

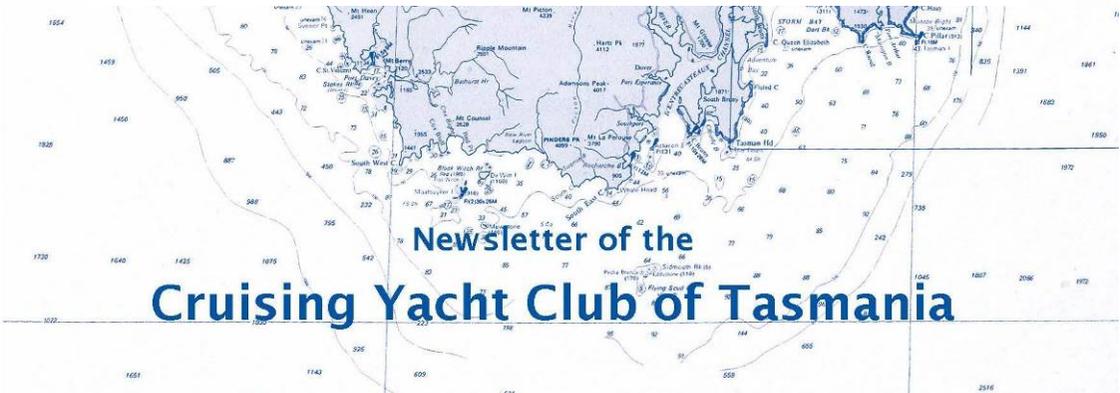
Albatross

Volume 38 No 9 October 2012



Partridge Island

[Wikipedia](#)



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	<i>Wayfarer II</i>
Vice Commodore		
Alan Gifford	H 6229 7389	<i>Eight Bells</i>
Rear Commodore		
Kim Brewer	H 0428 937 358	<i>Vailima</i>
Treasurer		
Wayne McNeice	H 6225 2392	<i>Riverdance</i>
Secretary		
Alan Butler	H 0457 000 434	
Editor 'Albatross'		
Jackie Zanetti	H 6223 4639	<i>Chaika</i>
Committee		
Hans Van Tuil	H 6229 1875	<i>Alida</i>
Bryan Walpole	H 6224 8815	<i>Merlyn</i>
Membership Officer		
Margie Benjamin	H 6267 4994	<i>Wayfarer II</i>
Warden & Quartermaster		
Chris Creese	H 6223 1550	<i>Neptune</i>
Albatross mailing		
Chris Creese	H 6223 1550	<i>Neptune</i>
Webmaster		
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**

Or to P O Box 31 Kettering TAS 7155

Contents

CYCT Calendar	3
Editorial	4
Commodore's Report	5
Vice Commodore's Report.....	6
Rear Commodore's Report.....	8
Introducing Your New Committee Members	9
Letters from Abroad	12
Cheap and Cheerful Boat Ownership Forum.....	14
The Partridge Island Chronicles – Part I	16
Safety and Sea Survival Course	23
Going About	26
New Viewer Available for Graphical Forecasts	26
Notice To Mariners	27
Recipe – Ginger Nut Biscuits.....	28
September General Meeting Minutes	30
37 th Annual General Meeting Minutes	31
Commodore's Annual Report 2011-12	32

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>OCTOBER</u>	
Tues 2 nd	General Meeting @ DSS 8pm Dinner at 6pm at “Moorings” Speaker: Weather Talks – Malcolm Riley, BOM
Wed 3 rd	Committee Meeting @ Mariner’s Cottage 7.30pm
Sat 6 th	Opening Day. Combined Clubs Sail Past.
Tues 23 rd	Forum: Hypothermia and other yachtie maladies Mariner’s Cottage 7.30pm
Thur 25 th - Sun 28 th	Cruise to Norfolk Bay and Denison Canal Pre-cruise briefing Mon, 22 nd , 7:30, Mariner’s Cottage
<u>NOVEMBER</u>	
Tues 6 th	General Meeting @ DSS 8pm Dinner at 6pm at “Moorings” Speaker: Panel Discussion
Wed 7 th	Committee Meeting @ Mariner’s Cottage 7.30pm
Sat 10 th	Cruise to Richardsons Beach, Ralph’s Bay
Fri 23 rd - Sun 25 th	Night sail – Destination unknown! Pre-cruise briefing Wed, 21 st , 7:30, Mariner’s Cottage

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

Not a CYCT Member?

Then download an application form from the Club website – www.cyct.org.au.

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

We look forward to welcoming you to our Club

Editorial



It's with some amazement that I found myself putting my hand up to be editor of the Albatross. When Alex and I first started looking at buying a boat about this time last year, we decided to do some on-line research and looked around at the various sailing websites in Australia. When we found the CYCT page and the Albatross back issues we were delighted. We trolled through issue after issue, delving further back in time and were amazed at the amount and quality of information it contained. I imagined being part of such a club and going along on the club cruises and learning from all the very knowledgeable members. The Albatross played a big role in convincing me that I'd enjoy this sailing thingy.

I understand that the Albatross plays an important role in the life of the club and that it is widely read, even beyond Tasmania! I hope to maintain the high benchmark set by previous editors (thanks, Kim, for handing over an excellent set of resources) and I look forward to contributions from many old and new club members. Some of the articles I've found most interesting in the past were descriptions of unusual anchorages or off the beaten path destinations, problems people have had and how they got out of them, technical tips and recipes (did I mention that I love to cook?!).

A couple of ideas I'd like to try out are book reviews, local maritime history, fishing or wild-life related articles, or profiles of interesting sailing related websites. So if you've got any stories to tell or pictures to share, please send them along to the editor.

In this month's Albatross we present the first instalment of a fascinating and well researched article by Erika Shankley on the history of Partridge Island from colonial times to the modern day. We'll be continuing this story over the months to come.

Jackie Zanetti, *Chaika*

If you have not renewed your membership, this is your last Albatross!

Membership will lapse for any member who has not renewed their annual subscription by 30th September. Don't let this happen to you! Please contact the Treasurer or Membership Officer ASAP.

Commodore's Report



Annual General Meeting

It was good to see a healthy number attend the AGM on 4th September, a fair proportion of who took advantage of the option of eating at the DSS before the meeting began.

Following the voting, your Club now has a Committee in place for 2012-13. As it happens, we have only two new faces this year, although a few roles have changed following Lew Garnham's decision not to stand again for VC and Margaret Jones to step down as Rear Commodore. Our new VC is Alan

Gifford, and Kim Brewer has stepped into the position vacated by Margaret. Our new Editor, as you undoubtedly already know, is Jackie Zanetti, and our new 'all purpose' Committee member is Bryan Walpole, who was proposed on the night by Geoff Rosan.

With so many familiar faces, I am sure that this year's Committee will continue to increase the range of events and activities available to members. If you have any suggestions concerning possible speakers or events, please contact the Committee and put them forward. We would love to hear from you.

My sincere thanks go to those Committee members who retired at the AGM, and to those who will be in place for this year. As anyone who has been on the Committee will know, it's a fair bit of work, but it's a lot of fun.

Presentation to DSS

In keeping with the practice of the last few years, your Committee decided to make a presentation to the Derwent Sailing Squadron of \$500, this time towards the cost of re-furbishing their audio-visual system. As members would be aware, we pay no rent for the use of the DSS facilities every month and the Committee felt that this particular use of the funds would not only benefit the DSS, but also the CYCT as we are now no longer reliant on our rather ancient and unreliable PA system.



Presentation to Steve Chau (DSS)

Cruising Calendar

Alan Gifford has wasted no time in getting the 2012-13 cruising calendar out, and you can find it in its entirety on the Club website (www.cyct.org.au). He has attempted to

provide something for everyone and I think he has succeeded very well. I know that Alan is planning to introduce a few surprises to some cruises, all aimed at providing opportunities for members to improve their boat handling skills and gain expertise and confidence. Many newer members have made it clear that they joined the CYCT with this as an aim, so we are happy to try and meet the demand.

Combined Clubs Opening Day

This will be held on 6th October. It would be great to see a large turnout of CYCT boats with Albatrosses flying. It's a spectacular day out, and a lot of fun. Hope to see you there.

Cheers,
Chris Palmer

Vice Commodore's Report



The long awaited new sailing season of lively sailing breezes, mirror seas, languid evenings, a glass of red, lazy conversations and months of warmth and sunshine, is finally upon us.

With nineteen cruises already planned and on our website calendar, the coming season promises everything we could hope and wish for, and lots more. Many of us are content to head for our favourite anchorages, drop the pick and relax. For us, boating is a no fuss time to enjoy the fabulous waterways that surround us, with the least amount of activity and busyness. Others of us relish the thrill of sailing hard on

a stiff breeze, feeling the boat powering along, loving the conditions and responding to all the sensations that seem to flood over us. But one thing we all share, and share with a passion, is a love of the sea and the boats that carry us to wonderful destinations, too many to count.

The CYCT Cruising Calendar for 2012-13 has been designed to offer all members a satisfying season of sailing and socializing. There are familiar destinations, old favourites, and for some, new destinations, some of which will offer challenges and charm. But whatever "floats your boat" we want you to join us. We hope that your resolution for the new season might be to take part in most of the cruises on offer.

For those who want relaxed and no fuss cruises, there are easy to reach day/overnight destinations. Come for the weekend, or come for the day. Several of the longer cruises, some extending over long weekends, have been planned to take advantage of the settled weather later in the season. Also, we have planned some cruises to

coincide with special events. An early cruise, now past, was planned to coincide with the traditional Pipe Opener to the Huon River. Also, we are hoping our timing of the New Norfolk cruise will be right in the middle of Autumn with all its glorious display of colour.

For newer members and those who are keen to expand their experience and lift their sailing skills, we have planned cruises which will offer challenges and passage-making opportunities. To encourage and assist these members we will sail-in-company, there will be radio contact vessels (RCVs), there will be crew briefings, there will be experienced skippers and crews who have agreed to provide escort boats, and for one on one assistance several highly experienced, well qualified and empathetic members have agreed to take part in an "old salts" mentoring programme. They will be available at your request, to sail with you on your boat, perhaps sail alongside you in their boat, with the sole objective of helping members to enjoy their boating more and to develop better sailing and boat handling skills. To meet these old salts and to learn more about this programme don't miss the November 6th General Meeting starting at 8pm at the Derwent Sailing Squadron.

Open Day, this year on October 6th, marks the traditional start of the season with the spectacular gathering of boats from all clubs and associations culminating in an orderly procession of sail/motor through Sullivans Cove. Watched by hundreds of spectators, the Governor will take the salute aboard *ML Masterpiece* as each vessel passes by. It is a ceremony steeped in history and should be on everyone's calendar. Following the salute, CYCT boats will meet at the rendezvous location and move away to a suitable bay to overnight before returning home. I have details which can be emailed to you on receipt of a note from you indicating your participation.

The other exciting cruise planned for October is the long weekend cruise to Norfolk Bay. Check the website for details but for those who would like to cruise through the Denison Canal aboard one of several boats owned by members very familiar with the Canal, just to see how it's done and for a unique experience, this cruise is a must. Norfolk Bay is a magnificent destination in enclosed waters boasting some beautiful white sand beaches and delightful anchorages.

The camaraderie of being part of a large fleet of boats amongst people who love to share with you the events of the day, who can organize beach barbeques in an instant and who are keen to talk boats and boating, is as rewarding as it is fun. All this in cruising grounds unequalled anywhere. Let's make this a season that is remembered for its fleets of boats under sail and for the good times cruising has to offer.

Visit our website at www.cyct.org.au/Calendar/Cruise.

Rear Commodore's Report



The speaker at October's General Meeting will be Malcolm Riley from The Bureau of Meteorology. Most of us visit BoM's website on the regular basis and we will be doing so even more frequently as the cruising and racing season opens with the Pipeopener and then Opening Day on October 6th. The website has seen a lot of development already this year and a new format called MetEye is about to be launched. So here's the chance to get an introduction from the expert, to ask questions and learn what pages and information is especially applicable to us. Complaints about

weather *forecasts* are welcome but must be accompanied by specifics of date and time. Complaints about the weather will fall on deaf ears!

At November's meeting, a programme of "mentors" will be launched with a panel discussion. We have a great resource available in the form of Club members with many miles under their keels and initially six have agreed to make themselves available to provide one-on-one assistance and advice to other members. At the meeting they will answer questions on any topic, focussing especially on sailing and boat-handling. We will be requesting questions in advance but you can also quiz them on the night. It's hoped that lively, informative discussion will result and that members who feel a little hesitant about aspects of boating will take up the offer to have an "Old Salt" sail with them and offer constructive help. The Rear Commodore will be running this programme. He will introduce it and will be looking for questions and indications of interest from members.

Dinner is available at DSS "Moorings" before the meetings and Margaret Jones will continue to arrange bookings. December's meeting will be in the form of a BBQ. More information on that to come next month.

Many thanks to Margaret for her work as Rear Commodore. Fortunately she will continue to be involved ... and her huge experience will be available to the Club (and to me!). Please let me know of any potential speakers for 2013.

Kim Brewer

Introducing Your New Committee Members



Bryan Walpole

Committee Member

I have been messing about in boats since 5 years old on the Mersey and Rubicon rivers in sabots, OK dinghies, then 40 years in Keelboats, mostly offshore racing, Bass strait, Westcoasters, Sydney – Hobarts, Fastnets and several ocean passage races. I circumnavigated Tasmania twice, both racing and cruising. During this period I have been in collisions, dismasting, man overboard (twice), groundings and all manner of near misses. Maybe I am not the right person for CYCT! In 2002/3 I was on Macquarie Island and participated in the IRB boating program, conducting Albatross /seal/penguin research on water with Antarctic Division and Parks Tas.

Transitioning out of racing, I purchased an Ian Oughtred Fehring, a 4 m plywood lugsail dory that I have sailed round the channel over the past 4 years, fishing and overnight cruising solo. Great fun, but risky with sudden weather changes and no room for a wife! During the last 10 years, I have owned an Etchells and a Dragon at RYCT, however the trophy cabinet remains empty, so my wife (Liz) and I purchased *Merlyn*, an 11 m centreplate Couta boat, built of Kauri and Celery top in 1988 at Queenscliff, with a view to limited cruising. A lovely boat, needing a lot of maintenance, but beautiful to look at and sail. She is on the RYCT marina.

My profession has been as an emergency doctor in public hospital emergency departments. I now work a day a week at Royal Hobart, transitioning to retirement, putting more time into *Merlyn* and sailing with CYCT

On committee, I want to help support older folk, coming late to sailing, helping them with confidence building, showing that offshore sailing is very simple, if you understand the weather, your boat, the chart and the Collregs!



Jackie Zanetti
Editor

Growing up in New Jersey, I enjoyed fishing trips on lakes and estuaries in my dad's tinny and occasional forays further ashore in my aunt's big motor cruiser. I loved the shore and had every intention of moving to wild coastal Maine when I grew up. Somehow I ended up landlocked in Illinois for 10 years instead! I moved to Adelaide in 1995 to do a PhD in biochemistry (minoring in wine appreciation) and was overjoyed to be beside the sea again.

My first introduction to sailing was crewing one summer on a friend's 40ft Nordic in Wednesday night races in and out of

the Port River. I loved the feeling of moving under sail, but I learned very little about sailing other than how to crank a winch when the skipper yelled "About!"

Work brought me to Tassie in 2004, but it was an unexpected bonus when I met my husband Alex here! We've done a few short volunteer stints as campground hosts on Schouten Island in the last few years where we got to talk to lots of cruisers, including a couple of club members. We decided that 2012 was our year to get a boat ourselves – it was a "big" birthday year for both of us and what better way to celebrate than to take the plunge. We bought *Chaika* (the Russian word for seagull), a Jeanneau 36i, in late February and joined the club in April.

We haven't been far yet, but our best sail to date was a run of 15-20 knots on the beam across Storm Bay to Nubeena. We're looking forward to a great summer of cruising the Channel and east coast.



Чаўка (Chaika)

Australian Wooden Boat Festival, 8-11 February 2013

The Club is looking for a volunteer to organise the CYCT booth for the Australian Wooden Boat Festival. Our presence at the festival gives the club a great opportunity to promote CYCT and encourage new membership. This involves gathering together some items for a display and coordinating a roster of people to man/person the booth during the festival. If you've got enthusiasm for the CYCT and are looking for a way to contribute, please consider taking on this small role.

If interested please contact Chris Palmer: commodore@cyct.org.au

APPLICATIONS FOR MEMBERSHIP

Tony and Lyn Peach

WESTWIND

This nomination 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.

WELCOME NEW MEMBERS

Chris Dawe

POLARIS OF BELMONT

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.

Letters from Abroad

Phil Bragg & Barbara Weetman, *Honeywind*

We have spent all our time inland since leaving Cyprus. Even there, in spite of the beautiful clear water and picturesque coast, we did nothing more nautical than swim and sit on a beautiful old 1956 wooden S&S Style yacht chatting to the owner in the marina. Visiting the ancient Greek, Roman and Crusader ruins there took up most of our time. Now, in more than two weeks since seeing the sea, and with not much more control over our destiny than a salmon instinctively making for spawning grounds, we headed for the coast.

Being in eastern Belgium at a village called Zolder, this meant a three hour drive at EU driving speeds (maniacal) to Blankenberge, a coastal town with a long seafaring history and a sizable, modern yacht harbour. On arrival at Blankenberge on the North Sea Coast, we stepped out of the car to be hit in the face with twenty five knots of wind and a temperature of 7 degrees. Maybe the warm inland weather was not so bad after all! To my surprise, on arriving at the beach I looked out see the water covered with kite surfers, a swimmer, a couple of beach catamarans, and a keel yacht barely discernible through the north sea mist further out to sea. In this temperature this must be another form of nautical madness that I was encountering for the first time, particularly the kite surfers and the swimmer minus a wetsuit. After a walk on the wide brown beach and a warning by beach police for my daughter who had not seen the "no dog" signs and had taken her dog for a walk with us, it was time to look for the Yacht Harbour.

There to our delight the annual North Sea Sea Shanty and Folk Festival was in full swing with all sorts of seafaring activities going on. The first thing to come to our



notice was a line of handmade paper mache figures about 10 feet high and brightly decorated with the traditional costumes of the region. These took part in a large street parade along the harbour edge. There were also horse drawn carts with people dressed in traditional costumes as cockle and mussel collectors; as well as fishermen and their wives accompanied by brass bands, nets, fish baskets and all the paraphernalia associated with the

fishing trade that had existed there for many centuries. Also on display were several traditional fishing boats. One in particular was very interesting - a replica of a sailing vessel designed to carry a heavy load of nets and fish with her wide beam, big timbers, bluff bow, round stern and stout gunter rig all beautifully varnished. The yachts and motorsailers were well represented with wholesome cruising vessels and sleek old racers - some with lovely laid decks and timber work.



Tents along the harbour edge displayed rope work; in other structures there were watercolour paintings of boats and seascapes using old nautical charts forming an attractive background to the art work; there were many more traditional costumes; ham radios very old and large; model boats built with great detail; older women making beautiful fine lace and the rosy-cheeked sellers of Dutch gin. The stall that stood out for me was a local group that had rescued a 56FT steel yacht called "Askoy" from a sandy grave in New Zealand where she had blown up onto a beach about 20 years earlier. The rig and engine were both inoperable at the end of a Pacific cruise, so preventing her from making port safely. She had been one of the largest yachts built in that area of Belgium and had some famous owners. Now that the vessel was safely back in Belgium they were raising funds to bring it back to its former glory. One of them had made her first set of sails nearly a lifetime ago.

The final event for the day was a group of men and women dancing to North Sea Folk Music dressed in blue and white costumes and wearing wooden clogs which rang out in time with the music as they struck the pavement. Feeling totally satisfied with the smell of the sea, the boats, the fresh fish meals, the wind, the mist and all things nautical in the time-honoured seafaring world of Blankenberge, we found a hotel for the night only to discover that our 3rd floor room had a significant slope towards the street... so we spent a comfortable night sleeping on the starboard tack!



Cheap and Cheerful Boat Ownership Forum

With the start of the boating season fast approaching, September's Forum focussed on ideas to have the boat in tip-top order without breaking the bank. Margaret Jones and Kim Brewer co-presented this session, with Kim listing a host of ways to save money while on the slip and throughout the rest of the year. Margaret then went through the interior, suggesting housekeeping tips to keep things fresh and pleasant.

Prevention is better than cure and good, ongoing maintenance will always save money in the long run. So running the engine, the electronics and the fridge at regular intervals and dowsing the rigging and all ropes, winches and deck gear as frequently as possible in fresh water will prolong the life of equipment. Similarly, keep the interior well-aired and keep mould and mildew at bay, both on painted surfaces and soft furnishings.

However rust and mould never sleep, the yellowing around the waterline creeps back and the teak gets grimy and grey despite our best efforts and there are cost-effective solutions to deal with these. Oxalic acid in a dilute solution (available from Mitre 10 and most chandleries) will tackle rust on stainless and fibreglass. It will quickly remove the waterline stain and will help remove rust stains from sails. To make it less runny, add wallpaper paste. Leave for a few minutes to work then rinse with copious amounts of fresh water. It may sting your hands a bit so wear gloves. Polish stainless after treatment.



Treat teak decks gently – they are too expensive to sand or scrub away. Hose or gently waterblast **ACROSS** the grain to remove grime and if you really need to strip the colour back to the original, a 75/25 mixture of liquid detergent and chlorine bleach applied across the grain with a scrubbing brush or 3M Scotchbrite will give the same result as a teak brightening kit.

When sourcing supplies like antifoul and anodes, get on the phone and the internet. Price antifoul in bulk quantities from wholesale companies supplying fishing boats and split the cost and the can of paint with one or two mates. Compare online prices of zinc anodes from US suppliers. Even when freight is included, prices can be considerably less. Pool your order with a few friends or the yacht club and get a couple of years' worth in one hit. Search for parts from non-marine outlets. Try the local truck or heavy equipment store for oil and fuel filters or the mega hardware for bulk turps and acetone. And on the subject of thinners – buy good quality brushes, rollers and trays and reuse them. It may be easier to buy cheap and chuck it in the bin, but as boaties who are aware better than most of how precious the natural environment is, can't we do a bit better than that? Putting the paint tray inside a

supermarket bag means cleaning is a much simpler exercise. Just pull the bag off and dispose of that. Keep brushes in turps while the job is underway and then clean them at the end. It isn't difficult.

As a substitute for expensive Prop Speed, use the old favourite: lanolin applied to a hot propeller (use a hairdryer). . If you are not using the boat for a month or two, dive and tie a plastic shopping bag onto prop. If you forget to remove, it will break easily. All growth accumulates on the bag and once it is removed, the prop will look like new.

Learn new skills and Do It Yourself instead of paying someone else. Learn to solder or splice from a mate or on YouTube. Help a friend with his oil change or read the instructions and strip down your own toilet to replace a seal. It saves money, is satisfying, helps you know your boat better and makes you a more useful person to have around. You might even be able to trade your skills for someone else's: "I'll splice your new marina lines if you'll do a bit of wiring for me". Try your hand at making your own automatic anchor light or some handy perspex racks with offcuts and a heat-gun. Plenty of ideas online.

Step onboard after a few winter months and your boat may smell like unfamiliar territory. You got used to the slight reek of diesel when you were using her often over the summer but suddenly it's very noticeable. And there's that "rotten egg" tang in the air. If you haven't left the bilge dry and oil-free, now is the time to give it a birthday. Once it is gleaming, head to the "hygiene" section of the supermarket and stock up on bulk packs of sanitary towels or nappies (you may want to send your partner) as substitute bilge mats. Pay a little more for the eco-friendly brands. That awful sulphur smell coming from the toilet or galley sink drain is due to micro-organisms dying in the pipes, so flush them out at the end of each trip with fresh water. Close the toilet inlet, pour fresh water in the toilet, flush then fill with fresh again or leave the bowl dry. Even the best quality pipes become porous to vapours in time. Wipe them with a 50/50 lemon juice and water mix.



Wipe surfaces with white vinegar or bleach in mild solution to clear mould make and a wipe with oil of cloves will keep it at bay. Put an open container of baking soda in the bottom of the fridge to absorb smells and wipe the interior with vanilla.

To cope with rubbish while at sea, store it in 2-litre milk or soft drink bottles. It's amazing how much you can force in! Keeps rubbish compact and sealed and easy to remove at the end of the trip. A ten-litre pressurised garden sprayer can provide a welcome hot shower. Add one kettle of hot water, two of cold, pump up the pressure

and spray. Great for a cockpit shower and economical on water. Just don't use the old one with a residue of Roundup still in the bottom!

Owning and maintaining a boat is still feasible on just about any budget. The secret is to keep on top of maintenance and so prevent damage, learn the skills to do as much as possible yourself, let "your fingers do the walking" and price gear by phone or internet to find the best deals, pool resources with other owners to buy in bulk, substitute simple cheap alternatives to branded, marine products and most of all – use the boat!

The Partridge Island Chronicles – Part 1

Erika Shankley

Roughly oval in shape, Partridge Island juts out into D'Entrecasteaux Channel from the end of Bruny Island's Labillardiere Peninsula. The island is low lying, just over two kilometres long by 800 metres wide, rising from a rocky dolerite foreshore through gently sloping eucalypt woodland to a height of about 39 metres. Several small bays on the eastern side give shelter from westerly or south westerly winds and, ashore, an interpretive sign near the jetty gives a brief outline of the island's history. A short article about the island in appeared in *Albatross* in 1983¹ and Vice Commodore, Lew Garnham, also touched on some tales from the island's past in *Albatross* last year.²

However, the twists and turns in the island's history are many and settlers have come and gone. Now there is little to show for their endeavours with the island's vegetation gradually reclaiming its own.

EARLY EXPLORERS

On 30th April 1792, Partridge Island was 'discovered' by boats from D'Entrecasteaux's *Recherche* and *Espérance* when they "steered towards a small island".³ An account by Lieutenant de Crestin describes landing there and chasing flocks of birds which resembled partridges – thereby naming the island *Île aux Perdrix* (Partridge Island). "A short distance from the shore," he wrote, "three abandoned huts led

¹ Erika Creese, *L'Île aux Perdrix – Partridge Island, Albatross, May 1983*

² Lew Garnham, *Partridge Island, Albatross, April 2011*

³ Edward Duyker & Maryse Duyker, *Bruny d'Entrecasteaux Voyage to Australia & the Pacific 1791-1793, Melbourne University Press, 2001*

us to believe that natives of the country inhabit this small island during certain seasons of the year."⁴

Indeed, Aborigines from the South East tribe on Bruny Island – the Nuenone – visited the island as they followed their seasonal food chain.⁵ A few days later *Espérance* sent a boat with crew members M. Rossel and M. de Bonvouloir to determine the latitude of Partridge Island and carry out astronomical observations.⁶

The following year British explorer, John Hayes, named it Thistleton's Island, honouring John Thistleton of the Bombay Marines. Then, in 1802, not long after British settlement on the River Derwent, Frenchman Nicholas Baudin wrote more volubly about a landing on Partridge Island.

The expedition's botanist, Jean Baptiste Leschenault de la Tour, described the island as "being covered with trees, principally eucalypts and some she-oaks, with an undergrowth of *Banksia* and other plants, an undergrowth so thick that difficulty was experienced in forcing a way through."⁷

He continued: "The island was clearly often visited by the natives who reached it by wading across from Bruny Island. Soon after landing, natives were seen opposite ... and were persuaded to come over to meet the Frenchmen. The metal buttons of the Frenchmen's clothes attracted them most: perhaps they would use them in necklaces, because one native was seen wearing an English penny, clearly a relic of some earlier visitor."⁸ Little did the Aborigines realise that they were about to be dispossessed of their hunting grounds and that all visitors were not so friendly.

EUROPEAN SETTLEMENT

Captain John Laughton - 1825-1827

Grants of land in remote areas like Bruny Island were not favoured in the early days of British settlement. Then in 1816 Governor Macquarie wrote to Lieutenant Governor Davey that "I do not see any objection to lands being granted to Settlers



John Laughton

⁴ Edward Duyker & Maryse Duyker, *Bruny d'Entrecasteaux Voyage to Australia & the Pacific 1791-1793*, Melbourne University Press, 2001

⁵ PWS interpretive sign, Partridge island

⁶ Edward Duyker & Maryse Duyker, *Bruny d'Entrecasteaux Voyage to Australia & the Pacific 1791-1793*, Melbourne University Press, 2001

⁷ Brian Plomley, *The French in D'Entrecasteaux Channel, 1802*, *Tasmanian Tramp*, no.24, 1982/1983

⁸ Brian Plomley, *The French in D'Entrecasteaux Channel, 1802*, *Tasmanian Tramp*, no.24, 1982/1983

and Other Persons on the Island of Bruné".⁹ This paved the way for early settlers like Captain John Laughton to apply for land on Bruny Island, including Partridge Island.

Born in 1793 in South Ronaldsay, Orkney Islands,¹⁰ John Laughton, like many islanders, had the sea in his blood. He was very enterprising and was already described as a ship-owner and master mariner when he was elected as Harbour Master at Kirkwell in 1812.¹¹ His adventurous spirit led him to enter the service of the Hudson Bay Company and later the East India Company. In the course of his travels he met Elizabeth Williams, daughter of another seafarer, and they married in St Davids, Wales in 1817.¹²

Elizabeth followed her husband from port to port. Eldest son, Thomas, was born in Stepney in 1820¹³ and John, in Barton-on-Humber in 1823.¹⁴ Their third son, James, was born in Hobart Town in 1826.¹⁵

Captain Laughton sailed from London for Australia as Master and part-owner of the barque *Alfred* which arrived in Sydney in July 1824.¹⁶ He then continued on the barque *Prince Regent*, arriving in Hobart Town on 4 October 1824 after what was described as a tedious 18 day voyage.¹⁷ He hadn't intended to stay in Van Diemen's Land, but a venture with the brig *Governor Phillip* had fallen through. Then a shipment of oranges on the *Alfred* had shown a loss which caused one newspaper correspondent to quip that he



The barque *Alfred*

⁹ Richard Pybus, South Bruny Island – Tasmania

¹⁰ Eileen Smith, A brief History of the Laughton family; RGD34/1/1448; FamilySearch Batch No C110292

¹¹ Orkney Archives K/1.10

¹² Eileen Smith, A brief History of the Laughton family; FamilySearch Batch No 6936504/7529435

¹³ Eileen Smith, A brief History of the Laughton family; FamilySearch Batch No C05576-2

¹⁴ Eileen Smith, A brief History of the Laughton family; FamilySearch Batch No C02594-3

¹⁵ Colonial Tasmanian Family Links Database 215097

¹⁶ Eileen Smith, A brief History of the Laughton family

¹⁷ Eileen Smith, A brief History of the Laughton family

deplored *'the loss very much, as his mouth watered with expectation of being favoured with a delightful squeeze!'*¹⁸

John Laughton then decided to apply for some land and on 19 February 1825 he received a Location Order from Governor Arthur for 274 acres on Bruny Island.¹⁹ This included Partridge Island, but was conditional on the arrival of his family.

In the meantime, in an effort to recoup his losses, Captain Laughton invested in a sealing venture in Bass Strait in the schooner *Helen*. After three months he returned to Hobart Town with more than 1200 skins on board. A newspaper report quoted Captain Laughton as saying *"the islands between Van Diemen's Land and the Mainland were infested with a number of gangs of runaway convicts, whose piratical outrages rendered navigation of Bass Strait dangerous to unarmed ships."*²⁰ The article continued *"...some ... attempted to carry off his boat; but the thieves [ran] aground on a reef, [and] after a sharp skirmish, he recovered it."*²¹

He was still away sealing when his family arrived in Hobart Town on the barque *Lang* on 17 December, 1825. That they were well satisfied with the voyage is evident from a letter published in the Hobart Town Gazette in which a number of passengers publically expressed their *"admiration of your firmness, judgement, and presence of mind in moments of greatest peril"* and the *"general kindness of your disposition"* to the ship's master, Captain J. Lusk.²²

On his eventual reunion with his wife and family, John Laughton decided that the land on the Bruny shore was unsuitable for his purpose and applied for land elsewhere. In lieu, he was given a Land Order dated 4 May 1827,²³ for 500 acres in the Macquarie Reserve, described as fronting *"the Cockatoo Valley Creek adjoining Michael Brett's grant on the same side of the above creek."*²⁴ However, he retained the right to occupy the land on Partridge Island where he intended to operate a fishing establishment.²⁵

It was whaling, however, which really interested him and to this end in 1826 he joined a select group who called themselves the Derwent Whaling Club.²⁶ This Club had

¹⁸ Sydney Gazette & NSW Advertiser, 2 December 1824

¹⁹ CSO 1/53/1036

²⁰ Colonial Times & Tasmanian Advertiser, 10 February 1826

²¹ Hobart Town Gazette, 18 February 1826

²² Hobart Town Gazette, 31 December 1825

²³ Eileen Smith, A Brief History of the Laughton Family; Colonial Times, 17 March 1846

²⁴ Eileen Smith, A Brief History of the Laughton Family

²⁵ CSO 1/53/1036

²⁶ MMT_P_GSL233

been formed by James Kelly, William Wilson, Walter Angus Bethune and Charles Ross Nairn and offered a prize to the person who first gave information about a whale in the River Derwent. Profits, they said, were to be divided into seven shares, five being shared amongst the members, one to be devoted to charitable purposes, and the seventh to the man who killed the whale.

The contrast between life in London and as settlers in the fledgling colony of Van Diemen's Land must have been great, especially for Elizabeth and her family. This would have been particularly apparent on Partridge Island where the living quarters, even by 1843, must have been basic and by 1848 the wooden cottage still only had three rooms. Apart from a base for fishing, about 25 acres of Partridge Island was soon under cultivation and there were several huts for farm workers.

In 1826 William Cox, an assigned servant, and Andrew Swans (or Swanson), free man, were employed on the island. Aboriginals, too, still roamed the area and it was inevitable that they came in conflict with European settlers. On 3 December Cox and Swans were assaulted and wounded with spears and stones by a band of about twelve Aborigines, led by Bruny Jack (or Boomer), who, it was reported, spoke English and was described as 5 feet 8 inches tall, stout and well-built.²⁷ The group took food, potatoes, flour, sugar, firearms, ammunition, knives and various other utensils.

A few days later Cox and Swans travelled up to town to make a deposition to the police. The Hobart Town Gazette reported that, "*They have since returned, joined by a constable who, under the prudent guidance of Mr. Munro, superintendent at Birch's Bay, will no doubt apprehend the whole party.*"²⁸

In 1825, a pilotage and harbour dues committee recommended that a beacon be placed on the outer island of Actaeon Reef and that a pilot be placed on or near Partridge Island until a lighthouse could be substituted for a beacon.²⁹

The island was frequently used as an anchorage for ships sailing in and out of Hobart Town and whalers called in for fresh supplies. Captain Laughton spent much of his time away from the island - at sea or drumming up other business ventures. He became Master of the *Cape Packet*, a whaler owned by James Kelly. The crew were a rough and ready lot and seaman, Thomas Howard, ended up in court for being absent

²⁷ CSO 1/316/7578 pp815-26; Bruny Island History Room

²⁸ Hobart Town Gazette, 9 December 1826

²⁹ From Dusk till Dawn, Australian Government Publishing Service, Macmillan Company of Australia, 1988

from his duty on board and “uttering contumacious and threatening language ... and putting himself in a menacing attitude towards the Captain.”³⁰

In partnership with W.H. Mason and Thomas Atkinson, John Laughton commissioned David Hoy to build a ship at his shipyard near Kinghorne Point on Bruny Island.³¹ Named *Apollo*, the 96 ton brig was built for the Sydney trade and on her maiden voyage in October 1826 carried a cargo of timber.³²

Then, in 1827 John Laughton decided to clarify his position on Partridge Island as a formal grant had still not been issued. As a result he was given 10 acres and a promise of more if necessary, provided it did not interfere with the fair claims of others in the fishing trade.³³

However, 1827 proved a bad year for the Laughton family. On only its second voyage in March, the *Apollo* made heavy going round Cape Pillar, later foundering at Maria Island – fortunately without loss of life. An assertion in the Government Gazette claimed “that the vessel shipped such a quantity of water from some of her upper works not being sufficiently caulked, that she became completely water-logged.”³⁴ The claim was, of course, countered by David Hoy, fearing that such statements could injure his credibility as a ship-builder.

The loss of the *Apollo* as well as cargo worth about £500 was a severe blow. Looking for other avenues of making money, John Laughton purchased, for £63 at auction, the wreck of the ship *Hope* which had gone ashore on the beach opposite Betsy Island (now known as Hope Beach) in early hours of Sunday 29 April 1827. On Thursday 10 May he and Captain Cunningham, former Master of the *Hope*, inspected wreck. A big swell was breaking on the beach and their boat was swamped, throwing both men into the water. Captain Cunningham was able to save himself but just as Captain Laughton reached the beach, another wave swept him off his feet and he drowned.³⁵

A lengthy column in the Hobart Town Gazette about the tragedy said that “His active and enterprising turn had led him to make the most exemplary exertions for the sake of his

³⁰ Police Report, 13th May 1826

³¹ Bill Lawson & The Shipbuilders' Society of Tasmania, *Blue Gum Clippers & Whale Ships of Tasmania*; Harold Salter, 1986; Bass Strait Ketches, 1991; MMT

³² Sydney Gazette & NSW Advertiser, 4 November 1826

³³ CSO 1/53/1036

³⁴ Maritime Museum of Tasmania

³⁵ Richard Pybus, *South Bruny Island - Tasmania*; Harry O'May, *Wrecks in Tasmanian Waters*; Colonial Times & Tasmanian Advertiser, 11 May 1827

family.”³⁶ For a man who had only been three short years in the colony, he had accomplished much but had little real property. Nor had he written a will, which left his family destitute. However, they were well regarded and a collection was soon taken up to tide the family over, about £550 being collected within six days, including a donation of £21 from Governor Arthur.³⁷

At a later date a memorial tablet inscribed “*unfortunately drowned at Maria Island*”³⁸ was erected by his eldest son, Thomas, in St David’s Cemetery. However, Thomas was only seven at the time of his father’s death, so he may have been confused between the two events which had occurred so close together. The name, Laughtons Point, at the northern extremity of Partridge Island, was gazetted by the Nomenclature Board on 1 February 1984.³⁹



Now widowed, Elizabeth applied to exchange Partridge Island for other land but her request was refused⁴⁰ and the family moved to live in Campbell Street, Hobart Town in 1828.⁴¹ Elizabeth remarried in 1840⁴², and lived with her new husband, Charles Frederick Salmon, at 62 Macquarie Street, Hobart Town. He died in 1844.⁴³

Elizabeth seems to have recovered her fortunes. In 1867, two years before her death, the Valuation Index shows her being the owner of 114, 116 and 118 Macquarie Street, Hobart Town. She died in 1869 at the ripe old age of 75.

However, this was not the end of the family’s association with Partridge Island.

Part 2 ... Thomas Laughton struggles to keep his inheritance.

³⁶ Hobart Town Gazette, 12 May 1827

³⁷ Hobart Town Gazette, 12 May 1827

³⁸ St David’s Cemetery

³⁹ Nomenclature UID 21 226D

⁴⁰ Richard Pybus, South Bruny Island - Tasmania

⁴¹ CSO 1/122a P82

⁴² Colonial Tasmanian Family Links Database 350317

⁴³ Colonial Tasmanian Family Links Database 344014

This is written to share some information with you and stimulate ideas about safety.

On the weekend of the 8th and 9th September I was one of the 17 participants for the DSS run Safety & Sea Survival Course (SSSC). It was conducted by Tony Dillon (a rigger) who is a NSW RYA and YA instructor with a lifelong sailing history including Word Championship. His first Sydney to Hobart race was the disastrous 1998 event and of the 115 starters, only 44 made it to Hobart. In the near hurricane conditions 5 boats sank and six people died. 50 people were rescued by helicopter. Following this, safety training and regulations were made more stringent. These tragedies inspired him to research and then teach sea safety. Yachtsmen should be proactive about safety and survival. The SSSC had a 5 year validity and can be kept current by a pool and flare session.

Life jackets are commonly inflating, with a minimum 150 N. supporting 15 Kg. This standard may be soon upgraded. A whistle and reflective tape are compulsory but a light and crotch or thigh straps are not! I refitted the latter to give proper lift and support. He quoted 1/10 fail to inflate so check your jackets cylinder, carry a spare on board, and test the integrity of the bladder by oral inflation and 24 hour observation. Auto inflating jackets can have problems with safety. The jacket should have a separate helicopter lifting point to that of the safety tether. Spray hoods are on some to stop salt water aspiration and secondary drowning. A 'Rolls Royce' (price too) is the Spinlock PFD.

Keep using your PFD so its use becomes second nature, like a seat belt.

Safety tethers should have overload indicators and the catches must have a locking system. The newer have a trigger on the side. Soon there will be three clips, the short one goes to your vest.

Duty of care includes the crew, including sailing decisions and what is reasonably practical. A boat safety audit should be done to recognise particular hazards and risks, from which a crisis procedures manual should be written. How to use the radio, start the engine, operate bilge pumps.

The owner's/skipper's responsibility is to provide safety training and keep record of this. A newcomer, even for a fun day, should have a safety brief and sign that it has been understood. They should have a PDF and know how to use it, shown how to use the 'radio', where the flares, fire extinguishers and first aid are. A boat stowage plan and emergency protocol lists are recommended. Liability is increasing.

Heavy weather preparations and handling of the boat and crew were discussed, as were emergency procedures including collision, flooding, grounding, critical injury and MOB.

With a MOB, we were advised to call a Pan-Pan and then possibly upgrade to a Mayday. A Mayday cannot be downgraded, and you may find yourself being asked how many people on board for an enthusiastic non warranted evacuation. A method for lifting a person on board included scandalising the boom and using the main sheet disconnected horse block with snap shackle for the lift.

If there is a fire, do you know what to use on it, where the extinguishers are, and how to position your boat? Shake the powder extinguisher first (red with white band, for A, B and 12V E fires) and at 30 cm range, a sweeping action at the base of the fire. You will have 10-20 seconds of 'squirt' time.

Mast over board; most bolt cutters are useless on wire, only deforming it. A cordless grinder or hacksaw with spare blades is more effective.

Distress calling and signalling included radio protocols, EPERB, pyrotechnics, V flag V sheet (different to the flag), N over C and arm signals. (An upside down ensign subtly signalled distress and led to a subsequent rescue from the pirates who had captured a ship!)

Helicopter rescue procedure video was useful. A few don'ts include:

- not using a rocket flare with a helicopter about, use a hand held or smoke canister,
- not grabbing the winch line till it has been earthed for the high voltage static,
- not tying off the lifting line and tethering the helicopter,
- not having your life raft, from which you are being lifted from, too close to the yacht. Tie a spinnaker sheet to the raft's painter so it lies at least 150 ft astern. Lift off from on top of the roof.

Abandoning ship is a last resort as your vessel has food, water, shelter, radio, and visibility. Don't leave till it leaves you! The toilet salt water intake hose can pump your boat dry also.

When you do leave, be well prepared months before, with a well written action plan. List of what to do and take, includes ships pyrotechnics, EPERB, hand held VHF, water, food warm clothing, blankets, insulation, first aid and anti sea sickness tablets and a plastic bucket. Before getting into the raft, dry as possible, take as early as possible the anti-nausea tablets and hydrate well also.

On Sunday, at the Clarence Pool fully dressed in our normal yachting gear (boots and all) we jumped in and inflated our PFD's .It was good to know and actually experience how well they work (or don't) and float in the HELP (Heat Escape Lessening Posture) or form two person and group huddles. Like a penguin, being in the centre you could feel the extra warmth. Hypothermia is a real enemy. Do not kick your boots off as they keep you warm and may give some buoyancy too! Swimming increases heat loss and is very ineffective, alone or in a 'crocodile line'. Those crotch (thigh) straps kept the PFD from rising up and smothering my face.

An 8 person life raft was launched and when all the line had run out, a sharp tug blew the canister apart as the 8 person raft unfolded. We were soon in the water again, each person righting it before getting in without re-capsizing it! Two person lifting in of an injured person was also practiced.

And the boys (and a girl) stood on the non burning deck, red hot flares in hand, the whites were also bright, but the orange smoke was really grand! No parachute rockets left our pockets, MaST had that say, but if a windy day then fire MORE downwind they say!



Now back to class for a 25 question assessment paper to pass!

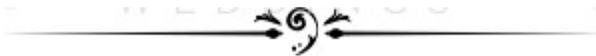
It was a worthwhile full two day program and like many learning experiences, follow up action is also needed. I can recommend this course and the RYA Sea Survival handbook.

GOING ABOUT

Miscellany of items from near and far that may be of interest to CYCT members

Where are they?

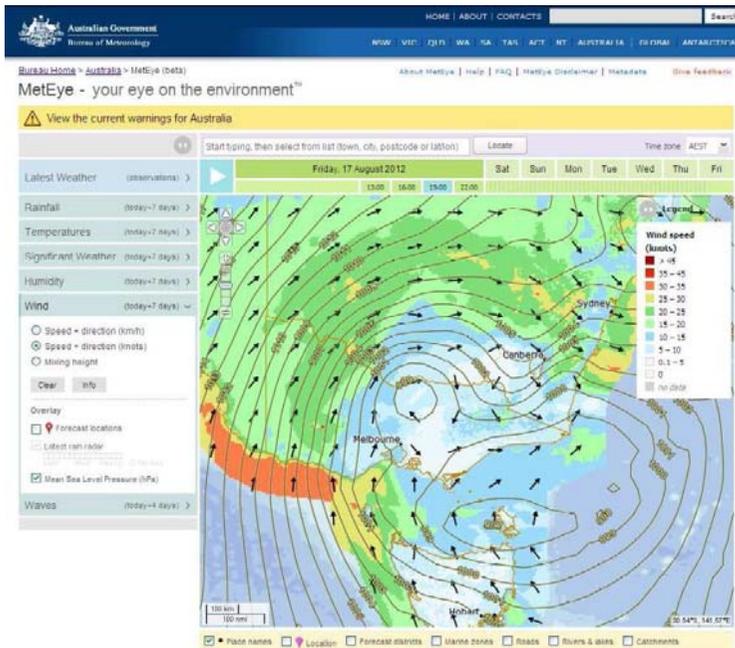
Reports from *Honey Bee* are that Peter and Chris McHugh are currently in the Keppel Bay Marina after 2 months in the Whitsundays and are working their way south again.



From the Bureau of Meteorology's Marine Services Newsletter (August 2012):

New Viewer Available for Graphical Forecasts

Many Tasmanian mariners are familiar with the Bureau of Meteorology's forecast explorer system which shows a range of forecast weather elements over and around Tasmania. Later this year the Bureau will change to a new graphical forecast viewer called Meteye.

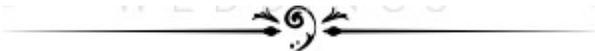


Meteye will have all the information that is contained in the current forecast explorer but have increased functionality.

The first thing the user will notice is the navigation moves away from tiles (pre selected areas) to a more google earth type navigation of drag and zoom.

Users will be able to overlay various layers over the forecast. For instance in the picture below the isobars from the weather map have been overlain on top the wind speed and direction. Other overlays are sea surface temperature, radar images and satellite pictures.

Meteye is currently being tested and evaluated and is expected to be available to the public around October that should coincide with the beginning of the boating season.



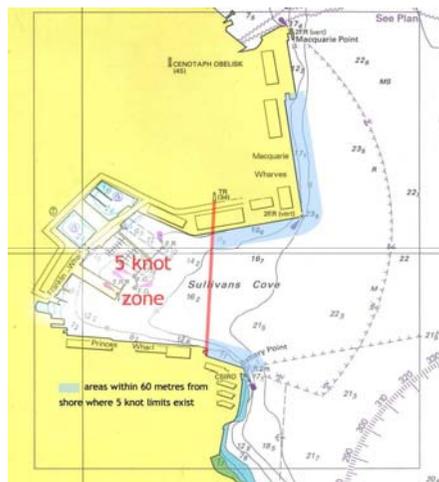
NOTICE TO MARINERS

M85-12 Sullivans Cove 5 Knot Zone

In accordance with Regulation 66 of the *Marine and Safety (Pilotage and Navigation) Regulations 2007*, Marine and Safety Tasmania (MAST) determines that a 5 knot zone exists within Sullivans Cove. This area shall be defined by a line drawn from the Port Control Tower to the eastern end of Princes Wharf Number 3, and includes all waters to the west of that line.

Mariners are reminded this 5 knot zone is in place to ensure that all users of the Sullivans Cove area undertake their operations within safe limits. The 5 knot zone does not alter the responsibility of mariners to ensure that vessels operate at 5 knots or less when within 60 metres of another vessel, structure or the shore. This is especially pertinent when entering or leaving the Sullivans Cove area.

The accompanying chart identifies the defined 5 knot zone. It also indicates areas outside the zone that are within 60 metres of the shore.



Marine and Safety Tasmania



Recipe – Ginger Nut Biscuits

They may not cure seasickness, but these biscuits go down a treat with a cup of tea and they keep well!

- Unsalted butter, 1/3 cup (75g)
- Soft dark brown sugar, 1/3 cup (75g)
- Clear honey 2 Tbsp, (50g)
- Golden syrup (or treacle), 3 Tbsp (75g)
- Plain flour 1 1/2 cup (225g)
- Baking powder, 2 tsp
- Ground ginger, 2 tsp
- Ground cinnamon, 1 tsp
- Crystallised stem ginger, roughly chopped, 1/3 cup (75g)



1. Place butter, sugar, honey and golden syrup into a large saucepan and stir over a moderate heat until melted and smooth.
2. Sift flour, powder, ginger and cinnamon into saucepan, add chopped ginger, mix well and then allow mixture to cool.
3. Preheat oven to 180°C. Line trays with baking paper. Take a rounded teaspoonful of biscuit mixture, roll it into a smooth ball and place it on a baking tray. Squash slightly. Repeat, spacing balls well apart.
4. Bake biscuits for 12-15 minutes until browned.
5. Remove from oven and leave to cool a little before transferring onto wire racks to cool completely. Store in an airtight container.





ABLE MARINE

Angelo Perry & Sam Gregg

Boat Construction & Repairs
Fibre-Glassing & Spray Painting

0429 174168 or 0418 301929

Ferry Rd Kettering - under the Lighthouse

CRUISE IN COMFORT THIS WINTER

ABLE MARINE are Tasmanian agents for



Enjoy warm, dry air ducted quietly through the boat
See Angelo and Sam for a no-obligation quote

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

General Meeting held at the Derwent Sailing Squadron
on 4 September 2012

MINUTES

1. **Opening**

Commodore Chris Palmer opened this brief general meeting following the AGM, at about 8:30 pm

2. **Attendance**

The attendance sheet for the AGM showed forty-six members registered their attendance, there was one guest (Steve Chau, DSS) and ten apologies.

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

The minutes of the previous meeting held on 7 August 2012 were in the September *Albatross*; these were confirmed and signed.

4. **Business arising from those minutes.**

There was none.

5. **Introduction of new members and presentation of burgee**

Laurie Lash, "Arietta", was presented with her burgee and spoke about her recent travels, from Darwin ending up in Tasmania, and her boat.

6. **Next meeting**

October 2nd at DSS. The topic will be "all about the weather".

7. **Forums**

Alan Gifford reported that the next forum, on 18/9/12, at Mariners Cottage, will be on "cheap and cheerful preparations for summer". Women on Boats meets next on 25/9/12 with a variety of activities, especially some splicing. New participants are welcome.

8. **Clothing**

Commodore reminded us of the new web-based system for ordering club apparel, and also that the Quartermaster has some old stock – make him an offer!

9. **Close**

The formal proceedings closed at 8:35 pm.

10. **Social gathering**

The bar was open after the formal proceedings, and there was an excellent supper supplied by the DSS Chef, Brent Burgess.

**37TH ANNUAL GENERAL MEETING OF THE CRUISING YACHT CLUB
OF TASMANIA INC**

Held on 4 September 2012 at the Derwent Sailing Squadron

MINUTES**1. Opening**

Commodore Chris Palmer opened the meeting at 8:00pm.

2. Attendance

Forty-six members registered their attendance, there was one guest (Steve Chau, Acting Commodore of the DSS) and ten apologies.

4. Minutes of the 36th AGM

The minutes of the previous AGM had been published in *Albatross*. They were approved and signed.

5. Business arising from those minutes.

There was none.

6. Awards

The Kerrisons had been announced as Cruise-of-the-Year winners at the Anniversary Dinner, but were again presented with their award, with a bulkhead plaque. The Commodore also Presented Dave Davey and Annick Ansseln with their trophy and plaque as winners of the Navigation Cruise.

7. The Commodore presented a cheque for \$500 to Steve Chau of DSS, in gratitude for the Squadron's continuing hospitality to the CYCT, and with a request that it be used towards upgrading audiovisual equipment in the clubrooms. This was received with thanks by Steve, who said he was delighted with the close relationship between the two clubs.

8. Treasurer's Report and Auditor's Report

These were presented. Copies are filed with the minutes. There were several questions, satisfactorily answered, and the reports were accepted.

8. Appointment of Honorary Auditor

Treasurer advised that Mr Rendell Ridge had kindly agreed to continue as the Club's Honorary Auditor. Mr Ridge's appointment was approved by the meeting.

9. Commodore's Report

Chris Palmer spoke to his report (copy filed with the minutes and published in *Albatross*). There were several questions. In particular, he had expressed concern at lack of members' feedback to the Committee, either positive or negative; in response, one member asserted that he was very satisfied with the way things are being done in the club and, on a show of hands, so was virtually everyone present.

10. Election of Office bearers

The Secretary held nominations prior to the meeting for all but one position on the committee (one candidate for each position; these are filed with the minutes). These were read out, then all positions were declared vacant. Retiring Vice-Commodore, Lew Garnham, took the chair and called for any further nominations. There was one, for the position of Committee (2), namely Bryan Walpole, nom. Geoff Rosen, sec. Roger Locke. The chair asked the meeting for a collective vote on the candidates as listed, and whether there was any dissent – there was none – and declared the following people elected:

Commodore	Chris Palmer
Vice-Commodore	Alan Gifford
Rear Commodore	Kim Brewer
Treasurer	Wayne McNeice
Secretary	Alan Butler
Editor	Jackie Zanetti
Membership Officer	Margie Benjamin
Webmaster	Dave Davey
Committee (1)	Hans van Tuil
Committee (2)	Bryan Walpole
Warden	Chris Creese

11. Any other business

There was none

12. Close

The meeting closed at 8:25 pm.

There was a brief General Meeting following the Annual General Meeting, and the rest of the evening devoted to socialising.

Commodore's Annual Report 2011-12

Introduction

The past year has been another busy one for your Club and its Committee. We have maintained our reputation for providing a wide range of activities for our members, from cruises to forums, monthly meetings to the Maritime Marketplace, and lots more besides.

Once again, we have seen an increase in the number of Club members and this has helped keep our annual subscription down. That said, your Committee decided that it would be prudent to raise the annual fee from \$60 to \$70 for 2012-13 to cover increasing costs associated with the production of our newsletter, 'Albatross', and other costs incurred elsewhere. Nonetheless, compared to the membership fees of other yacht clubs, membership of the CYCT represents great value for money.

Highlights

Some of the highlights of the year just concluded have been:

- **The continuing strength of the ‘Women on Boats’ program.** WoB ladies meet most months and numbers have been averaging around 15-20 for each session
- **The Man Overboard day.** Substantial planning by the organisers, principally John Deegan and Tony Brewer, resulted in a productive, informative and very practical day with a lot of ‘on water’ activity. We hope to repeat this program on a regular basis, as well as try and introduce more ‘on the water’ practical sessions.
- **The Queen’s Birthday Long Weekend cruise to Port Huon and Franklin.** Your Committee has decided to make this an annual event, with invitations going to other yacht clubs. This cruise has wonderful support from the Kermadie Hotel and the community of Franklin and in the space of two years has become one of our more important events – as well as being a lot of fun! Thanks to Lew Garnham for his vision and organisational skills.
- **Maritime Marketplace.** The second Maritime Marketplace jointly held with Kettering Yacht Club was as successful as the first and your Committee and KYC have decided to make this an annual event.
- **Training subsidy.** The Club presented cheques to four female Club members this year as part of the training subsidy program.
- **General Meetings and the Forums program.** The separation of general interest subjects which are covered in General Meetings and special interest subjects covered at Forums in the cottage appears to be working well with good attendances at each type of gathering.
- **DSS dinners and New Members Night.** It is great to see some 20 or 30 diners enjoying each other’s company for an hour or two prior to the start of most GMs. It was also encouraging to host some 25 new members at the New Members’ Night in July
- **Club apparel.** A range of Club apparel was released and can be purchased via the Club website, thereby avoiding the need for the Club to hold inventory.

Other matters

Treasurer Wayne McNeice has already presented the financial status of the Club. Your Committee takes its responsibility to husband the Club’s resources very seriously and we believe that the Club financials reflect this.

It was surprising, and a little disappointing, that we have only approved one lot of training subsidies this year. Your Committee feels that this is a good way to encourage members to improve their skill levels through approved training programs.

The ‘Position Paper’ on moorings was presented to MaST this year. We are comfortable that MaST’s attitude to mooring and ours are broadly similar. Our funding proposal for moorings in Lady Barron Harbour on Flinders Island was not successful, however.

Annual Dinner and Navigation Cruise. For reasons we don't understand, generating enthusiasm for these two long standing and important fixtures on the Club calendar is proving difficult. This is something the next Committee may have to address.

Future Direction

The world and the demographics of our membership have changed significantly from the early days of the Club and your Committee believes it should recognise this and ensure that the activities it proposes are in line with the wishes of current members. To this end a Committee Planning Day was proposed and, through appeals in 'Albatross', input was sought from the Club membership via email or the Club website.

In the absence of a single response from members, it will be up to the next Committee to determine if a Planning Day and the work that will flow from it is worth the effort.

Feedback from members regarding the running of the Club is both useful and appreciated by the Committee. Working in a vacuum can be rather disheartening.

Thanks

The Committee has been a pleasure to work with over the last twelve months, and on behalf of the Club as a whole I thank each Committee member most sincerely for the time and effort they put into making this Club such an interesting and active organisation.

In particular, I would like to thank the two departing members, Vice Commodore Lew Garnham and Rear Commodore Margaret Jones. Both have made immense contributions to the life of the Club over the last two years, and the Club is all the richer for their involvement. Thanks, too, to Kim Brewer as she steps down as editor of 'Albatross'. She has done a great job producing a quality newsletter, and I am very happy that she is staying on the Committee in a different role.

My thanks to all Club members for their support over the last twelve months.

Chris Palmer Commodore



Navigation Cruise - Windclimber



Cruise of the Year - Irish Mist

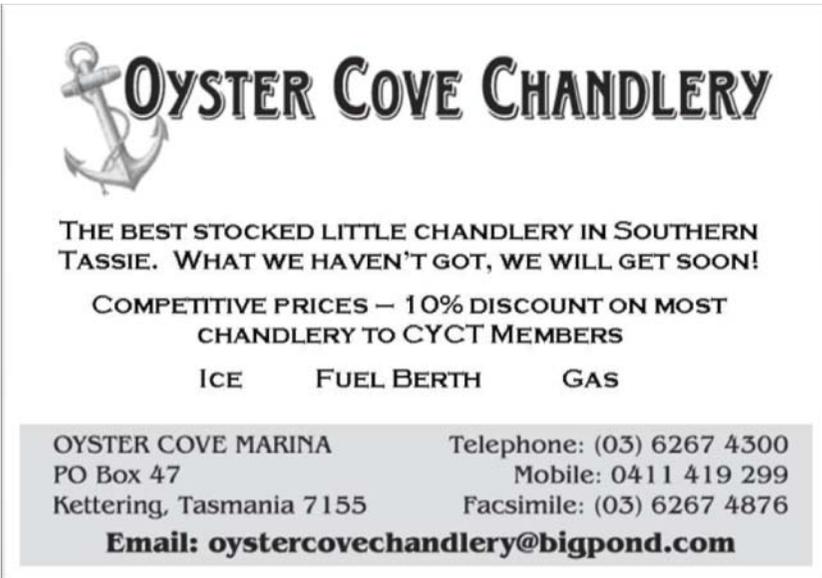


 **Island Mooring**
Tasmania

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

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
 www.islandshacks.com

For more info, please call Wes on 0419 322 978 or email hello@islandmooring.com



 **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 Telephone: (03) 6267 4300
PO Box 47 Mobile: 0411 419 299
Kettering, Tasmania 7155 Facsimile: (03) 6267 4876
Email: oystercovechandlery@bigpond.com



**240-BERTH FLOATING MARINA
25-TONNE TRAVELIFT NOW OPERATING
ALL ASSOCIATED SERVICES ON-SITE**

7 Ferry Rd., Kettering
www.oystercovemarina.com.au
admin@oystercovemarina.com.au
Phone: 6267 4418



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



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
www.drysdaleeng.com.au**



BOAT SALES

TASMANIA

TASMANIA'S PREMIER BROKERAGE

BROADWATER 34

SEA ECHO II



RARE OPPORTUNITY!!

- True pilothouse motorsailer with inside helm.
- Designed for simple two-handed sailing, with furling main and genoa.
- 45 hp diesel engine
- New rigging 2008
- Extensive inventory and spares.
- Only two owners and Tasmanian since new.
- Presented in excellent condition.

\$137,000

Sit back and sail from the comfort of a fully enclosed wheelhouse!

This very well-known vessel is now reluctantly for sale. "Sea Echo II" is a familiar sight around the anchorages of Southern Tasmania and she is perfectly suited to local waters, with inside and outside helms, easily-handled sail plan, big engine and excellent deck layout. Built to the highest standards and always maintained fastidiously, she is a credit to her owners. Motorsailers of this quality in fibreglass are rare. Don't delay in making an appointment to inspect.

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

MURRAY ST PIER HOBART www.boatsalestas.com.au FERRY RD KETTERING
Ph: 1300 288 007

