sup> March</b></p>	
--	---



## Commodore's Report

For *Wayfarer II*, this has been a good summer so far. In late January and early February with myself and Andrew Boon on board she not only reached Flinders Island, but carried on to spend a few days at Deal Island. It was a great cruise of some 660 nautical miles in weather that was pretty kind to us most of the time. Having failed to get past St Helens two years ago, it is nice to be able to cross the Furneaux Group off the list of outstanding destinations. But having done it once doesn't mean I won't do it again. It's a fabulous cruising area and hopefully, another trip there in a couple of years will be on the

agenda.

I hope that your cruising plans have been equally successful. Vice Commodore Lew has certainly made sure that there is plenty going on and plenty to come. While the weather has not been memorable this summer, it has been – at least so far – much better than last year's effort. Living in Tasmania does encourage you to take advantage of a few days of warm dry weather whenever it appears.

### Crew Overboard exercise

Plans are well advanced for the 'Crew Overboard' exercise to be held on 17<sup>th</sup> March, and the response from members wanting to be part of this event has been extremely gratifying to the organisers – Alan Gifford, John Deegan and Tony Brewer. In fact, by the time you read this it is quite likely that they will have had to stop accepting any more participants to ensure that the day remains workable. But fear not – I have been assured that another day will be organised a few months later.

I have to say that I find the level of interest in this exercise extremely encouraging as I strongly believe our Club has an important role to play in helping make cruising both safer and more enjoyable for our members.

### Dates to note

We have a few significant events coming up over the next few months, so please make a note of these in your diary and take part if you can

**Friday April 6<sup>th</sup> to Monday April 9<sup>th</sup> Easter Cruise** – We are having a combined cruise with Kettering Yacht Club to Maria Island, weather permitting. KYC is a very active club these days, but concentrates on racing. However a number of their members would like to cruise more so this is a good

opportunity to develop a closer relationship with them and perhaps increase our membership.

**Saturday April 28<sup>th</sup> Navigation Cruise** – For reasons I don't understand, numbers for this event have been dropping over the last few years. If you haven't entered before, this should be rectified immediately! While a certain amount of brainwork is necessary, the questions and exercises will be well within most members' knowledge base, and anyway, the emphasis of the whole day is to have fun, not get a headache. I really hope we can manage a good roll-up for Andrew Boon, who is organising this year's cruise.

**Saturday May 12<sup>th</sup> – Maritime Marketplace** – Last year's event was a great success and many useful bits of maritime gear were bought and sold (i.e. moved from one garage to another). The Club made a few hundred dollars from the day (thus helping to keep your membership fee low) and a great time was had by all who were there. Hans van Tuil is the CYCT representative helping organise things with KYC, and he will be informing you of progress as time goes by. But note the date, and if you have some gear to get rid of, get ready to book a table.

## Ideas

The CYCT is *your* Club. The Committee does its best to reflect the wishes of the membership when it comes to organising events and activities. So if you have any ideas for cruises, speakers or future forums, don't keep them to yourself – let someone on the Committee know. The more input we get from members, the better the Club will be for everyone.

Safe cruising!

Cheers for now,  
Chris Palmer



Navigator Andrew Boon



Your Commodore "walking the talk"  
aboard Wayfarer II enroute to Flinders  
and Deal Islands



## Vice Commodore's Report

It is good to see the club being active with members either sailing CYCT cruises or 'doing their own thing' and linking up well with other members and non members boats. Our on shore BBQ's certainly make a good social forum.

I must not let the well-written events *Leo's 'Folly'* slip my mind as it again demonstrates how things can dramatically veer from the chartered course and we can all take some comfort that others have difficulties too. The importance of acceptance when sharing our mistakes and the 'I did that too', lightens the load, but not necessarily the cost!

I encourage involvement in the 'Crew Overboard' exercise, not only to practice prevention but rehearse what actions to take if the unthinkable actually happens! We cannot make mistakes here!

### PAST CRUISES AND EVENTS

Skippers Bryan Walpole, (*Merlyn*) Chris Palmer (*Wayfarer 2*), Gus Vans-Colina (*Storm Fisher*) and Peter Mc Hugh ( *Honey Bee*) and Lew Garnham (*Minerva*) have all had interesting extended cruises. *Mistral* is currently headed for fashionable Flinders. I apologize for trips not mentioned.

The Schouten Passage, Sloping Island and Nubeena Regatta trip appears later, as does the Wooden Boat Rally ( Kettering) and the coinciding 'galactic' Deep Hole voyaging.

I encourage use of the CYCT web site and reference to e-mails as options and weather may change destinations.

Two trips to **Aiken's Point area** Confirmation regarding acces shas been obtained.

You may meet Hugh Hanley on his Quad bike who will drop in to say 'hullo'.

Clean Up Australia weekend site may be moved as clean ups have occurred here already.

The **Port Cygnet Sailing Club Regatta**, Saturday 10<sup>th</sup>-Monday 12<sup>th</sup> is not to be missed. Some wish to race, others cruise.

Web site [www.cygnetsailing.org.au](http://www.cygnetsailing.org.au) to arrange races or just an excellent Saturday night BBQ. Sunday and Monday will be cruise days.

**Crew Overboard** Saturday 17<sup>th</sup> March

**Snake Island and Little Fancy** area Sat 24<sup>th</sup> –Sun 25<sup>th</sup> March

**Maria Island.** Friday 6<sup>th</sup> April – Tuesday 10<sup>th</sup> April. (Easter) A combined Clubs cruise with the Kettering Yacht Club. Briefings will occur.

OTHER NEWS

On the 5<sup>th</sup> Feb. Roger and Patricia Locke, and Keith Wells with Liz and Lew Garnham attended an interesting Open Day walking tour of the remains of the Quarantine Station jetty site, graveyard and German hut remains. We met Kathy Duncombe, author of the very interesting and well researched book, *Bruny Island's Quarantine Station*. Present also was Peter Williams (Secretary to FOBIQS) and two Parks and Wildlife Officers. An AGM and a GM was held and the primary plan was to make habitable the former Doctors Quarters for a full time live in caretaker.

The jetty proposal and landing were discussed but NPWS seemed reluctant for any changes that would stretch their limited resources or time. Issues raised against the idea were; justifying the need, dogs in a parks area, possibly spreading the Phytophthora fungus and increased risk of vandalism to the Quarantine site/buildings. Peter, a yachtsman, took a staged approach to this, which we also support, as eventually a jetty could prove to be an important asset to the quarantine site development and economy.

Keith and I attended the FOBIQS (Friends of Bruny Island Quarantine Station) working bee today (Sunday 19<sup>th</sup>) assisting by digging a long trench and laying and completing the connection to the 'house'. With Peter Williams, a driving force for the FOBIQS, we looked at the old jetty remains and the rusted out oyster growing slip rails. Heritage assessment must be made before these can be removed and the site cleared for easy landing. He seemed happy with the concept of setting up the bottom of the road for yachties use. It will have to be submitted as part of a management plan with appropriate safeguards and signs.

There may be new blue 'CYCT embroidered' wide brimmed hats on the way, but don't let these stop the mindful ideas from coming out!

I am out of wind, becalmed, so time to turn in. Looking forward to seeing you on the water or at a CYCT BBQ.

Lew Garnham, Vice Commodore)

## **APPLICATION FOR MEMBERSHIP**

**Nick and Sally Hutton**

**Alex Papij and Jackie Zanetti**

**CHAIKA**

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 later than that date.

## Rear Commodore's Report



On the morning of Friday 10<sup>th</sup> February *Lalaguli* and crew set off in pleasant weather for the upper Channel and the Kettering Wooden Boat Rally. What a joy to see our first flock of Mutton Birds skimming across the calm waters off Tarooa. Off the cliffs near Boronia Beach, Kingston a pair of Little Penguins were obviously hard at work fishing in contrast to the seal sunning himself on the surface of the water.

With a light north-easterly blowing we lunched in Sykes Cove and later anchored in Quarantine Bay for a peaceful night afloat. Arriving in Kettering on Saturday, morning we tied up at the outside of the Oyster Cove Marina and joined many other CYCT members who were visiting or taking part in the events of the day. Many enjoyed the hospitality of the Kettering Yacht Club whilst meeting up with sailing friends.

Sunday was a day for sailing, Barry on “*Westward*” and me with our Commodore and crew in a light breeze. A calm night followed again and in the morning we set off on a sparkling sea, in warm sunshine for home port.

A visit to the **Anglesea Barracks** will be Tuesday 28 March, with members meeting at the entrance from 6 pm for a start at 6.30pm

**General Meeting 6<sup>th</sup> March** Guest speakers will be Bob and Penny Tyson speaking about “*Deal Island*”.

**Dinner** will be available for those who wish to dine prior to the General Meeting. I will call for bookings via email.

**KNOTS, KNOTS and KNOTS**

Prior to the meeting and after dinner (about 7.30 pm) there will be an opportunity for members to learn and practise knot-tying. There will be several “***KNOT Experts***” **available to help you.**

For a future meeting we will have a forum of experts on boating, news of Bridgewater Bridge, weather changes and more boating trips. For those who have ideas for speakers, please feel free to make suggestions to me.

Margaret Jones (Rear Commodore)

## **WELCOME NEW MEMBERS**

Richard and Mary Darcey

***Lady Jack***

Michael Ponsonby and Julie Marsaban

***Rubicon***

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.

### **Mike Ponsonby and Julie Marsaban**

"I am from Hobart originally but left here in 1973 initially to work in Victoria but subsequently I spent extended periods living and working in Papua New Guinea, Indonesia (where I met Julie) and East Timor. I returned to Tasmania in 2011, having spent the previous 7 years in Jakarta, with the intention of working less and doing some of the things like sailing which did not fit well with my prior working environment. We both continue to work on international development projects on a part time/intermittent basis.

My sailing background began in small boats (Sabots, Cherubs and Moths) a long time ago, but has been very hit and miss for a long time. I did sail regularly in Port Moresby for a couple of years in my own small keelboat. Apart from that it was infrequent day sailing/racing on other peoples boats – occasionally in Indonesia but more often on return visits to Hobart. Julie is a sailing novice but has very much enjoys the time on the water so far.

The appeal of boat ownership and cruising was a key factor in the decision to move back to Hobart. We purchased Rubicon, a Huon 36, in August and began cruising in December after a couple of months of maintenance and preparation. We are both very new to cruising and look forward to participating in and learning from CYCT activities."



Huon 36 Rubicon

### **Richard and Mary Darcey**

I grew up in a boating family and lived at Lord Street, Sandy Bay and my father was Commodore of the RYCT when it was moved from the corner of Davey and Harrington street to Marieville Esplanade. He owned the 28ft yacht "Melody". Two of my brothers, Geoffrey and Bruce were keen sailors. Bruce was a boat builder, constructing various boats, the last of which was a cousta boat which he shared ownership of with Peter Fulsang and Robert Clifford. Geoffrey's last boat was the motor sailor "Jacaranda" which is now kept in pristine condition by its new owner at Lindisfarne Bay. My other brother Peter now 76 is still a very competitive model yacht sailor at Risdon Dam. My memories of sailing have not been good as at 8 to 10 years old my brother Bruce attempted to drown me twice - once in a Yachting World Cadet outside the rowing sheds at the Esplanade where the boat bottled, leaving me gasping for air underneath the mainsail. The other episode was on a shy spinnaker run in a lightweight sharpie in a very strong northerly where we nosed dived at an incredible speed with me on the trapeze at full stretch.

Our family outings on the "Melody" were great when we got in the channel but I can still remember coming home with full sail including spinnaker in a stiff sea breeze and fair following sea, thinking when we were down in a trough that the dinghy would come off the following wave and wipe us all out. So you can see why I chose to always rely on a quick getaway from the prevailing weather.

Our boat "Lady Jack" was so named by the previous owner - a Mr Jackman of Elders P/L fame. It is an Alaska 45-foot sedan type, twin power, shaft-drive. I bought it in Sydney and it was delivered to Tasmania by Ken Gourlay and friend from Launceston. It is a 2006 model and had 200 hours clocked up when I purchased it.



*Alaska 45 Lady Jack*

As for my boating experience it has mainly been in outboard-powered boats in the lakes, trout fishing. In the last 10 years I have owned a couple of 35-foot power boats and cruised the Channel areas but the Alaska will be my last .

## Deep Hole Cruise

Chris and Peter McHugh

On the long weekend, Lew again organised another great cruise. Only two other CYCT boats joined Minerva at Deep Hole - Ocean Child and Honey Bee, but the anchorage had a few other boats there and the crews from two of them joined us ashore for a BBQ. The boats were Flutebird from Coffs Harbour (who we met in 2010) and the local boat, Roseanne.

Lew and family did the Ida Bay train ride and the Ida Bay people supplied gas and allowed us to use their picnic shelter - a great service, much appreciated. On the Monday, Ocean Child left very early for a trip to Bruny, while Minerva left at a slightly more leisurely hour for the return to Hobart. Based on BoMs promise of a strong afternoon southerly, Honey Bee lingered while her crew walked to the Southport Lagoon and out to the Bluff Beach. BoM delivered and Honey Bee rocketed back to Cygnet with 2 reefs in and the head sail poled out - invigorating sailing.



Chris of *Honey Bee* and Jon and Sophie of *Ocean Child* dining at Deep Hole



Lew Garnham and the crew of *Roseanne*



Riding the Ida Bay railway



Beautiful bush scenes from the train

## Barnes Bay Regatta

Conducted by the Kingborough Boating Club on Saturday 14 April this year, it attracts 60-70 yachts, together with some cruisers & motor boats that attend solely for the social aspect. The event incorporates several races although it's a mostly relaxed affair, commencing with a race on Saturday morning from Hobart for Divisions 1, 2 (non spinnaker) and 3 (cruisers). Divisions 1 & 2 finish at Blight Point, followed by a short afternoon race within Barnes Bay starting at 1400. Division 3 Cruisers enjoy an even more leisurely event finishing at Barnes Bay by 1530.

After the racing/cruising and some time to socialise at anchor in Symonds Bay, there's dinghy transfers ashore available to the KBC's clubhouse where the evening event gets underway at 1800hrs with Live Music, Spit Roast & BBQ, and Prize Giving.

Food and drinks are good value, with prices from \$4. Race entries are \$25, with good prizes on offer.

More information and entry forms available from DSS or the KBC web site : [www.kingboroughboatingclub.com.au](http://www.kingboroughboatingclub.com.au)

The poster for the Barnes Bay Regatta features a central photograph of a large sailboat race on a body of water under a blue sky with scattered clouds. The regatta is organized by the Kingborough Boating Club (KBC), indicated by a blue pennant with a white cross and the letters 'KBC' in the top left. The event is part of the 'CASCADE' regatta series, shown in a green and gold banner at the top center. A red and white Dannebrog flag is in the top right. The main title 'Barnes Bay Regatta' is in large blue letters, with the date '14th April 2012' below it. The event highlights 'Spinnaker and Non Spinnaker Races & French div'. It lists 'Race 1 Castray to Bligh Pt' and 'Race 2 Barnes Bay Regatta'. Live entertainment with food and drinks is available on Saturday night, and the entry fee is \$25. Entries can be made from the Derwent Sailing Squadron or online at [kingboroughboatingclub.com.au](http://kingboroughboatingclub.com.au). The bottom of the poster features logos for sponsors: Doyle Stratix, Harcourts Kingborough, Hobart SailTime (with the tagline 'Stop dreaming and start sailing now!'), Juicy Isle, and Boat Sales Tasmania.

**Barnes Bay Regatta**  
14th April 2012

**Spinnaker and Non Spinnaker Races**  
**& French div**

Race 1 Castray to Bligh Pt  
Race 2 Barnes Bay Regatta

Live entertainment with food and drinks  
available Saturday night  
Entry Fee \$25

Entries from the Derwent Sailing Squadron or online at  
[kingboroughboatingclub.com.au](http://kingboroughboatingclub.com.au)

**DOYLE STRATIX**  
**Harcourts KINGBOROUGH**  
**Hobart SailTime**  
Stop dreaming and start sailing now!  
**Juicy Isle**  
**BOAT SALES TASMANIA**

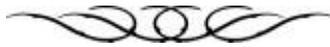
## VALE – Mike Rosevear

Longer-term members will be saddened by the passing of Mike Rosevear, who died at George Town during the week.

Mike and Lesley were keen members, sharing a lot of stories (and the occasional glass of red). They moved to George Town some years ago for work reasons, and kept an interest in the Club.

Fittingly, the 'wake' was held at the George Town Yacht Club.

Leo Foley



## South Australians Invade Tasmania!

Fourteen intrepid crews from the Trailer Sailer Association of South Australia hit the beaches - or rather the launching ramps - of the D'Entrecasteaux Channel this month but the intentions were all peaceful. The mixed fleet, ranging from MacGregor 26s to a Noelex25 and an R28, initially launched enmasse at Cygnet and headed south to do a circuit of Channel anchorages, including Dover and Bruny Island. They made good use of the public pontoons at Kettering and topped up at local stores before venturing north to Austins Ferry and New Norfolk.

Back at Cygnet the "sailers" will become trailers again for the passage to Strahan and a further cruise up the Gordon River.

Taking a month off for this huge adventure are a mixed group of owners and crews, with orthodontists and builders amongst their numbers. The planning and organisation for this expedition must have been huge and seeing them was a good reminder that there is plenty of fun and adventure to be had in small boats.



South Australia's fleet at Kettering  
Page 14

---

## Deal or No Deal?

Chris Palmer – *Wayfarer II*

That was the question I heard in the bar of the Furneaux Tavern at Lady Barron while *Wayfarer II* lay alongside a barge at the jetty a few hundred metres down the road. But the question didn't come from the TV set on the wall (the reception there is shocking, by the way) but from Andrew Boon, and rather than offering the chance to win a suitcase full of money I was being tempted to make the passage to Deal Island, some 60 nautical miles away as the albatross flies. This was not on the original agenda when we set off a few days previously for a cruise to Flinders Island, and I would need to give it some serious thought. With the aid of a couple of glasses of Flinders Island chardonnay (yes – it does exist, and it's very palatable) the decision was made in the affirmative and back at the boat, charts were consulted.

But to go back to the beginning. A cruise to Flinders was a matter of unfinished business for Andrew and me as an attempt two years earlier with Judy and Margie had come to a halt at St Helens thanks to unremitting northerly winds. With what looked like a good weather window in front of us we set out from Kettering late one January Thursday morning and after topping up tanks at the fuel jetty motored out into the Channel. Once past Betsy Island we motor-sailed, then sailed, at six knots or more on our way to Denison Canal. We allowed ourselves to calculate that, at this rate, we could be on Flinders by teatime tomorrow if we sailed non-stop, and as a reward for our optimism were treated to the wind turning NE and strengthening. On with the engine, down with the sail and we were crunching into a steep chop at under four knots. Damn.

The Canal and the Narrows were negotiated without drama and that evening saw us anchored at Booming Bay on Maria Island. Friday saw us make our way to Schouten Passage after a look at Hen and Chicken Bay on the south side of Schouten Island revealed too much swell making its way into that potential anchorage.

An uneventful night at Crockett's Beach preceded an early start and a full day of motor-sailing that took us to Skeleton Bay (next to Binalong Bay) some twelve hours later where we were joined by Stephen Newham on *Nyanda* who was single-handing to the Tamar. While the passage had been long and slow, at least the low level cloud was beginning to break up and we had the company of numerous dolphins and albatross for much of the way.

A late start on Sunday (eggs-for-breakfast day) still had us at Eddystone Light for lunch and then, after catching the flooding tide through Banks Strait, we arrived at Spike Cove, Clarke Island at around 1900 that evening after a grand sail under headsail only for a couple of hours. And all the clouds had gone. Perfect.

Heading north again the next morning, the skipper decided to start the cruising part of this trip the way he intended to go on and called a late coffee break/early lunch at Thunder and Lighting Bay on Cape Barren Island. We thought we would show off and anchor under sail, but it appears we have to refine our technique a bit – on our first attempt the boat wouldn't stop sailing! Just as well no-one was watching. After lunch and a power nap (very necessary when cruising) we motored in a 20+ knot NE breeze to Trousers Bay on Flinders. We had made the primary objective of our cruise! Time for a beer!



*Approaching Trousers Bay with the Strzeleckis behind.*

Without doubt, this is one of the most attractive places on the planet – beautiful beach, clear water, multi-coloured rocks and the Strzelecki Range behind. All supported by clear skies and a wonderful sunset. Heaven on a stick, as they say.

The weather the next morning, warm, clear and still, demanded that we lower the dinghy and go ashore. First, a walk along the beach and back, then the Trousers Point walk, described on the Parks and Wildlife signage as “one of Tasmania’s sixty great short walks”. And great it was, with stunning views in all directions and masses of different vegetation. Memorable. Eventually we made our way back to *Wayfarer* for a late lunch then,



*This must be Queensland? Wrong!*

after an impromptu ‘Man Overboard’ exercise involving the skipper’s hat, began the rather complex passage to Lady Barron – although it’s nowhere near as difficult as it used to be thanks to the modern chart-plotter. We doffed our caps on many occasions to those early navigators who originally charted the area – it must have been a nerve-racking exercise. In fact, your first impression of the Furneaux Group is of rocks – everywhere. Rocks a few metres off the shore are one thing, but when you see a group of rocks looking like so many rotten teeth emerging from the water in the middle of nowhere, it is a bit disconcerting. This is no place for navigational complacency.

Safely alongside at Lady Barron, we were greeted by Chris F (fellow crew member on my high speed power boat trip from Townsville to Port Stephens some eighteen months previously) and enjoyed a drink or two at the tavern, which is when Andrew popped the question, so to speak. “Deal or no deal?” Maybe it was the wonderful fish and chips we were enjoying, or the quality of the local chardonnay, but I couldn’t say no and with a little trepidation the commitment was made.



*Australia Day on Allport Beach, Lady Barron Island*

We enjoyed two days at Lady Barron. The first was spent walking and exploring, including a visit to the top of Vinegar Hill, a trip to the local store and dinner with Chris F and his wife – abalone and local steak. Excellent! The next day was Australia Day, and Chris had very kindly lent us a car. We comfortably drove from the south of the island to the north and back in less than a day, including an hour or so at the local Australia Day barbecue at Allports Beach, and then dropped the car off, let go our lines and headed back towards Trousers using the short cut

suggested by Chris. It’s best not to look too closely at the depth sounder sometimes. A phone call from Chris suggested that the western side of Anderson Island would be a better anchorage for the night, and so it proved to be. Local knowledge is worth its weight in gold.

At 0700 the following morning we were on our way to Deal and an hour or so later motor-sailing at seven knots or more. This was good – if a little hard on the ears after a few hours. Flinders Island slowly retreated over the horizon as Deal Island appeared and by 1745 the anchor was down and we were toasting our achievement with a cold beer. The last couple of miles had been spectacular, with the steep, jagged rocks of Deal close on our starboard side and some interesting wind against tide stuff going on in Murray Pass.



*Deal Island looking toward the lighthouse*

Another bright, sunny morning (we really were having an extraordinary run of luck with the weather) and it was time to go ashore and make the obligatory trek to the lighthouse. But first, a phone call home from 'Telstra Corner' – a spot halfway up the track to the caretaker's cottage and about the only place on the island where there is any reception. We introduced ourselves to the caretakers, discovering to our mutual surprise that we knew each other! David and Mary had lived on their large steel boat in Kettering for a year in 2010 and had been on Deal, absolutely loving it, for about two months.



"Telstra Corner" .....

The walk to the disused lighthouse got steeper as the destination got closer, but it was well worth the effort. Views were spectacular and you could feel the history in the building and its surroundings. The reward for our efforts was scones and jam and a cup of tea at the cottage – very nice. A second day ashore saw Andrew make a few improvements to the HF radio at the cottage (just can't help himself) and a walk to Little Squally Cove, known to the caretakers as 'Bunnings Beach', covered as it is in long lengths of driftwood used to good effect in building veggie garden frames, shelving and numerous other DIY projects.



..... and "Bunnings Beach"

The prospect of some strong westerlies saw us move around to Winter Cove on the east side of the island that evening, and the worst night I have spent on a boat. We anchored in sand in about three metres of water, but instead of the westerly winds we were treated to no breeze and a building easterly swell that occasionally broke alongside us. Suffice to say that the contents of the lockers were significantly rearranged. How the teapot survived is a mystery, but we were finding soggy tea leaves in all sorts

of odd places for days afterwards. Thankfully the westerlies arrived later in the day and order was restored, after which we decided to move to Garden Cove on the north side where the swells were less. The presence of two fishing boats seemed to confirm that we had made the right decision.

Then, sadly, it was time to leave Deal. Another trip through Murray Pass, a cheery VHF goodbye from David and Mary, and we were on our way back to the 'big island' – Flinders. After another full day of motor-sailing we anchored in Port Davies, near Emita, grateful for some peace and quiet after eight hours of engine.

Now began the trek home. A night in Spike Cove on Clarke, with *Nyanda* again, followed by a passage to Binalong Bay, half of which was under sail made a welcome change from using the motor. Binalong to Schouten was a long, slow passage, partly self-inflicted because it was so enjoyable sailing out to sea and back in a good breeze from the south, resulting in us having to motor for many hours from early afternoon onwards.

The following day took us to Chinaman's, where we sheltered overnight from some 35 knot plus northerlies. Next morning we made our way to the Marion Bay bar, passed through the Narrows and then the Canal. Rounding Sloping Island we were able to set the headsail and turn the motor off for what was to be one of the better sails of the whole trip! At 1630 we were alongside at Kettering and the cruise was over.

There is no question that Flinders Island provides some fantastic cruising for those who are prepared to make the passage there, and who enjoy the demands of navigating in unfamiliar and challenging waters. Apart from a sound vessel, the chief requirements are a working depth sounder, a chart-plotter (or up-to-date large scale charts), access to weather and tidal information, good (as in heavy) ground tackle and an engine that will push you through adverse seas if needed, perhaps for a number of hours.



Would I go again? You bet! We barely scratched the surface this time, so there is still an awful lot to see and do, and I'm looking forward to another visit in a couple of years' time.

*Andrew Boon in techie heaven*

Chris Palmer

Editor's Note: Following this cruise, Andrew and Chris are provisionally planning another trip to the Furneaux Group in the summer of 2014. They would be very happy for other Club boats to join them, so if you are interested, contact either Chris ([cpalmer@praclog.com](mailto:cpalmer@praclog.com)) or Andrew ([aboone@bigpond.com](mailto:aboone@bigpond.com)) so you can be kept up to date as plans progress.

## The Jungle Knife Story

Ian Madden, talking with Janet and Geoff Fenton at his home at Ford Parade, Lindisfarne, on 29 November 2011

**Janet:** On 1 November 2011, after I had given a presentation about Port Davey to the Cruising Yacht Club of Tasmania, Ian Madden ceremoniously presented a knife made by Deny King, in the jungles of New Guinea during WW2 to my sister Mary and I during a vote of thanks. My father, Deny King (1909-1991) and Ian's uncle, Ross Walker (1906-1987) served in the 219th Australian Field Company, Royal Australian Engineers, 7 'R' Division, during World War 2. They served in New Guinea from May 1943 to June 1944. Both having excellent bush skills, Den and Ross were often selected for survey parties and as forward scouts when their Division was in the jungles of New Guinea. They landed at Port Moresby then moved up the Lakekama River to Bulldog, from where they built a road through the jungle and up and over the mountains via Wau and Bulolo to Labu on the Markham River.

**Ian:** It was something that was handed to me about 30 years ago and when my uncle Ross Walker handed it over to me it came with provisions, and the provisions were that: a) it had to go to the army museum with a full documentation or b) that it had to go to Janet or Mary King if they were still surviving and I did choose the latter.



The knife and scabbard made from a Japanese officer's sword

The knife originally was thought of when Deny King and Ross Walker were clawing through the jungles of New Guinea, trying to get through with machetes and making a lot of noise, which they thought would alert the enemy. Deny turned to Ross and he said 'You know there's an easier way to do this, I can make a couple of jungle knives and we can make a smaller cutting and crawl or go on our stomachs and tunnel through the vine and the jungles.'

'Ross said 'Where are you going to get the steel for that?' Deny said 'I think a Japanese officer's

sword would suffice.' Two days later Deny arrived with a Japanese sword. And so the knives came into being. According to my uncle they were the saviour of both of their lives, because of the silence of cutting through the undergrowth and getting back to report to their platoons. So that was the basic essence of it.

It was a bush workshop up in the Front Line of course and they had limited facilities but I assume they had a maintenance workshop with machinery to do the job. They worked at it and made the two knives out of the one sword.

**Janet:** Can you tell us a little bit about Ross?

**Ian:** Ross Walker was brought up on a farm at Nugent, and then his father bought a property at Grindstone Bay on the East Coast. That's where Ross was born up, on the East Coast at Triabunna. Through the years he played a lot of cricket - great cricketer, in bush cricket, and he also had this ambition, when he watched the birds in the bush he had the thought that he'd like to do the same, and as far as I know he was the first Triabunna-born person to hold a pilot's licence. He performed in Gypsy Moths and later Tiger Moths. Unfortunately the war interrupted his flying experience. He applied to join the Airforce but he was knocked back because of his short stature. Just like Dad. They were like peas in a pod when you saw them stripped - both the same. Then he joined the PMG department as a technician and got some high service award before he retired.

He used to spend a lot of his time in later years driving back to Nugent, with his chainsaw and a rifle to get a bunny, and a chainsaw in to get wood. He used to load up the car of all things. He'd take the back seats out of the car and he had tarps in and he'd load the car right up high with firewood for the fire back home. He spent a lot of time back in that Sorrel district. He was just a wonderful person.

## **Tiger Moth Story**

**Geoff:** You mentioned the story about Deny and Ross hatching a plan to return back from New Guinea to Australia by an unusual means.

**Ian:** After the declaration of surrender by the enemy they had a little bit of spare time. In September 1943 the Japanese were driven out of Lae. The Field Engineers were then able to complete the road down the mountains to Labu on the north coast near Lae, before returning home. They could do a bit of mopping up and informing the others that the war in the vicinity had stopped. Deny came across this big pine-crated thing there and he pried about and found that it was a stripped down or packaged Tiger Moth aircraft. He came back to Ross and said 'Do you know what I've found! I've found a Tiger Moth Aircraft! It's all in cartons. Do you think we could put it together?' Ross said 'That would be a challenge. I know them pretty well' So they did – they managed to get it off. They were going to save the army freight. They were going to fly it home! Anyway they got the thing together but they realised they had no access to aviation fuel. They had a little bit there and they knew they could get it started and everything was functional, but it couldn't have got them to the tip of Cape York and of course there was no fuelling station there. So unfortunately the plan lapsed! They were so close together as personalities. That did continue well after the war years. Ross couldn't wait for Anzac Day every year to catch up with Deny. And if Deny, could spend a month down Sandy

Bay they could see a bit more of each other. I'm not sure where Deny's knife is .... it may well be down at Melaleuca but knowing Deny he did not speak a lot about these things, but Ross Walker did when he gave me the knife and I got to know the whole thing. Ross used his in the bush when all up through the Florentine Valley and Mayderra when he was cutting big timber for Dean's Timber mill up there and when he got to the stage of ageing, knowing that I spent a lot of time in the bush and cutting campsites and so on, he gave it to me with those conditions that I mentioned previously. So that's the story of the knife as I know it.

Janet, looking at the knife. asks about the handle:

**Ian:** The sword man at the meeting the other night when he looked at that, he said that's part of the original scabbard. It's a unique knife, and I can guarantee that the steel is good. Once when I was out bush I didn't have a razor and I shaved with it.

### **Port Davy Memories**

Seven o'clock. Sing-song and supper!' Les Roberts knew what it was all about. We went ashore and had sing-song and supper, in excess, knowing what Win's scones were like! That was great. Win was very much an avid gardener. To this day I have never seen dahlias grow like Win grew them at Bond Bay. She took me out, she said 'You won't believe - you'll have to come out and stand beside them.' The flowers were level with my eyes! And of course Clydie wasn't going to be outdone either. We went in after the sing-song and by that time it was just getting dusk in February. And he said 'You think we're way out here, just bushies with no modern facilities. You know how he used to carry on. 'But I'll to show you differently.' He walks over and flicked the switch on the wall, there was a bit of hesitation, then 'Bom, bom, bom-bom-bom' the diesel started up and the light came on. 'We've got that in the bedroom and different rooms in the house' And he said 'The last light off cuts the diesel and it stops'. And he said 'So we're not altogether just old bushies and fishermen.'

We left Bond Bay and got up to the Mines Department establishment. They had wonderful set-up. There was no one there at the time, they were all out in the hills prospecting. Tied up there. That was brilliant. Their garden - they had it well netted high. They had everything: lettuce, cabbage you name it - vegies! The weather packed up completely then and we couldn't get anywhere. Clyde and Dad both said it was one of the worst storms they had ever seen on the west coast. The surge of the waves was coming right over the island at the entrance to the Channel. So we were weather-bound. It was that bad we didn't even want to get into the dinghy to go up and see Mum and get a scone! We managed to pot one wallaby and we had that stewed, fried, you name it. We were still pretty low. There were eight of us on board, so we had a big team to feed. Then I managed to shoot an old swan and I know it was an old swan because it was the only one that sat still long enough and didn't fly, for me to get a shoot. We had it stewed and brothed and every way you could imagine. And never again will I eat a swan!

The salvation was, we were still living in the tie-off at the Mines Department and one of the Mines Department men came back from the mountains. [Stevanski was the geologist]. He saw our dilemma. He gave us government tinned butter and he baked us

fresh bread in the ovens there. So we started to live better. And he gave us jams and things. He also said would you like to see the mineral room. So we went into this room and it had benches about this wide, L-shaped, all on cotton wool or something and they had all these minerals and things, nuggets of gold, each one had a number, that was all. And I said 'Can you show us the sheet so that we can see which area they came from?' And he said 'No I can't show you that. It's absolutely confidential!' So we don't know where to go to get the gold!

But that was our salvation. And the following day weather had come good completely so we went up to see Mum and Dad at home, and you girls were there too then. Mum made us these magic scones with cream and we had strawberry jam - you had strawberries growing. And we ate scones and ate scones until we looked like scones! And then the weather had come so right, Les said we had to get home. So we left together, *Meluleuca* just in front of us on *Pedra Blanca*. I have never seen that ocean to this day as calm. It was just like a mirror. So we decided we'd all go and do Maatsuyker.



Author Janet Fenton signed copies of her recent book "Win and Clyde", telling the story of her aunt and uncle and her father Deny King.

So we dropped the anchor off the jetty. The lighthouse keepers were soon down there in their Landrover and we were all pulled up the winch-way and went the one mile of road in a new Landrover. It had 18 miles on the speedo. I said 'Goodness me. How long have you had this?' And he said 'We're just into our second week' So that was winched up the haulage the week before! There were nineteen people living on the island at the time, three families. The lighthouse keepers' job was 24 hours a day - three shifts of 8 hours.

The first trip was 1956 and I didn't take a camera. Mentioned in your Dad's book ... they wrote about the 1959 trip in your Dad's book and said the *Pedra Blanca* had been there three years previously! That was the 1956 trip. That inspired me to continue my association with the area. 'Magic!' I've never felt more at home than when we're down there and we know every nook and cranny now. 1956 trip was *Pedra Blanca's* first trip round since she was launched'

## Puffin's Australia Day Weekend



We had a nice Australia day long weekend in the Coles Bay area. My kids, parents and Colin Crowder were crew. MAST provides a mooring at Coles Bay, which we were able to use on two of the nights, which is handy as Coles Bay is marked as poor holding. My parents slept in the Freycinet Lodge which they enjoyed (especially the food) and were able to board *Puffin* at the excellent public jetty. The trip there was a bit robust with 25kt southerlies and 4m breaking waves around Isle des Phoques. And my Garmin chart plotter was inaccurate for the coastline about 5nm south of Coles Bay.

North Schouten (Crocketts and Morreys) were packed out with boats so we didn't go there. Wineglass Bay was empty though. Only one other ketch was there when we were



there and we heard that another vessel also had Wineglass to themselves overnight. Conditions were perfect but I guess the preference is N Schouten over Wineglass for many cruisers and runabouts.

But the highlight of the trip was Hen and Chicken Bay. This is on the south side of Schouten and is now my favourite anchorage. It's a bit small, only for 2 or three vessels, but lovely clear water.

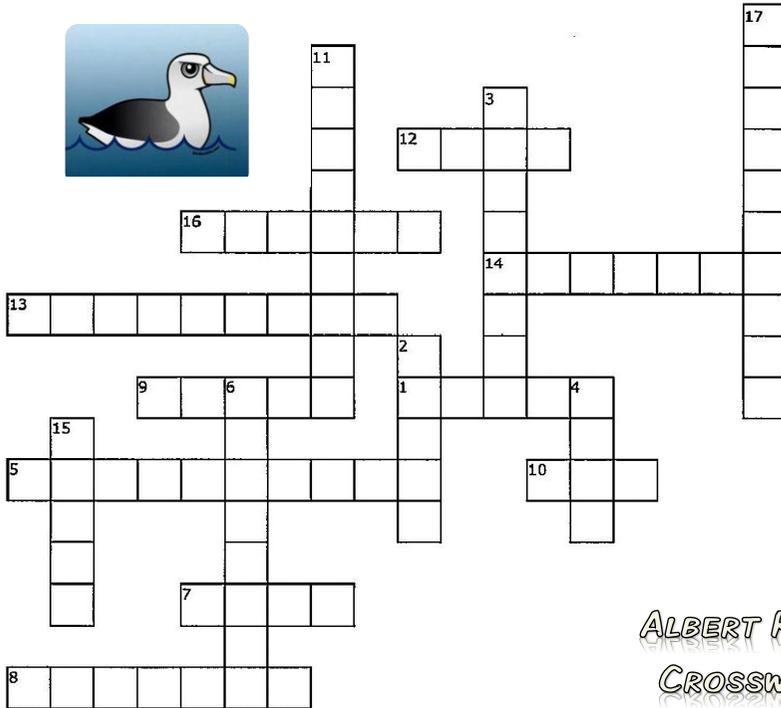
Idyllic conditions for Puffin in Hen and Chickens Bay, Schouten Island

We anchored in around 7m of water. When we were there we were visited by the Sapphire Bay resort rubber ducky. I think it had three big Yamaha 350hp outboards but you could hardly hear them as it slowly moved around the bay. Enjoy the Hen and Chicken pictures.

Chris Jones

Nauticat 33 *Puffin*





*ALBERT ROSS'*  
*CROSSWORD*

**Across:**

- 1. Olympic class single-handed yacht
- 5. Australia's most southerly lighthouse
- 7. Lady Nelson's rig
- 8. Town where you find The Gulch
- 9. Parted the Red Sea
- 10. Sheltered from the wind
- 12. Measure of a vessel's speed
- 13. Compass error caused by the Earth's magnetic field
- 14. Sailor, in slang
- 16. Device holding tight to a rope

**Down:**

- 2. Distress signal. Also the outward curve of a vessel's sides near the bow
- 3. Sailed the ocean blue in 1942
- 4. Type of knot and a spot to avoid
- 6. Naval unit where cruisers meet
- 11. Member of the Diomededeidae family
- 15. International code for the letter "T"
- 17. Period of isolation ideal for BBQing

## About 'Cruisin' About'

Some stories are better left as stories as the truth will always remain hidden, clouded in mystery and exaggerated by each teller. We had no witnessing accompanying vessel for our muddy start to our 'Days in Paradise' cruise to Schouten Passage. Medical conditions and other destinations had taken their toll of other vessels and their skipper including Gus, bound for Port Davey.

At 8 am, 20<sup>th</sup> Jan. 2012, Minerva departed MYCT for the Port Arthur area. Passing the Iron Pot close hauled, our destination lay directly to windward, and with the prospect of a slow tiring start to a 'happy holiday', the canal route was chosen. Passing Green Point with an afternoon fairly free, we did the promised detour, anchoring at the bluff end of Primrose Sands opposite Liz's daughter's home. The coffee was good as were the rolls, the other breaking on the low tide flat shore. A little wet, we got back to 'Minerva'.

The east side cliffy corner of Lime Bay gave good sheltered anchorage. The still morning meant motoring across to Fulham Island and hopefully a quick trip through. With time available we motored between the 'oyster farm' and the island keeping well clear off Waldemar Reef with its prominent north cardinal mark. This put us nicely on the leads; however a yacht and then a motor boat kept us waiting even longer. High tide was at 0635 DST of 1.5 m and the maximum tidal height inside the bay is reached 3 hours after ~0935. Great, plenty of water under the keel!

Decided to follow the other boats and with the yacht 'Black Magic' ahead, current mud map in hand, deep water and a freshening southerly the canal was easily negotiated, then to Boomer Point and past piles 19, 18, 17 to fateful 16 where, on turning to starboard 'Black Magic's' mast did 'Abracadabra' as she stuck fast. *Around her stern to port, but the depth of water was short, cannot give a tow, so to the next piles we go...Ho Ho !!*

*No's 12 and 13 were well ahead, but the depth now shallower, oh dread! Touch; reverse away, which way OUT of this shallow bay? A red buoy was ahead but it even looked shallower. 'Shazam' the boat is dead on a peak high tide of 1.5 m. When low at 0.2m, we will be on our side! Oh no!! 'Lizzy Wizzy', lets get busy, Lizzy!*

'Heel her over Rover' was the thought, but unfurling the genoa and half main were all in naught. The wind only took us further sideways and the sounder screamed out 1.2m! Our draft is 1.8 metres. 'Black Magic' was still stuck too. A green clinker boat 'Boomer' putted up, with man and boy, the engine barely capable of manoeuvring the boat. He took the spinnaker halyard out but was powerless to heel us further. Another larger cruiser came offering only one attempt at a tow. That failed and he departed. The voice from 'Boomer', "Sorry I cannot help" was answered with a frantic 'Wait, wait, please take my anchor out as far as you can!' With anchor lowered into his boat, he set off dragging the chain out towards the red buoy. It did not seem that he had gone very far when a 'splash' ended his gratefully received help. On



The Good Samaritan arrives on the scene

return he said "it's in the channel!" I tensioned the chain and it held; now for the long 24 hour wait for the next 'almost as high' tide. That horrible feeling of loneliness overcame me especially seeing that a Houdini must have been on board 'Black Magic' for it now motored ahead of us past that red buoy. Grey skies, grey seas and a grey mood chilled by the freshening wind. I thought "Soon we will be flat on the sand, with two non watertight pilot house doors on either side. Will it float clear or just fill up?!"

A twin outboard dive runabout appeared, offered help, and duly took the spinnaker halyard. They were making it fast to a makeshift bridle when I looked up to see the line was under the spreader and around the cap shroud. *Oh no,.. no.no ..stop*, I did not want to loose my mast!!

With chain tightened, Lizzy applying engine power as we were heeled over so that Lizzy stood on seat backs! We moved!! Twice the circuit breaker tripped, suddenly 'Minerva' glided over the **over** the chain and anchor. Is this 'Merlin's' next trick to put the anchor through the hull and sink us? But 'Merlin' was kind, we were safely AFLOAT!!! The white line on the anchor had no anti foul mark so, 'shell grit it shall be!' No celebratory Italian 'drinks on the rocks' drunk, just 'sand-witches' beaten and eaten.

The divers refused to accept any 'refreshments' and ensured our safe passage out. Thank you again!

A phone call to MaST revealed that pile 14 was knocked over prior to Christmas, the red spar buoy being the replacement. "Should read 'Notices to Mariners'" on the MaST site and not rely on the chartlet!?! With at least two boats caught, they agreed to include 'missing pile 14' information on the MaST 'mud map'.



Katie at Mistaken Cape

Schouten Passage was the destination and to get a quarter wind, the course outside Maria was chosen. By Mistaken Cape the wind was ahead, then dying out before a fresh southerly change that steadily strengthened. At 30 knots wind speed, despite my daughters protest that she was enjoying the goose winged sailing, it was time to reduce sail. With the large swell, following seas and reduced headsail only, progress was too slow till we started motoring. By about 1700 we entered the eastern end of Schouten Passage and soon anchored in sheltered Gravelly Beach Cove (Schouten Island) among the 'Spring Bay Boat Club' vessels.

We were soon on board John Salmon's party boat talking about our experiences, learning there were 'those that had been and those that will' or 'those that have been and those that lie that they have not!' been aground! This all helped with the bad feelings 'ground in'

from the mornings 'Biological Sampling' as did the wine and fresh crayfish meal on 'Big Chief'. Thanks Tom and Penny for the morning catch.

A light NE on shore wind took other boats to the opposite shore, but the white sands, clear water and a bear on Bear Hill tempted us to stay longer. The well tagged track lead through the low forested slopes to the exposed weathered rocks and, after a scrambling in the crevices and water smoothed slopes, we reached the summit. What a beautiful view at 299 meters above the cove where the speck of 'Minerva' lay. Lizzie's telephoto lens had caught glimpses of our progress almost to the summit. An hour fifty minutes was the return trip time with photographic stops.



Lew tops Bear Hill

With strong N to NE winds forecast we moved to anchor in the lee of the Passage Beach cliffs. Again were treated to an even bigger beast on which to feast, easily feeding four with left overs for more. Thanks 'Big Chief'.

The next evening, Bryan's Corner was crowded with boats for the 'Spring Bay Boat Club' beach gathering of happy folk 'socializing' and playing a knock down beach game.

With strong winds forecast four non local

boats left the next morning at 0730h. With a light northerly we almost sailed to Shoal Bay, where the wind dropped for the ushering in of a stiff cool 'Southerly'. The kite was well bagged by then. Deep Hole was good shelter and in the morning calm we had to motor south. A nightmare of being stuck from driving a car down stairs was easily rationalized to anticipation of passing of No 14 again! The trip to Dunally was uneventful; we anchored there for shopping and coffee at the 'Art Gallery'. Steve was thinking about fenders on either side of his wide cat, 'Storm Bay', as it seemed to have only about 60 cm total hull width



Enjoying the uneventful return trip through Dunalley

clearance at the bridge abutments.

Drama free, we all went to Monk Bay to await the evening westerly change. Boats present included 'Storm Bay', 'Maritime Express', 'Haida Gwaii?', 'Xantia', 'Minerva' and 'Aurielle'. A goggled swim showed only an anti foul free area on the keel. The incoming westerly later backed south and freshened. The slight slop prompted us to later follow 'Andromeda' to the lee of Conical Hill .*With 30-40 knots across the deck, mizzen reefed and jib staysail set, 7+ knots we get; till behind the hill where waters were very still.* Roger set about the shore preparations for the evening BBQ, which we all enjoyed. Boats present were 'Andromeda', 'Minerva', 'Aurielle', 'Maritime Express' and 'Pampero'.

At sunrise on Friday a frustrating motor sail, passing between Hog and Sloping Island to Nubeena. 'Mistral' was already on the CYCT mooring and later 'Windrush' and 'Minerva' shared it too. 'Windrush's' departure home allowed 'Sagres' to form the trio again. 'Lady Jack' casually motored in and following a shore excursion, ventured back to the Channel. 'Blade Runner' had to anchor. 'Andromeda' and 'Xantia' stayed in Norfolk Bay, while 'Riverdance' *skipped* at Sloping Main. We were given fish by a local, Scott and met two very interesting friends; real characters are Peter Stacey and Sheila Hogan on Cooneera. Peter recounted his interesting life as a fisherman, Osmiridium prospector at Adamsfield, owning the slipway, and now at almost 84y, hopes to get the masts his 53 ft concrete yacht for more adventure under sail. I preferred coffee to midday milk and Bundaberg!

The Nubeena Regatta is a well supported country town effort, with fishing boat, large yacht and smaller sailing boat races, a mini triathlon, boot throwing and nail driving competitions. In the evening food stalls, marquees and a band at the 'oval' kept the show going. 'Mistral' won a second prize in the 'Wedge Island race'. On Monday morning the only evidence of the Regatta was the cut grass. Monday provided a good 18 knot N to NE wind for the sail home across Storm Bay, an excellent week end completing an interesting time 'cruising about'.



Nubeena Regatta

**First in a series, introducing *Albatross* Advertisers:  
Oyster Cove Chandlery**

Need a double fiddle swivel block? How about a T-ball terminal? Urgently need to know the outlet diameters of manual versus electric toilets? You would be hard pressed to baffle Ian "Grub" McConaghy at Oyster Cove Chandlery with a technical question. He's been keeping boaties supplied since his first after-school job in Sydney in the 70's. Then it was straight to work at Peter Green's Ship Chandlery before setting up his own marine importing business. Getting back into retail, Ian set up the chandlery at the Royal Prince Alfred Yacht Club and operated that for 8 years before moving to Careel Bay Marina to manage the boatyard.

Eventually Ian saw the light and in 1993 he moved to Tasmania, firstly to J.M. Taylor's yard at Battery Point, then he was head-hunted by TMD, Kingston. Since 2002 he has owned and run Oyster Cove Chandlery and is now looking forward to moving to the new marina premises in the coming year.

With a lifetime in all areas in the marine industry; retail, wholesale and boatyard management and as a boat owner, Ian is a fund of knowledge and his expertise is always available to customers. Don't be deceived by the size of the store – if it belongs on a boat, it can be ordered at short notice and at a competitive price. If you are an existing customer, more than likely Ian will have a record of your previous purchases (anodes, antifoul, impellers, filters etc). A phone call or email and it will be ready when you need it.

Don't forget fuel, gas and ice are always available (and great, freshly-roasted coffee!)

The motto hanging behind the counter says it all:

**"It's Not All About Price. Service and Advice Are Priceless"**



## OYSTER COVE CHANDLERY

**THE BEST STOCKED LITTLE CHANDLERY IN SOUTHERN TASSIE. WHAT WE HAVEN'T GOT, WE WILL GET SOON!**

**COMPETITIVE PRICES – 10% DISCOUNT ON MOST CHANDLERY TO CYCT MEMBERS**

**ICE      FUEL BERTH      GAS**

OYSTER COVE MARINA

PO Box 47

Kettering, Tasmania 7155

Telephone: (03) 6267 4300

Mobile: 0411 419 299

Facsimile: (03) 6267 4876

**Email: [oystercovechandlery@bigpond.com](mailto:oystercovechandlery@bigpond.com)**



**NEW 240 BERTH FLOATING MARINA**  
(NEARING COMPLETION)

**SLIPWAY AND ASSOCIATED BUSINESSES**

7 FERRY ROAD KETTERING TAS 7155  
PHONE: 03 6267 4418  
OYSTERCOVEMARINA@BIGPOND.COM

# ***NJM MARINE***

ABN 70 439 342 778

**Norton Makepeace**

**0414 014 752**

- *Marine Electronic Installations & Sales of All Major Brands*
- *General Marine Wiring* • 12v / 24v
- *Full Insurance*

**njmmarine@gmail.com**



 **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.

 [www.islandmooring.com](http://www.islandmooring.com)

**Island Shacks Tasmania**  
Simply and comfortably furnished and with superb beachfront positioning and views, our Island Shacks make ideal getaways for individuals, couples and families. Email [info@islandshacks.com](mailto:info@islandshacks.com)

 [www.islandshacks.com](http://www.islandshacks.com)

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



**Mermaid Café**  
Ferry Road Kettering  
Lunch snacks coffee  
9am – 5pm 7 days  
Ph: 03 6267 4494



**J. Drysdale**  
**ENGINEERING**  
Slipping Painting Repairs Fabrication

**Margate Marina Park Slip Yard**

**Slipping, Lift Capacity, 18 Tonne Crane, Licensed Operators**

- **Grit Blasting**
- **Antifouling of all Vessels**
- **Painting**
- **Accredited Prop Speed Applicators**
- **Prop Shaft Repairs & Maintenance**
- **Stainless Steel Ladders & Railing**
- **Repairs & New Construction**
- **Steel Boat Hull Repairs**
- **Fabrication and Refurbishment of Vessels**

**Contact Justin to arrange an estimate or quote for all your vessels maintenance & repairs, all available in a single location with the convenience of one bill.**

**Phone: 0448 971 405**

**Email: [Justin.drysdale@bigpond.com](mailto:Justin.drysdale@bigpond.com)  
[www.drysdaleeng.com.au](http://www.drysdaleeng.com.au)**



# BOAT SALES

## TASMANIA

TASMANIA'S PREMIER BROKERAGE

**Roberts 39**

### **PARHELION**



**\$145,000**

Steel pilothouse motorsailer in excellent condition with a great inventory and an attractive Tasmanian blackwood interior.

Two double cabins  
60 hp diesel, solar panels and wind generator.



**KIM BREWER 0428 927 358 PAUL NANSCAWEN 0418 385 866**  
**JOHN NANSCAWEN 0409 433 547**

MURRAY ST PIER HOBART [www.boatsalestas.com.au](http://www.boatsalestas.com.au) 51 FERRY RD KETTERING  
**Ph: 1300 288007**

