

Albatross

Volume 38

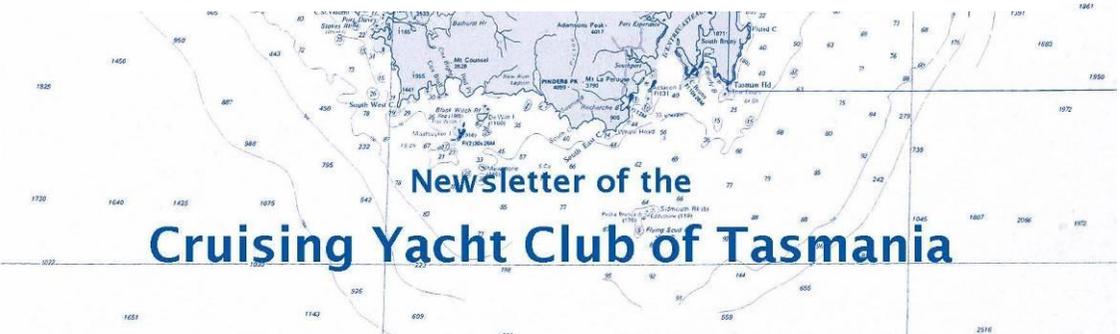
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Discussing how to stay with the boat at the Crew Overboard Seminar

Photo: Kim Brewer



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

Commodore

Chris Palmer H 6267 4994 *Wayfarer II*

Vice Commodore

Lew Garnham H 0417 589 008 *Minerva*

Rear Commodore

Margaret Jones H 6272 5660 *Lalaguli*

Treasurer

Wayne McNeice H 62252392 *Riverdance*

Secretary

Alan Butler H 0457000434

Editor 'Albatross'

Kim Brewer H 0428 937358 *Vailima*

Committee

Hans Van Tuil H 62291875 *Alida*

Alan Gifford H 6229 7389 *Eight Bells*

Membership Officer

Margie Benjamin H 6267 4994 *Wayfarer II*

Warden & Quartermaster

Chris Creese H 6223 1550 *Neptune*

Albatross mailing

Chris Creese H 6223 1550 *Neptune*

Webmaster

Dave Davey H 6267 4852 *Windclimber*

Life Members

Erika Shankley

Doris Newham

Chris Creese

**Send all material for publication in 'Albatross' to the Editor -
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.

CYCT CALENDAR	
<u>APRIL</u>	
Tues 3 rd	General Meeting @ DSS 8pm. Speaker: Graham Cowie “Batteries and All That”
Wed 4 th	Committee Meeting @ Mariner’s Cottage 7.30pm
Fri 6 th – Tue 0 th	Easter Combined Cruise with Kettering Yacht Club to Maria Island. Pre-cruise briefing TBA
Sat 14 th – Fri 3 th	Barnes Bay Regatta. More information in this issue
Tues 17 th	Women on Boats @ Mariner’s cottage 5.30pm. All women welcome!
Wed 25 th	Anzac Day Picnic at Peartree
<u>MAY</u>	
Tues 1 st	General Meeting @ DSS 8pm.
Wed 2 nd	Committee Meeting @ Mariner’s Cottage 7.30pm
Sat 5 th	Donald Sutherland Navigation Cruise followed by dinner at the Mermaid Café, Kettering.
Sat 12 th	Maritime Marketplace @ Kettering Hall
Sat 26 th	Cruise Quarantine/Apollo Bay BBQ. Sunday lunch at Peppermint Bay.

Visit the website www.cyct.org.au and click on the Calendar tab for more information on all events.

Editorial



What a great day the Crew Overboard programme was! If you missed out on this one, do sign up for the next. And in the meantime, read everything you can (including lots of good stuff online), have ideas ready to share and to trial and talk to your partner/crew. One recent report is worth studying.

Released by the British Government, it is results of an enquiry into a yachtsman's death in the English Channel. While the circumstances may be foreign to most Club members, involving a full racing crew, it makes compulsive reading and many aspects are worth considering. There is much focus on equipment used aboard and also the preparation of boat and crew. Seemingly minor incidents accumulated, leading to the skipper going off the foredeck and rapidly drowning and this was one of the many points made in our morning discussions on the beach. Horrifyingly, the seven crew members took 16 minutes to get the tethered body back on deck, by which time it was too late. How would you pull your partner back aboard? If nothing else is learnt from this event, just the sheer awfulness of imagining someone you love or are responsible for, being lost overboard might make us examine our boats and our practices more closely. Find this report at www.maib.gov.uk

There was a really good response to the first Women on Boats get-together with eleven attending and most pleasing of all was seeing 6 new women! Among the topics they wish to pursue are diesel engines, more navigation (and basic navigation for newcomers) and life aboard. We hope to have a mix of theory and practical sessions. Join us whenever you can. We are all there to share skills and experiences and we need YOU.

Kim Brewer
Editor

Commodore's Report



By any standards, the Crew Overboard day on 17th March was an outstanding success. Full details of the event appear elsewhere in this 'Albatross', but in summary a very full day provided an excellent mix of theory and practice. The decision to limit numbers for this event was a hard one for the organisers to take, but a wise one. As a result everyone present was able to spend time, in most cases on their own boat, with one of the organisers or mentors and really come to grips with the difficulties of getting back to a person in the

water while under sail.

All participants learned a lot and without doubt the single, most consistent message from the day was a simple one – 'Don't go overboard!' That is why a large part of the morning was taken up with a review of the safety gear and practices that should be employed on every boat to prevent such a disaster from happening.

Sincere thanks go to Alan Gifford, John Deegan and Tony Brewer for planning the day. I know that all of them spent many, many hours determining the best way to ensure that the event had the maximum impact. Thanks, too, to De Deegan, Kim Brewer, Peter Aston and Gus vans Colina who, together with John and Tony, were mentors for the 'on water' sailing exercises. And a special mention to Bill Miles who gave a very interesting, if somewhat worrying, account of the effects of hypothermia on the human body.

As Commodore, I am thrilled that we have people in the Club who not only have seamanship skills and experience that most of us can only dream of, but who are happy to give so much of their time to pass some of their knowledge on to other members. It is certainly my hope that this exercise will become a regular fixture in the Club calendar.

Women on Boats

The 'Women on Boats' concept has gone from a series of formal discussions to something which now has a life of its own. In mid-March the WoB group met again and among other things considered the subjects that they would like to cover in the coming months. These ranged from understanding diesel engines to cooking aboard boats, and just about everything in between.

What is so good about this group is that it runs itself. It is by women, for women. If you are a female member of the Club and not part of this active band, you are really missing

out on some very interesting stuff. Contact Jenny Makepeace for more information and the date and location of their next meeting - pmakepeace@bigpond.com.

Club Apparel

The last GM saw the full range of Club apparel on display, and thanks go to Elizabeth Helm who is coordinating the purchase process.

I am happy to report that it is now possible to purchase these items via the Club website using PayPal. Simply go to the Members section and follow the 'Order CYCT Apparel' link. Currently, the order page does not show pictures of the items, but we hope to have that fixed before long. Also, it seems that there may be an issue with some items with regard to their actual size vs their stated size. We are taking this up with the supplier.

Maritime Marketplace

This will take place on 12th May at Kettering. Details regarding the booking process and cost will be sent to all members by email shortly.

Cheers for now

Chris Palmer



Vice Commodore's Report

Welcome all, new and old, to the CYCT fellowship, sailing, and skill attainment. I look forward to hearing about the experiences learned from the 'Crew Overboard' event conducted by John Deegan and Tony Brewer. Unfortunately we were not able to attend. As I sit at home typing, the squeaking sound of the weather vane signifies 'wind' and a certain degree of realism for the boats in the 'recovery' exercises. May these recovery skills never need to be really tested.

Past Cruises have been detailed and the two trips to Aikens Point, including 'Clean up Australia' did not occur. Many factors account for this, especially the weather.

The Port Cygnet Sailing Club Regatta was a success and is detailed in this Albatross.

Planned Events

Maria Island Trip Details

The Maria Island trip has always been enjoyable and so I encourage coming along to the preliminary discussions at Mariners Cottage, Monday 2nd May at 7.30pm, where the Dennison Canal and tidal flows and other issues will be detailed. We will not be going if the weather is not suitable.

On Good Friday after passing the Iron Pot you may go north of Betsy Island and south of Black Jack Reef which is well marked with a light beacon. From there, outside Sloping and Hog Islands, past Green Head and into Norfolk Bay which has numerous good sheltered anchorages. The intended destination is Taranna where a BBQ may occur with the Taranna Boat Club in the Old Convict Station honouring the well-known yachtsmen John and Anne Salter.

High tide is early morning hence an early Saturday morning departure from Taranna has been chosen for the Canal and Blackman Bay leg. One of the shallowest spots is in Norfolk Bay on the lead in to the Canal. The canal is deep in the centre with one rocky outcrop but once outside it, keep between the piles all the way when entering or leaving.

We head towards Boomer Point, and then the piles (and a Buoy at 14). I suggest visiting the Mast Web site for the latest Dennison Canal/Blackman Bay updates to be used in conjunction with the Hydrographic office 'plan'. Charts for all sections of the trip should be on board and well-studied.

As the Canal is narrow, water flow in and out is restricted and hence the sea level in Norfolk Bay will rise above that of Blackman's Bay, reach a maximum and start falling before they are level at 'slack water'. Slack water is therefore after the high tide time. With an ebb tide the Norfolk Bay sea level will reach a minimum and start rising when Blackman Bay has not reached its minimum depth and hence slack water is also after lowest tide time. At the ends of the tidal range the flows are far less than in the middle and are navigable. At the ends of the tidal range the flows are less than in the middle and are navigable. It is safer to go through Blackman's Bay when the levels are still rising.

At Shoal Bay there is 'Chinamans' (Encampment Cove) and Deep Hole as good anchorages. There are excellent walks, convict ruins, fishing and the CYCT BBQ with 'Winter Olympics' Tuesday is set for the return home, but this can be altered.

Barnes Bay Regatta

This is well detailed on our web site and at:

<http://www.kingboroughboatingclub.com.au/barnes-bay-regatta/2012-regatta>.

This will give times and a race entry form.

Anzac Day Picnic at Pear Tree

This is on WEDNESDAY 25th May, but site confirmation is still required.

Donald Sutherland Navigation Trial

This 'fun day' is now set for May 5th in the Kettering area where practical boating skills and basic navigation instructions are to be followed. Last year there were two sections with a lunch break and then an entertaining evening meal at the Mermaid Café. Don't be a whimp...have a go!

Other News

Judy and Martin Greasley have sailed *Archer* from Wineglass to Eden, north bound.

Richard Phillips will soon join *Charon* in Queensland and continue their voyaging.

Dorothy and Steve Darden are well planned to sail *Adagio* to New Caledonia, most likely via Bay of Islands in northern NZ.

Mistal has finally reached the Tamar from Lady Barron, hopefully Hobart soon.

The committee needs to know how to progress the CYCT beyond the popular cruises and BBQ's and we would appreciate your fresh ideas so please contact me for any questions about planned or possible trips, any issues or new ideas.

May you have enjoyable safe sunny sailing,

Three quotes from *The Essence of Cruising*;

The test of a knot is untying it.

A correctly made knot, bend or hitch can always be untied. Other incorrect ones may hold securely but they will hold for life!

An inch of mercury is a foot of tide.

A one inch rise (33.86 millibars) means one foot less draught, so conversely after a storm low you could be left very high and dry if aground!

What is the difference between a safety harness and a frilly nightie?

None whatsoever if you don't hook on! (I will refrain from other possible comments!)

Regards,

Lew Garnham
Vice Commodore

Rear Commodore's Report



Our thanks to Rob Grey for organising the guided visit for our club to Anglesea Barracks on 28 February. All enjoyed an interesting and informative tour of the area.

GENERAL MEETING 3 April Guest speaker: Graham Cowie from "Battery World" who will talk about "Batteries". Bring your questions, queries and helpful hints.

DINNER on 3 April at "Mooring's" DSS. Please contact me by the Monday morning 2 April.

A reminder that the Derwent Valley Festival will be held on 1st April. Let's support New Norfolk. Some people will have speed & steam boats on the river.

There is still a possibility of a visit to Rotorlift. This will be an email notification so those without email connection should let me know so as I can ring through the details.

Margaret Jones



CONDITIONS UNDER WHICH WE ARE TO SAIL LIFE'S VOYAGE

You are to obey signals without question when received

You are to steer by my reckoning

You are to stand by as a true consort in foul weather, battle or shipwreck

You are to run under my guns if assailed by picaroons or privateers

I am to keep you in due repair and see that you hath your allowance of coats of paint, streamers and bunting, as befits a saucy craft.

I am to take no other craft in tow and if any be now attached to cut their hawsers.

revictual you day to day

I am to

you be blown on your beam ends by wind or misfortune, I am to stand by you and see you righted

Should

I am to set our course for the Great Harbour in the hope that moorings and ground to swing may be found for two well-built craft when laid up for eternity.

Sir Arthur Conan Doyle

WELCOME NEW MEMBERS

Nick and Sally Hutton

(No boat yet!)

Alex Papij and Jackie Zanetti

CHAIKA

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.

Alex and Papij and Jackie Zanetti

We have recently taken possession of *Chaika*, a Jeanneau Sun Odyssey 36i which previously spent two northern summers sailing around the Mediterranean. *Chaika* is now in a temporary berth at Oyster Cove Marina while we're waiting for something permanent to become available. We're both looking forward to exploring Tassie's great coastline and lovely anchorages.

Alex is an electronics engineer retired from CSIRO's marine research labs with many research ship cruises under his belt, including one to Antarctica a few years ago. He has owned sailboats in the past, starting with a Mirror dinghy that he built, then a Compass 28 which he sailed in Adelaide and a Duncanson 29, which he was in the process of fitting out when jobs and house moves got in the way. And so began a long sailing drought. After very, very many years of dreaming and talking about boats, he was told to either shut up or get one.

Jackie's experience with sailing has been limited to crewing on a 40ft Nordic in Wednesday night races in Adelaide (just out of the Port River and back again), but she's keen to learn what's what on the boat and master a few key knots!

We're looking forward to joining in CYCT cruises and learning from all of you as we gain more sailing experience in Tassie waters.

Port Cygnet Yacht Club Regatta Cruise

Despite social commitments at home, it was decided that best let the 'boys and girls' do their own 'thing', and for me that meant accepting Les Westman's invitation for a long weekend sail, (possibly extended) on *Van Dieman H.* This 15.8M classic solid GRP cruising yacht was designed by the famous American naval architect William Tripp and had proved to be a very capable and comfortable yacht for extended cruising, on board living and growing family life. The 'modern' interior was designed by Harry Seidler, a well noted Sydney architect, who gave an immediate feeling of spaciousness and good visibility from the 'living area'. Two more steps down to a well-appointed galley with excellent refrigeration capability and versatility. I was given a double cabin with ensuite!

After final preparations we left Friday noon, the light head winds ensured continual motoring to a Port Cygnet mooring. After tea the double dice rolls in Back Gammon totally favoured our learner Les with easy victories! Saturday ashore was relaxing with a walk to visit friends and to the Red Velvet Café for an excellent light lunch. Port Cygnet is losing some of its rural flavour with new sub-divisions, concrete kerbing and loss of the 'old'. It is still charming though! The Port Cygnet Yacht Club is very active on many levels with senior racing, active junior sail training in the club 'Puffins' and an active social infrastructure. They have a good jetty, two slipways and have recently completed their present extensions; under the new curved roof is a new bar, kitchen and dining area. The full width balcony in front overhangs the water and affords excellent views of the moored yachts and those weaving home after racing. There were races to and from Kettering and also locally.

For the CYCT at Cygnet, *Andromeda* and *Irish Mist* were the 'party boats', reminding me of 'how many people can you fit in a mini?' That evening at the PCYC the traditional BBQ, delicious deserts, live band and a few drinks in excellent company ensured a sound (snoring?) sleep; checkmate now!

At Rogers's suggestion of Drip Beach, we proceeded to where Roger and Patricia were comfortably seated, fire going and the clean oyster free white sandy beach also beckoning us. Mike Boyden from *Berida*, Jill and John on their *Hanse 39*, also from the 'north', were welcome company. Later we all retired to our boats anchored in the still night.



Paul and Rosemary Kerrison back from the Tropics & enjoying Tassie's beautiful beaches

Phone calls dictated a return home, and this time favorable winds filled the sails for an easy sail. What an easy system with one cockpit electric winch to control furling of the main and genoa. The sheeting is another story.

CYCT boats present were; *Andromeda*, *Irish Mist*, *Awittaki*, *Riverdance*, *Pandora*, *Alida*, *Honey Bee*, *Berida* and *Van Dieman H.*

Congratulations and thanks to the PCYC and volunteers for again providing a great regatta and social occasion. The black 'meter' yacht dressed with wide wings and a swan head and neck up the forestay, symbolized that the 'Cygnet' (PCYC) was growing and maturing well! We look forward to a 'winter musical' CYCT /PCYC evening.

Lew. Garnham
(Vice Commodore)



Dinghies at the Port Cygnet Sailing Club



Cygnet's giant swan afloat

Irish Mist Turns Back South

After a glorious nine weeks in the Whitsundays, it was time to think of returning home, so we turned south on the 27th September. On the return voyage a visit to Middle Percy Island was a must, exploring the “A” Frame Hut and the original shed, both of which house a collection of artifacts boasting visiting boat names dating back to the sixties. Many a Tasmanian boat has left something here, now including *Irish Mist*. Whilst onshore we also visited the Tree House which is available for occupancy, however it’s not quite 5-star, being very rundown. Prefer the balcony back at the ‘A’ frame, which has a tremendous view over the pristine white beach and palm trees. Rosemary’s comment: “this is how a tropical beach should look”.



From here we had a perfect day's sail down to Cape Townsend and again, as was the case heading up the coast, Shoalwater Bay was closed due to live firing practice. However Pearl Bay and Port Clinton were available to us. Pearl Bay is a delightful anchorage; we stayed 4 nights before moving to Port Clinton then motorsailing down to Great Keppel Isl. and anchoring off Resort Beach, almost alongside *Soleares*, Alan Lucas's boat (author of the cruising guides).

Next morning we and others set sail for Pancake Creek then, whilst the weather was in our favour, onto the Burnett River and a berth at Bundaberg Port Marina. It was here that we met up with CYCT members Richard Phillips and Wendy Bradfield from *Charon*, which was being prepared to stay on the hard while Richard & Wendy flew home to Tassie for the festive season. It was great to swap stories with fellow members. We also visited the Shalom Market with them and other cruisers in the courtesy bus from the marina.

As Bundaberg is some distance further up the Burnett River and public transport is virtually non-existent from the marina, we decided to go upriver. It is well-beaconed but there is very little water, particularly in one spot. In fact we spent three hours firmly stuck to the river bed, so I could “watch the end of Bathurst at Mt Panorama” before the tide floated us off.

Midtown Marina was totally wiped out by flood waters earlier this year and is in the slow process of rebuilding. Talking to the trawler skipper I asked about the various boats we

had noticed on the river banks as we came up the river. He explained that they were hulks abandoned after the floods. There are fifteen vessels still unaccounted for. He said that at least two boats had been snagged in trawl nets as far north as Pancake Creek, 80nm from where they were moored. Others are scattered in Hervey Bay, where they will remain.

Taking advantage of being in the heart of Bundaberg, we walked to the Botanical Gardens & visited the Bert Hinkler Aviation Museum. Born 1929 in Bundaberg, Bert was a true pioneer in the world of aviation. Whilst growing up here in Bundaberg, he flew his first glider (made from his mother's ironing board) at Mon Repos beach just south of the mouth of the Burnett River to a height of 33ft in 1911. From this humble beginning he went on to be one of the great innovators, being credited with the synchronizing of machine guns & propellers on early fighter planes, along with a method of calculating leeway whilst flying & many other simple but great advances in the world of flight. In 1928 Bert was the first airman to make a solo flight from Britain to Australia. It was at the end of his flight to Australia that he also flew to Tasmania landing his aircraft at Elwick Racecourse that same year. Bert followed this up with the first solo flight of the South Atlantic in 1931.

Bert flew in the First World War as a gunner/observer for which he was awarded the DSM, finishing the war as a Squadron Leader. He lost his life in an accident in Northern Italy in 1933 whilst on a solo flight from England to Australia.

Standing in the Botanical Gardens is Bert's house from England. The local Rotary Club, upon hearing it was to be demolished, sent a team to England where they painstakingly took it down literally brick by brick, tile by tile. From there it was transported back and re-erected exactly as was. The house is now open for inspection on a daily basis and gives an insight into early history. Well worth the visit if ever in Bundaberg. The space shuttle *Challenger*, which exploded just after take-off in January 2006 killing all on board, also carried a small part of a wing-rib from Bert's original glider. Miraculously this survived and is now on show at the museum along with a fragment of the shuttle as part of a very moving exhibit.



Leaving Bundaberg, it was over to Fraser Island then down the Great Sandy Strait, over the Wide Bay Bar and onto Mooloolaba. Here we anchored mid-river along with many others, surrounded by million-dollar properties & large motor cruisers. We sat through three nights of fantastic thunderstorms and heavenly light shows whilst having evening drinks with other cruisers who were heading south as well. We also visited Australia Zoo - an amazing place for both young and old.

Arriving at Southport, timing could not have been better. This was the weekend of the Gold Coast V8 Touring Cars race. What with the noise, the smell of high octane fuel,

electric guitars, drums, PA systems, scantily clad bodies, chocked thoroughfares and roads, all tranquillity was lost but the atmosphere was just electric. This did mean of course that public transport in our area was non-existent so "stride it out" was the order of the day.

Clearing the Gold Coast Seaway, we entered the Richmond River on the high tide at 1600. Crossing the bar with little trouble, we anchored in Mobbs Bay, just a hole in the training wall a little over half a mile from the bar opposite the town of Ballina. There is only enough room for two keel boats - we were the second to arrive and almost blocked the entrance in order to set the anchor. Later arrivals had to move further up river to find an anchorage or go alongside at Ballina.

We entered the Clarence River on a flood tide, making our way up past Yamba and Iluka to Harwood where we anchored overnight awaiting the opening of the Harwood Bridge. We arranged for an early opening next day with a simple phone call. The bridge is of a very similar design and could very easily be mistaken for our own Bridgewater Bridge. Carrying the Pacific Highway across the Clarence River, the road noise is constant. In hindsight we should have anchored a little further east of the bridge.



Passing under Harwoods Bridge on the Clarence River

the river bottom. The other, because of the width of the river, always had some tension in the cables giving only 3mtrs of clearance midstream. As each ferry ran on demand with right-of-way, our timing had to be exact.

Next morning we and five other boats passed under the bridge at exactly the prearranged time. We continued upriver passing some lovely old houses, small townships, numerous prawn trawlers, and the odd jacaranda tree in bloom. Waited for two separate cable operated car ferries to cross in front of us, and due to the depth of water at each location it was necessary to be certain that the ferry was in dock and that the cable had been released so as to give enough depth over each cable before crossing. One ferry actually dropped its cables on

At Grafton, 43 miles upriver from Yamba, we were greeted by an amazing jacaranda display; the trees lining the streets and river bank in full bloom. We anchored just east of the Grafton Bridge which is a riveted-steel, double decker-bridge with road traffic on top and rail underneath. Designed as an opening bridge. it last opened in the 1980's so the only river traffic past here now is powerboat (with 6m clearance). A pity as the river continues for some further distance. At Grafton we were joined by daughter Angela, husband

Matthew and 7-month old Zachary. Walking and driving around Grafton over the next couple of days we were just held in awe by the magnificent display of jacaranda in full bloom.

Tying up to the public pontoon at Maclean “the Scottish town in Australia”, we were met by the town’s ambassador from the information shop opposite the pontoon. He gave us the rundown on the town; where to get things, where to shower - you name it he knew how and where to get it. After signing the visitors book and plugging into the town water and electricity, all laid on free for visiting boats, we wandered across the lawn onto the main street - all of 25metres. Now this “Scottish” town is a real step back in time. Once a thriving river port, it also supported a large boat building yard, sugar mills and a timber industry. Walking down Main, Wharf and Union Streets, it’s hard to believe that it is now 2011 and not 1890, for very little has changed; little shop fronts and verandahs on raised footpaths, numerous taverns, and “giddays” from everyone with no-one in a hurry.

Not only is Maclean an old town, it boasts 242 power poles which have been painted with the various tartans of Scotland. The information shop has a street map showing the location and pole number to correspond to the various tartans, example the clan tartan of

Bain (with Ogilvie of Airlie Hunting) is on the corner of Brooms Head Rd and Platers Rd.



Rosemary exploring her Celtic roots in Maclean

Iluka, opposite Yamba at the mouth of the Clarence is also very boat-friendly, having a large sheltered basin behind a sea /training wall and offering everything in the way of facilities including a pontoon in front of the local tavern where you are invited to leave your dinghy.

Heading out for Camden Haven, we were making good time until a knocking noise started in the steering

each time the boat tried to round up in the swell. By disengaging the pilot I was able to steer manually and the noise decreased, but as we were still some distance from Camden Haven the decision was made to revisit Coffs Harbour. There, I found the side-mount for the hydraulic ram had worked loose against the bulkhead and the fitting of new bolts with locknuts rectified the situation. A strong southerly put a stop to our intentions of moving on that afternoon, so with the teak decking in the cockpit looking the worst for wear, I visited the chandlery to get some teak cleaner. However it’s not a stock item and I was advised to use a stiff brush and Ajax Powder. It means using elbow grease but it certainly does the job and a lot cheaper.

Wednesday 2nd Nov. Sailing down the coast with a NNE breeze of 15-20kts into a low SE swell and no sea, with a near perfect sunset it was time to break out the perishables purchased at the last minute before leaving. Prawns, oysters, mussels, crab & smoked fish along with a fine cold glass of white wine. Did I mention it was the Skippers birthday?

Friday 4th Nov. Day 152 since leaving Hobart, it's a glorious morning at Port Stephens and it is our 44th wedding anniversary. Spend the day exploring the town of Nelson, visiting a working craft centre, taking in the sights from the Inner Harbour Lighthouse. The VMR have a museum in the old light- keeper's house and open their volunteer station to visitors. Returning to the boat, we walked along the foreshore where the public facilities are first class, even to the extent where on one sheltered beach there is a series of ramps & handrails to help the disabled enter the water, including those in wheelchairs. Port Stephens and Nelson have definitely been put on our "must return" list.



Meal fit for a King - or the skipper on his birthday

With a break in the weather we moved on early next day to Broken Bay, Pittwater! Then on to Bobbin Head then a mooring at Jerusalem Bay. After a couple of days there, we headed south to Port Hacking and up to Cronulla Marina.

After re-provisioning for our return to Hobart and spending days in Sydney and with family we left Cronulla Marina and returned to Jibbon Beach just inside Port Hacking picking up a public mooring for the night, anticipating an early departure next day.

An uneventful sail down the coast to Jervis Bay from where we made very good time (averaging 8.4kts) to a secluded anchorage off the beach at Tomikin, to the south of Batemans Bay. The forecast told us that we had a window of approx. 48hrs in which to cross the strait or stay in Eden for up to four or five days so with a quick dash to top up on diesel and get a gas refill plus a few small items from the supermarket, we should be able to get to sea by midday.

As there are no bowsers on the docks, I went in search of diesel with two jerry cans. Finding the depot was easy but finding the right person to sell me the fuel was like a "Where's Wally" cartoon. The depot was wide open, wireless going, but no-one around, not even his truck. The best advice I could get was that maybe he had gone to get it

refilled, and would be back in approx. an hour, this was from a guy next door in the ice works. Finally I find someone in attendance at the depot, but no fuel truck: it's broken down out of town. Explaining my predicament, I'm given the keys to another flat tray truck belonging to the depot and given directions on where to find a servo. Now this truck is something to behold and is obviously well known around Eden. Driving through the town, I got a lot of half acknowledgements from the locals, then spying a drive through I dropped in to get some medicinal (BRANDY) for the Admiral just in case things got bad. Noticing the look I was getting from the guy behind the counter, I quickly tell him of my circumstances, he then becomes friendlier towards me.

On my return to the docks I drove out to the boat again getting many a stare especially from Rosemary, dropping the jerry cans off at the boat. Rosemary accompanied me back to the depot along with a couple of coldies to thank him for his assistance. There he was able to tell me my movements in the town almost to a Tee.

So we set sail out of Eden, three hours later than expected. Shortly after sunset, I put the 1st reef in the main as we entered Bass Strait. The next 36hrs were totally uneventful but at 1.00am on the second day it started to rain heavily, then the wind strengthened from the NNW, necessitating a 2nd reef in main.

At dawn, abeam Eddystone Point, the seas were 2.5m on a swell of 3m plus, with wind gusts over 25kts. With only the heavily reefed main and no headsail, it was a real roller coaster of a ride. It's here that the side mount for the steering ram decided to start making an unnerving noise again. Emptying the lazette I went down under the cockpit and retightened the fitting whilst Rosemary, handling things magnificently, took the helm, and handed down the necessary spanners as requested above the noise. Closing the coast near Binalong Bay conditions gradually eased and the seas abated over the next few hours. Anchoring in Wineglass Bay at 1830hrs on the 19th November, both absolutely buggered, we had a hot drink before falling into bed. Time taken from Eden was 51 ½ hours.

Back at Dunally, we were met by CYCT members and close friends Tony and Sallie Creese from Eagle Hawk Neck, who joined us for a meal at the hotel. Passing through the canal on a perfect day into Norfolk Bay, we both remarked how good it was to be back in familiar waters and the surroundings, "why did we need to go all that way when we have it so good here!" Hearing that there might be a number of CYCT boats in Ford Bay and a chance of a BBQ at GET SHUCKED Oysters, we happily renewed old acquaintances and met a number of new members.

Sunday 26th November (Day 175) we returned to a family welcome at the RYCT, tying up at the predetermined time of 1230hrs. It was all onboard, including Rosemary's father (95years young) for a family re-union and lunch, much chatter and questions to be answered. *Irish Mist* was home after approx. 4100nm (7600km). Would we do it again? YES! But taking more time as there is a lot more to see and experience.

CYCT proposed 'Position Paper' on moorings in the Channel and other Tasmanian cruising grounds

Background

The CYCT Committee has for some time been concerned about the spread of moorings in the Club's cruising areas and has drafted this 'Position Paper' which, it is hoped, reflects the views of the Club as a whole. Comments are sought from Club members on the matter. When the Committee is confident that the Paper reflects the views of the majority of members it will be used as the basis of a formal approach to Marine and Safety Tasmania with a request that it form the basis of their policy regarding moorings in Tasmania.

The Hobart based Cruising Yacht Club of Tasmania (CYCT) has been established for nearly forty years and currently has some 130 member boats. Members are active cruisers, particularly in the D'Entrecasteaux Channel, Huon and Norfolk Bay areas and the lower East coast of Tasmania, as well as further afield. The Club is the body responsible for the content of the highly regarded "Cruising Southern Tasmania" cruising guide that can be found on board the majority of cruising boats in this region. We believe we represent a good cross-section of the Southern Tasmanian cruising community.

CYCT members view with great concern the proliferation in its cruising grounds of fixed moorings in areas that until recently were either entirely free of these (Missionary Bay) or had a lesser number (Quarantine Bay, Apollo Bay and many other locations).

There are a number of reasons why fixed moorings have a negative effect on cruising areas. The principal one is that they reduce the space available for cruisers who wish to anchor in the area. Where such moorings have been laid for occasional use (and the majority of moorings in cruising areas fall into this category) the situation arises where a perfectly good anchorage cannot be used because the area is taken up with unoccupied moorings – not with other boats.

Fixed moorings also have a negative visual impact on the area in which they are laid.

Following consultation with Club members, the Committee of the Cruising Yacht Club of Tasmania would like to suggest that the following principles and practices with respect to moorings be adopted by MAST.

Principles

1. Non-trailable boats have to be kept on the water somewhere. Fixed moorings should be seen primarily as a long term means of securing a vessel (ie a cheaper, and for many people preferable, alternative to a marina berth) and therefore restricted as far as possible to areas where this type of development has already taken place. Such areas include Little Oyster Cove (Kettering), Port Cygnet, a number of locations in the Derwent and so on.
2. It is reasonable for a boat owner to expect to have access to a place to keep his/her vessel, either a marina berth or a swinging mooring. This does **not** mean that boat owners should necessarily expect to have access to a mooring that is close to their place of residence.
3. Moorings for occasional use in areas other than those high density areas described in (1) above should be discouraged where the holding for anchors is good.
4. MAST owned 'Public Access' moorings in cruising areas with poor holding (such as those in Coles Bay and Orford) are to be encouraged.

Practices for moorings in cruising areas

1. Moorings should not be approved in areas where anchoring presents no problems.
2. If, for whatever reason, moorings are approved in areas with good holding for anchors, they should be laid in deeper water (10 metres or more) and allow space for anchoring to take place in shallower water.
3. All requests for moorings should be widely advertised and the public should be given an opportunity to object. Such objections should be treated seriously.

The CYCT recognises that as the level of boat ownership increases in Tasmania there will be greater pressure to lay moorings in areas where there currently are none. We accept the reality that more boats will mean more moorings. However, we believe that this does not need to result in a reduction of useable anchorages in the State's cruising grounds.

As a final point, it should be remembered that the choice of anchorage is often dictated by weather. Cruising boat owners should not be forced to anchor in a less safe location because their first choice of anchorage is not available thanks to a number of unoccupied moorings.

Adventure in the South West

Honey Bee returned to Port Davey for the third time this summer. It was a great trip. The weather was very good, we climbed hills, dinghied up rivers, walked on beaches, socialized with CYCT boats and world cruisers, didn't run out of beer or wine, had good friends fly in with fresh supplies and they didn't throw up on the return trip. All in all, a fantastic trip. There was one moment when the auxiliary depth sounder came into play (that's the leading edge of the keel for those of you who don't own steel boats) as we passed over (sort of) an uncharted shoal patch in Bond Bay, but there was no damage, so that was fine.

All this is by way of introduction, to demonstrate that we can have a pretty uneventful trip to Port Davey. Unfortunately, our trip in 2011 was anything but uneventful. As January ended in 2011, we were tied up alongside Clayton's jetty in pouring rain, steering gear smashed and our rudder jammed hard to starboard and wedged immovably against the hull.

The trip started well, with a smooth passage from Recherche. Friends flew in, had a wonderful time, including a brisk trot up Mt Rugby and then flew out again. After our temporary crew left, we anchored in Schooner Cove with cruising friends on the big green steel Adams, *Roseanne*. After some relaxing exploration of Schooner, we decided to visit Balmoral Beach. We had previously been in the delightful Casilda Cove and climbed Balmoral Hill with its incredibly rewarding views, but had seen the beach on a number of occasions and thought it would be really worth the effort of visiting it. You can't anchor off the beach – its part of the no anchoring zone – but there is a small bay, which backs onto it. It looked simple to anchor in there and walk through a narrow patch of bush onto the beach.

There was a brisk breeze, which convinced me that I didn't want to go into Casilda and then dinghy back to the little cove. Besides, it was blowing past the cove, not into it and the charted depths looked fine. We duly snuck into the tiny bay and dropped the pick. It seemed to hold well, but we had lunch to make sure that all was OK.

The dinghy was launched; we found a landing spot and spent the next hour exploring Balmoral Beach and the bush that backs onto it. It is clearly a popular spot with the kayakers as there is a well-used campsite. When we emerged from the bush back into our little cove, it was instantly clear that all was not well. *Honey Bee* had been sitting happily in the middle of the bay when we left. Now her stern was hard up against the northern shore.

There was a panicky run back to the dinghy and a hurried scramble aboard. We fired up the Perkins and I rushed forward to the anchor winch to try and haul us away from the shore. At this point, Chris announced that we had no steering – the wheel just spun freely.

No sweat. I grabbed the emergency tiller and fitted it in seconds. Easily done, but the rudder still would not move at all. It was jammed hard to starboard and wouldn't shift. We applied extra pressure to the tiller with a sheet winch, but nothing moved. To complicate things further, the anchor winch hummed away and dragged the anchor back to the boat, not the boat to the anchor.



The bay from Balmoral Hill

After all the usual difficulties, we had a line on to *Roseanne* and they dragged us out into Bathurst Channel. Having the rudder jammed hard to starboard complicated towing, but fortunately *Roseanne* is not short of power. The tow to Clayton's Corner was not difficult, though it must have looked strange with *Honey Bee* trying her best to travel in circles. *Roseanne* anchored at Clayton's and we used dinghies to put *Honey Bee* alongside the jetty. We were then secure and could think hard about what to do next.

First step was to check the damage. *Honey Bee* had obviously backed up hard into a rock and hit rudder first. The GPS track said she had been doing 1 knot at the time, but that is 9 tons of boat pushing the rudder backwards into a rock at 1 knot. The quadrant had slammed hard over and the rudder stop had cracked out of it completely allowing the rudder to continue to turn. The steering chain had broken and the autopilot arm (welded onto the rudder shaft!) had snapped off. Part of the hydraulic arm mount for the autopilot had cracked off. Worst of all, the top of the rudder was now jammed hard against the hull and wouldn't move. The steel hull had flexed up a little and held the rudder very firmly.

A quick dive confirmed that there was no external damage apart from the jammed rudder. We needed to apply a great deal of force to the rudder. At high tide, we backed *Honey Bee* as far in on the jetty as she would go and waited for the tide to go out. It did, but *Honey Bee* promptly sank in the soft mud and we didn't gain much. Despite this, I found a heavy piece of timber, lowered myself off the stern into the water. The water was only knee deep, but the mud was about the same and so I found myself waist deep in cold water and mud, thumping the rudder with a lump of wood to try and free it. It was, of course, raining heavily. Nothing moved.



The shattered quadrant

Just to add to the complications, another pair of friends was flying in to join us. We had been in email contact and they knew what to expect, but decided to come anyway. They arrived by Par Avion who delivered them to the boat. They settled in and explored the delightful surrounds of Claytons as we pondered our next steps. There was lots of advice from others as to how to free the rudder. The main problem was how to get enough leverage onto the back of the rudder. Suggestions included such things as lashing pieces of timber to it, all of which were complicated by the fact that even at low tide, the top of the rudder was barely above the very dark water. Inspiration finally came at 6 am on the 3rd day, on awakening from another restless night of worrying. We had a vice tucked away in the bilges. (One of my many vices, as my wife will tell you!). Once again, we backed the boat up as far as



Fitting the vice to the rudder, ready to winch it free

it would go into the mud on high tide and waited for low tide. Then I found a sheet of scrap steel lying about amongst the debris of Clyde's sheds. This I sank next to the rudder

so that I would have something to stand on and not sink so far into the mud. With the tide out, I reached under the boat and clamped the vice onto the back of the rudder. We constructed a tackle from spare blocks and line and tied a block onto the far side of the jetty. The tackle was tied to the rudder using the vice as an attachment point and the line fed through the block and back to the main sheet winch. There was much creaking and groaning as the winch took up the load and everyone stood well clear. The jetty looked solid, but who knew if the pile would stand the pressure. Then suddenly the winch was winding in freely and the rudder was free. At high tide, we floated free, connected up the emergency tiller and suddenly we were mobile again. The next day the rain cleared away and we motored away from Claytons in brilliant sunshine.



Jury-rigged steering - Mark II

While the crew explored Bramble Cove, I further checked out the damage and then improved the emergency steering using a set of blocks to connect the tiller to the self-steering drum on the wheel. We had our wheel steering back!

After a few more days of exploring Port Davey, we had a pleasant and uneventful trip back to Cygnet. A year on and *Honey Bee* is better than ever, with all damage repaired and many new upgrades as well.

After a few more days of exploring Port Davey, we had a pleasant and uneventful trip back to Cygnet. A year on and *Honey Bee* is better than ever, with all damage repaired and many new upgrades as well.

So what did we get out of the experience?

Above all else, we gained confidence in ourselves and in *Honey Bee*. She held together very nicely in a nasty situation and we were able to get her well and truly functional again with minimal outside assistance. We were left feeling great about ourselves and about our boat and still managed to have an enjoyable time at Port Davey.

As a side issue, I am convinced that, in storm conditions, the worst thing we could do is hang from a drogue (which we do have on board) with our bow into the seas. One bad wave could easily duplicate the problem we experienced, by shoving the boat backwards onto the rudder and jamming it in the same way. If we ever use the drogue, it's going over the stern, not the bow.

Peter & Chris McHugh
Honey Bee



“Hello Senora Rosa? This is Ernesto, the caretaker at your country house”
“Ah yes Ernesto”. What can I do for you? Is there a problem?”
“Um, I am just calling to advise you, Senora Rosa that your parrot...he is dead”
“My parrot? Dead? The one that won the International competition?”
“Si Senora, that’s the one”
“Damn! That’s a pity! I spent a small fortune on that bird. What did he die from?”
“From eating the rotten meat, senora”
“Rotten meat? Who the hell fed him rotten meat?”
“Nobody Senora. He ate the meat of the dead horse”
“The dead horse? What dead horse?”
“The thoroughbred, Senora Rosa”
“My prize thoroughbred is dead?”
“Yes Senora Rosa, he died from all that work, pulling the water cart”
“Are you insane? What water cart”
“The one we used to put out the fire, Senora.”
“Good Lord! What fire are you talking about, man?”
“The one at your house, Senora!” A candle fell and the curtains caught on fire”
“What the hell? Are you saying that my mansion is destroyed because of a candle?!” “Yes Senora Rosa” “But there’s electricity at the house! What was the candle for?” “For the funeral, Senora”
“WHAT BLOODY FUNERAL?”
“Your husband’s Senora Rosa. He showed up very late one night and I thought he was a thief, so I hit him with your new Ping G15 204g titanium head golf club with the TFC149C graphite shaft” SILENCE.....LONG SILENCE.....VERY LONG SILENCE “Ernesto, if you broke that golf club, you are in deep trouble!”



KYC / CYCT

Second Annual Grand Maritime Marketplace



Kettering Community Hall
Channel Highway Kettering
Saturday 12th May

9:30am to 2:00pm

- **Sell your unwanted nautical odds and ends!**
- **Rent a whole or part table, sell the goods yourself and keep the proceeds!**

- Proceeds to Kettering Yacht Club and Cruising Yacht Club of Tasmania
- Aitutaki Sailing Club, Cook Islands. There will be a collection box for donations of dinghy fittings and other items to help the Polynesian youngsters to maintain their Optimists.
- Sausage sizzle in aid of The Buddha's Smile School, Varanasi, India

To book your space, contact

Ben Marris or **Hans van Tuil**
6267 4787 or **6229 1875**

**Make
money from
your unwanted
boat bits!**

Deep Hole Delights

The Kettering Wooden Boat Rally saw many of our members attending/exhibiting at this active boating week end (11th-13th Feb) with parades and races. The two hours *Minerva* stayed passed quickly and it was tempting to stay longer than the 11 am sailing south deadline.

The light breeze faded out, motoring 18 km replaced sailing options till a sea breeze at Southport dressed the lazy roll with whitecaps and the masts with sails. Deep Hole was boat less at 3:00 pm when we attached ourselves firmly to a sandy, shallow bottom. *Ocean Child* arrived shortly after having enjoyed the sea breeze sail and soon the green *Rosanne* hung in there too waiting for *Honey Bee*. *Xantia*, *Get a Life* and *Riverdance* took 'Little Fancy' to the motoring. *Blade Runner's* starter wouldn't exit the pen.

Elliott Beach was pristine white and from there a pleasant morning walk past the green Land Rover wreck to extensive low tide sand flats of the lagoon. Lizzie's finger Morse Coded the camera shutter button, transferring images of flowers, trees and shells into the 'black box'. We met some local rod fishermen who told interesting stories as they showed us another route to the ocean beach and lagoon entrance. Close by was the monument to the 1835 loss of 134 lives when the convict ship *King George* foundered. Jon and Sophie were attracted by the pleasantness of the lagoon excursion. On return, not only were there more yachts, but St Michael Collegiate school girls were, like busy spiders, setting up fly sheet tents with bits of strung out string and sticks. The one across the track had to start again! Previous day was caving, next day was the Lady Nelson sailing.

Good training for them, but ours was the historic Ida Bay diesel drawn train that screeched its English wheels on the curved, rejuvenated two-foot gauge track. From the open carriages we marvelled at the vistas of the tree lined shores of the Lune River. We met Meg, a lady devoted to maintaining this underrated, unappreciated Tasmanian asset. Nursing home work, a house mortgage and many volunteers keep it all on track. The track has had extensive sleeper replacement and drainage.

After coffee and cake, 1km downhill walk to Lunar's Gemstone display. Here spectacular Tasmanian samples were viewed including colored delicate Cricoite crystals, the lilac to mauve colours of Strichite in the apple green Sepantine ore, and petrified fern from the local Lune River area. Other fossils exhibited included fish, shells and teeth. Local and overseas samples were for sale. A Recherche Bay history book was my buy.

Another coffee and then a guided tour by an interstate volunteer worker who keenly showed the original railway workshop including a restored miner's train that took the men to limestone quarries.

The trip back was punctuated with historic stops and train whistles at significant sites, the first being a bush area where the original Ida Bay Township was located. At the cemetery, Tyler tombstones, the original settlers who were exporting bricks and then timber. I recall the mother, a Jager (from a poorer fishing/sawmilling family) conceiving 21 children but with only five surviving. The boiler of *SS Victoria* lay in the original jetty ruins at the Head of Ida Bay. The track was later extended to a jetty at Deep Hole (~1950) where river dredging was not required for ship exports to Electrona's Union Carbide Works (founded 1901). Here Limestone, with coke added, required an electric arc furnace to make calcium carbide. Later when water was slowly dripped onto the calcium carbide, acetylene gas formed, which when ignited produced a very intense white light used for projectors, cars, search lights, mining and cave exploration. With a pollution threat to the 'Harvestmen', (long legged spider like insects with fused head and body) in Exit Cave, carbide production ceased in 1970.

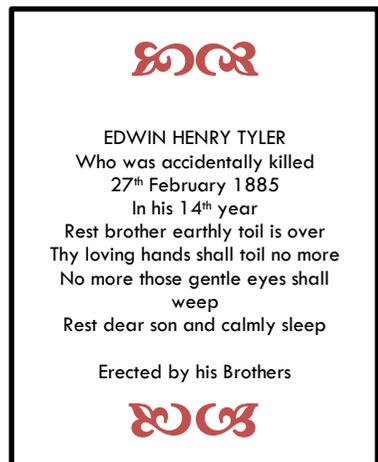


That evening's BBQ gas and grill were gratefully supplied by Meg. The CYCT crew and yachties from visiting boats gathered together in the three-tabled shelter for yarning. We were in awe as the French built and designed (1985) *Magic Miles* anchored, with her size (65ft x 16ft x 9ft draft) and refitted luxury appointments. New Rule: Last in to anchor is the 'party boat'?? It was tempting to try!

Monday was mostly a good sail home.

This is a good destination having a range of activities, and a Tasmanian business well worth supporting.

Lewis Garnham
Vice Commodore



Crew Overboard

One clear message arose from the Crew Overboard day:
Don't Do It Don't Go Over The Side!!

Relaxing around the BBQ at the end of an intensive day, the 23 participants agreed that the practical experience of attempting to even stop their vessels close to the "man" (for exercise purposes, a lifebuoy or float) without running it over was tricky. Picking a limp body out of the water afterwards was demonstrated to be even more difficult and by the end of the day even the fondest of couples had come to the conclusion that their partner might not be relied upon to save them.



**John Deegan and Tony Brewer starting the
"Crew Overboard" discussion**

Dinghies from twelve yachts and one powerboat turned up on a beach in Quarantine Bay on a calm morning, laden with throw ropes, lifebuoys and assorted other MOB equipment. Tony Brewer and John Deegan have tens of thousands of ocean miles between them and both have also been in professional sail training positions so they had much experience to draw

on as they outlined how to prevent a person going overboard and what to do if that horrifying situation does arise.

Causes of "crew overboard" were discussed and the point was made that it does not only occur in extreme conditions but can happen when defences are low i.e. in calmer weather when the skipper just "nips forward to free that rope" and doesn't bother to clip on a harness. Gear failure, inattention (leaving ropes lying underfoot to trip over), inebriation and even the practice of men taking a leak over the rail are all potential MOB triggers. Dr Bill Miles, cited the condition "micturition syncope" where older men may faint when



**Doctor Bill Miles explaining treatment
for hypothermia**

urinating, as a possible cause for falling forward over the lifelines. Bill Miles also spoke about hypothermia (a topic he will expand on at a General Meeting in the future). Symptoms include confusion, irrationality and loss of the ability to help oneself. His message was to WARM SLOWLY; to keep the central circulation going by slow warming, ideally through skin to skin contact. No fluids, no hot bath and definitely no alcohol. His final advice was to not give up when resuscitating a hypothermic person.

Of major importance in preventing crew leaving the vessel is a harness. Most Tasmanians own an inflatable lifejacket but Tony demonstrated the version which incorporates a harness. Ideally a crotch strap should be part of the harness. The tether – the webbing strap which links the harness-wearer to the boat – can be of several different types but **MUST** have snap shackles at either end. If the shackle closest to the wearer can be released under load, the person can release themselves if being dragged underwater. Elasticised tethers (also called lanyards) solve the problem



of tethers catching on things.

For foredeck work, a 3-point tether is best. This line has three hooks and two tethers – one 1-metre and the other 2-metre long – so the wearer can be connected to the boat at all times, even when moving.

Finally various types of throw ropes were demonstrated and everyone got the chance to learn to coil and throw a standard length of rope. Several brands of proprietary throw bags were trialled, with a Kiwi version getting thumbs up. All are basically a soft, drawstring bag stuffed with about 15m of floating line. The bag is hurled out (while the end of the rope is held) and if not successful, it is hauled back, the bag filled with water and then re-thrown, pulling the rope behind.

After lunch it was time to put theory into practice. Seven yachts sailed out into the bay, each with an experienced sailor aboard. For two hours crews sailed circles round liferings and floats, attempting to stop as soon as possible once alerted, bring sails under control, return to the “person” and stop the vessel close enough to affect a rescue. Results varies but there were clear lessons to be taken from the exercise about basic sailing skills and communication between crew members

The final component of the day was a demonstration of three methods of retrieval from the water. This proved extremely difficult – even in dead calm water, from an anchored vessel! John Deegan climbed into a survival suit and (with a few petty complaints about holes in the suit) floated peacefully while De Deegan and Tony Brewer lowered a sail over Silver Air’s lifelines then with John floated into the bunt, hauled it up on a halyard. Method Two – lifting a victim standing on the bight of a rope as it was winched tight – was unsuccessful. Finally Peter Aston of *Illywhacker* demonstrated the Lifesling, using the tackle from his mizzen sheet to lift John out of the water.



Budding cowboys throwing ropes on the beach



Ocean Child and Legend, both intent on finding their "Crew Overboard"



John Deegan being winched up by Tony Brewer and De Deegan



John being rescued "again", this time by Peter Aston "Illywhacker"

The events of the day obviously provoked much thought and there was discussion over a few drinks that evening. Most vowed to practise and plan between themselves and there are plenty of resources available within the Club. Online too there are many ideas for dealing with "Crew Overboard" situations. A good place to start might be a report released this month by the British government, concerning a fatality in the English Channel. Go to http://www.maib.gov.uk/cms_resources.cfm?file=/LionReport.pdf

Participants:

Robin & Cynthia Coffey *Gitana*, Bill Miles and Mandy Drew *Parvane*, Dave Davey & Annick Anselin *Windclimber*, Ottmar and Elizabeth Helm *Intrepid*, Jon & Sophie Neville *Ocean Child*, Rolf Lindholm & Janice May *Pacheche*, Malcolm Proctor & Margaret Armsby *Legend*, Chris & Margie Palmer *Wayfarer II*, Peter Aston *Illywhacker*, Tony and Kim Brewer *Vailima*, De and John Deegan *Silver Air*, Hans Van Tuil *Alida*, Gus Vans-Colina *Stormfisher*.



Janice of *Legend* shows it's all in the way you hold your mouth!

A few notes on Impression Bay or Premaydena (see 'Probation in Paradise' by John Thompson)

When our anchors descended through the clear waters and held well on the sandy bottom at 'Premaydena Point', east of Impression Bay, we had no idea of the humanitarian struggles of the settlement that lay at the head of the Bay. At the Point the jetty had been eroded away, however the bases of the trestle tramway that had curved to join the jetty midway were revealed. The tramway was also raised on wood as it cut across part of the bay after leaving the township.

Port Arthur had already been established but the first Peninsular Probation station was at Saltwater Creek 1841, (renamed Saltwater River) then Sloping Island, and Flinders Bay. The initial Impression Bay buildings shown in a 1842 map were slab and bark huts. A survey plan of 1876 shows a hospital, military barracks, probation station, and settlement buildings. Water supply was a problem and a spring three miles away was tapped and a leaden pipe ran to a large tank in the valley caused lead poisoning. Washing water was from a well.

Many of remnants still survive, the Superintendents Quarters, Clergyman's and storekeeper's cottage and on the hilltop the modified Surgeons Quarters and Stable are in good condition. Many of the original buildings were probably destroyed when the convict station was closed shortly after transportation ended in 1853.

Established for food production as the initial goal, 33 acres of heavily timbered land were cleared for wheat, barley and vegetables (potatoes, turnips, cabbages and some carrots, onions and leeks and later hops. About 1847, livestock replaced much of the crop cultivation. Timber for the mine pit props was also important and in 1843, 400 men worked on this task. The timber was transported by launch from the jetty to the mines. This convict settlement had, in 1845 a population of 614.

About 1846 Impression Bay was prepared for the reception of invalids who were formally placed at Wedge Bay. Fifteen months later these invalids were hastily transferred to Lymington Probation Station so to renovate and make room for the 600 English convicts from Norfolk Island; now closed for the second time.

In 1848, with the British prisoners gone, Impression Bay Invalid Depot was reinstated with additional hospital facilities for about 450 individuals, more than half of which will be in a most wretched physical condition. Invalids exceeded bed capacity with a peak of 591! Later, many were transferred to a changed Port Arthur as closure occurred. Impression bay became a Quarantine Station in 1857 for the typhus ship, *Persian*. The hospital had already been demolished but there were sufficient buildings for over 600 men! In an attempt to blot out the convict stain of the settlement, its name was changed to Premaydena on the 1st July 1895.

From the jetty tramway ruins there is a small flight of steps up to the cemetery with an information sign:

Impression Bay

Impression Bay Probation Station was established in 1841 to produce food for Port Arthur and timber props for the coal mines. It became an invalid depot in the late 1840's and in 1850's for prisoners in 'a most wretched physical condition, blind maimed infirm, and debilitated from age, accident or disease'. In November 1857 the Persian sailed into Norfolk Bay with a pitiful cargo of typhus-ridden Scottish immigrants to be quarantined at the convict station. These destitute islanders from Lewis and Coll had been evicted from their homes as a part of the Highland Clearances, when Scotland's English rulers encouraged local lairds to replace families with more profitable sheep. Eleven passengers lie buried here with their names listed.

Death and Burial at Impression Bay

Able-bodied convicts died of accidents and respiratory diseases. Paupers and invalids died from common diseases of old age, stroke and heart attack and respiratory ailments. We know nothing of their medical treatment.

In the 19th century, Port and Brandy were commonly prescribed to strengthen the invalid's constitution. One measure was effective by accident. Typhus was thought to be caused by dirt; so soiled bedding and clothing from the *Persian* were burnt. The lice, the real carriers were destroyed. Most of the sick recovered. We know of 19 burials somewhere at Impression Bay 1849-57, which included 156 convicts, as well as station officials, soldiers, and women and children. We do not know where the convicts were buried. They may lie in the paddock behind the cemetery



Lew Garnham



Cruising Yacht Club of Tasmania Inc

General meeting held at the Derwent Sailing Squadron

on 6 March 2012

MINUTES

1. **Opening**

Commodore Chris Palmer opened the meeting at 8 pm

2. **Attendance**

Fifty-six members registered their attendance, there were 10 apologies, and 8 guests were introduced. (Attendance sheet is filed with official copy of minutes).

3. **Minutes of the previous meeting.**

The minutes of the previous meeting held on 6 December 2011 were in the February *Albatross*; these were confirmed and signed.

4. **Business arising from those minutes.**
None.
5. **Introduction of new members and presentation of burgees**
The Commodore welcomed Mike Ponsonby and Julie Marsaban, *Rubicon*, to the Club; Mike was presented with his burgee.
6. **Vice-Commodore's report – Lew Garnham**
Lew reported on recent cruises and forthcoming events (see *Albatross* for details), especially the Crew Overboard event and the Easter cruise with Kettering Yacht Club to Shoal Bay, Maria Island.
7. **Rear Commodore's report – Margaret Jones**
Margaret reported on the February barbecue at Mariners Cottage and the Christmas party at Dave and Annick's, with thanks to all concerned. There was a recent successful visit to Anglesea Barracks and there will be more such events in the near future. She is planning future events (mid-winter BBQ, annual dinner, and Christmas party) and called for any suggestions / offers asap. Regarding the next meeting, people were asked to send her any particular questions in advance, about a. Batteries and b. Bridgewater Bridge.
8. **Treasurer's Report – Wayne McNeice**
Wayne was not present but sent a report (filed with official minutes), noting that the Club's finances are tracking close to budget. The Commodore noted that he and Wayne will be working shortly on the budget for next year. He foreshadowed that it might be impossible to escape a fee rise, the first in 5 years, to maintain benefits for members.
9. **Editor's Report – Kim Brewer**
Kim mentioned that she is delighted to receive photographs but appealed for the image files to be individually labelled with names like "Barbecue at Mickeys" rather than "img 2073.jpg"
10. **Recording of observations of Tasmanian marine fauna.**
Alan Butler outlined discussions with Kris Carlyon of DPIPWVE about data gathering on marine fauna by club members. There will be data sheets or a logbook, including a simple identification guide, and probably an ID guide on our website. Discussions will resume mid-March, after Kris's busy field season, and Alan will report at future meetings and via *Albatross*.
11. **Forums – Alan Gifford**
Alan was not present, but the Commodore noted that the forthcoming Crew Overboard Day is fully subscribed.
12. **Commodore – Chris Palmer**
The Club has a policy (adopted in 2010) to subsidise attendance at approved training courses, and Kim Brewer congratulated and presented cheques to Margie Benjamin, Kate Hansford (*in absentia*), Sophie Kim and Jenny Makepeace

who, as an outcome of the Women in Boats forum, recently completed the “Start Yachting” course.

The Commodore presented plaques to *Irish Mist* for the Navigation Cruise 2008 (better late than never!) and to Steve and Dorothy Darden for their Pacific Cruise in 2010-11.

The new range of Club Apparel was on display at this meeting, and will soon be able to be purchased through the Club website (provision for this is almost ready to go live; thanks to webmaster Dave Davey). Elizabeth Helm has kindly agreed to coordinate purchases. There are also a few items of the older-style apparel still for sale.

Chris reminded members about the Maritime Marketplace, Kettering Hall, 12th May, and encouraged attendance at the Navigation Cruise (and dinner at Mermaid Café), 28 April.

13. **Knot tying**

There was a knot-tying activity before the meeting and Chris thanked the organisers, Barry Jones and Bill Wright; this will be a regular event at Club meetings (possibly with increasing degree of difficulty).

14. **Other business**

Dorothy Darden reported that a friend, Joanne Socrates, currently en route from South Africa (sailing solo at the age of 69!), expects to be in Hobart about end March and is willing to speak at the April meeting or perhaps a special meeting at Mariners Cottage. She is on her 3rd circumnavigation of the globe and planning more!

Barry Jones reported on behalf of the Maritime Museum that the historic Sydney-Hobart winner *Westward* (berthed in Constitution Dock) has been restored to stage I and the Museum seeks volunteers to keep her running. Contact Mike Webb at the Maritime Museum.

A straw count was taken, and it looked like at least 5 Club boats planning to attend the Cygnet Regatta this weekend. Port Cygnet Sailing Club to be advised. Members were encouraged to contact PCSC for catering purposes if planning to attend the barbecue.

15. **Guest Speaker:**

Andrew Boone introduced **Bob and Penny Tyson** who spoke on “**Deal Island Life**”. Bob and Penny have been caretakers for three 3-month shifts over a number of years, plus working bees. Members were fascinated by the talk and excellent photographs, and asked a number of questions. Some points were: Deal Island is part of the Kent Group National Park. “Deal Island” is made up of a group of 5, Deal Island being the main one with Erith and Dover adjacent. Bob discussed the surrounding islands, anchorages, and many details of

the spectacular Deal Island. There is often rough weather in Bass Strait, and there's no need to add salt to celery picked from the garden! There can be massive rain events. There are extensive poa grasslands that were used for grazing, and stands of she oaks which are now spreading into the grasslands. There are some areas of *Eucalyptus* forests and one blackwood has been identified. There is a fierce native nettle which can grow very tall and inflict a painful sting – it has been known to have killed dogs! There was discussion at question time about the complex relationships between the flora and fauna of Deal Island compared with Tasmania and southern Victoria (Deal was a mountaintop during the last low sea-level stand). Bob mentioned Bennett's wallaby, thought to have been there since the land bridge; Cape Barren geese; brushtail possums, which graze with the rabbits and wallabies; the Norway rat (no-one is sure about the house mouse, and the New Holland mouse has been found dead); blue tongue lizards and two other skinks, a small whip snake, bats but no frogs. The bird list is about 60 species; galahs, corellas, straw necked ibis, mutton birds, albatross were mentioned. They have found paper nautilus washed up with the animal still present, and cuttlefish washed up (the mythical giant octopus of Deal?); sightings include dolphins, humpbacks. The National Park was declared in 2001 and the Marine Reserve in 2005. There has been a caretaker program since 2001; people usually have 3 month stints. The program mainly maintains a management presence, but caretakers perform a number of other duties. Friends of Deal Island is part of Wildcare. They help with planning, surveys, repairs, weed control and fund raising. There is now a large array of solar panels. The lighthouse itself, now decommissioned, is the highest in the Southern Hemisphere. There is now some leakage and deterioration; major maintenance is needed, but expensive. The *Strait Lady* from Flinders Island usually provides transport to/from Deal Island, but helicopters are also used occasionally. There are visits by kayakers and yachts. The airstrip was last used about 2003. There was some discussion of moorings. One private fisherman's mooring existed until recently, and provided some security for visiting boats in East Cove. Penny pointed out the availability of the *Lighthouse Cookbook* for \$19.95. Margaret Jones thanked Bob and Penny for a fascinating talk.

16. Next meeting

April 3rd at DSS.

17. Close

Meeting closed at about 10:30 pm.



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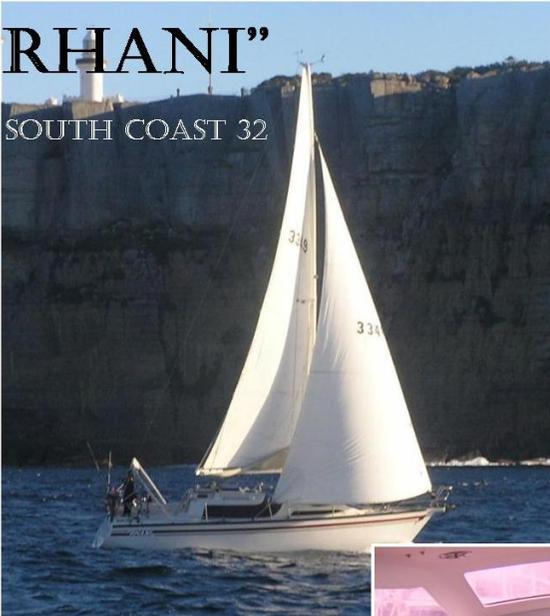
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