

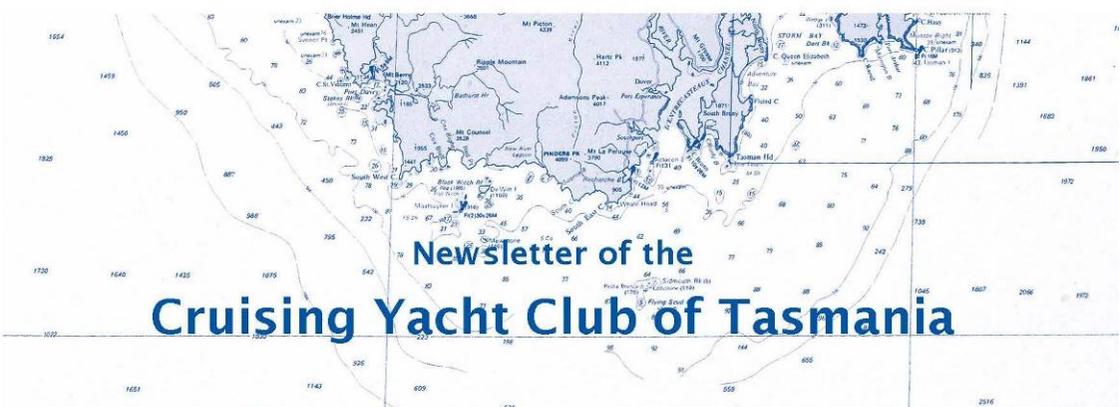
# Albatross

Volume 39 No 1 February 2013



Parade of Sail

photo: AWB, Inc.



## Newsletter of the Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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**Send all material for publication in 'Albatross' to the Editor -  
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**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
<b><u>FEBRUARY</u></b>	
Tue 5 <sup>th</sup>	General Meeting and BBQ @ Mariner's Cottage 6:00pm BYO food, drinks, and a plate to share
Wed 6 <sup>th</sup>	Committee Meeting @ Mariner's Cottage 7:30pm
Fri 8 <sup>th</sup> to Mon 11 <sup>th</sup>	Australian Wooden Boat Festival
Sun 10 <sup>th</sup>	BBQ to welcome AWBF visitors @ DSS, 5:30pm See Rear Commodore's report for more detail.
Fri 15 <sup>th</sup> to Sun 17 <sup>th</sup>	Cruise to Dover and Esperance Bay
Tues 19 <sup>th</sup>	Women on Boats @ DSS 5:30 – 7:30
<b><u>MARCH</u></b>	
Tues 5 <sup>th</sup>	General Meeting @ DSS at 8pm Speaker: Water Police
Wed 6 <sup>th</sup>	Committee Meeting @ Mariner's Cottage 7:30pm
Fri 8 <sup>th</sup> to Mon 11 <sup>th</sup>	Cruise to Recherche Bay
Wed 13 <sup>th</sup>	Cruise to Port Davey or Macquarie Harbour: See cruising calendar for more detail.
Fri 29 <sup>th</sup> Mar to Mon 1 <sup>st</sup> Apr	Cruise – Circumnavigation of Bruny Island

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

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Editorial

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It's been a tumultuous summer so far – what seemed like fine weather in December was slowly turning our island dangerously dry and the resulting bushfires of January were a sober start to the New Year. Let's hope for milder, stable weather for the rest of the sailing season.

On a lighter note, I recently discovered what a fantastic source of information back issues the Albatross are and how useful the CYCT website is for delving into this resource. Alex and I were planning our first trip to Port Arthur in December and after perusing the bible (RYCT Anchorage Guide) I thought about some of the great trip reports I'd seen in previous issues of the Albatross and wondered if there was anything more I could learn about the Port Arthur area. So, a quick hop onto [www.cyct.org.au](http://www.cyct.org.au), click on the "Albatross" tab, then "Search available issues" and type in "Port Arthur" and, Voilà!, a handful of helpful articles.

Of particular assistance was a letter to the editor from Dave Davey in August 2004 which described Ladies Bay in detail, with enough information to help us choose the anchorage for a delightful first night's stay. The only update I would make is that the Stewart's Bay Lodge has expanded significantly since 2004 and now some cabins overlook Ladies Bay, but it is still a peaceful quiet anchorage.

I'd encourage anyone to not only use the Albatross Search function to plumb the wisdom of the past, but also please think about writing up a description of any great anchorages (or seriously flawed locations!) you've been to. There might be a prize in the offing...

Smooth sailing.

Jackie Zanetti



*I'd rather be in my boat, with a drink on the rocks...*

*... than in the drink, with my boat on the rocks!*



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**Commodore's Report**

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**Happy New Cruising Year!**

On behalf of your Committee, may I wish all CYCT members a safe and enjoyable 2013, with more cruising than ever, and all of it in fair weather!

**Fires**

The fires that devastated large swathes of the Dunalley area, the Forestier Peninsular and part of the Tasman Peninsular were a terrible reminder of how easily and quickly Mother Nature can make a situation go from under control to out of control. Our hearts go out to those that lost property in this latest awful event.

Most Club members would be familiar with this area and the wonderful cruising grounds round about, and many of us have made passages through the Denison Canal. Sadly, next time we are in this area it will look very different. While there are no Club cruises scheduled for the Norfolk Bay area this year, we do have a cruise to Nubeena and Port Arthur planned for the ANZAC weekend in April – an opportunity to maybe put something into the local economy.

Elsewhere in the newsletter you can read a vivid account of Editor Jackie's experiences in Norfolk Bay as the fires bore down.

**Australian Wooden Boat Festival**

It's just about upon us! February 8<sup>th</sup> to 11<sup>th</sup>. Don't miss it! It will be bigger and better than ever, and as we did last year, CYCT will have a presence there letting people know what we do and hopefully recruiting some new members.

Hans van Tuil and Ottmar Helm are managing this project, and if you are able to help out by spending a couple of hours manning the stand, they would love to hear from you.

Hans - 0417 511 240 or email: [hansvantuil@gmail.com](mailto:hansvantuil@gmail.com)

Ottmar - 6229 3932 or email: [ottmar@mbatas.org.au](mailto:ottmar@mbatas.org.au)

**Survey**

Thanks to all those members who took the time and trouble to complete the survey concerning the Navigation Cruise and the Annual Dinner. We had 57 responses – which I

think reflects a little under half the membership. Considering the poor response to most surveys, this was a good effort. So thanks again.

It would be nice to say that the results of the survey have given your Committee a clear sense of the direction we should take regarding these two events but, perhaps predictably, views ranged across the whole spectrum. Nonetheless, we will be analysing the results at our February Committee meeting and decisions will have to be made. Watch this space!

### **Sullivans Cove 'Mini Marina'**

Just a reminder that a number of floating pontoon spaces are available for short term stays near the entrance to Constitution Dock. These have been built by our friends at MAST and are administered by HCC. They are available for periods of up to three hours, which will allow you to do some shopping, have a meal or go to the pictures (but not all three). There is no official policy as far as overnight stays are concerned (at least as far as I am aware) so if you want to chance your arm, don't tell the person in uniform who is chucking you off that I said it was OK!

### **The Last Word**

"If you can't repair it, maybe it shouldn't be on board." - Lin and Larry Pardey, who will be speaking at the AWBF.

Cheers for now,

**Chris Palmer**

*A pirate ship sailed into the harbour, and dropped anchor near another Pirate ship, but there only seemed to be the Captain, alone, on the other ship.*

*The first pirate cupped his hands, around his mouth and hollered "Oi !... Where's your buccaneers?"*

*The other pirate ripped his hat off, and pointed to the side of his head....*

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## Vice Commodore's Report

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For many people the year has begun in earnest with returns to work and schools about to begin the first of four terms. Despite less than ideal weather for the New Year's Eve Long Weekend Cruise and the Missionary and Simpsons Cruise we can look forward to improved conditions for future cruises. The *CYCT Cruising Calendar 2012/2013* outlines the scheduled cruises for the remainder of the season and our website ([www.cyct.org.au](http://www.cyct.org.au)) gives comprehensive information about all of the Club's activities.

The events in Hobart and around the city waterfront during the past five weeks or so have attracted thousands of visitors from overseas and the mainland. I have had opportunities to chat with a few of them as they stroll around the wharves and marinas, and the overwhelming response is one of surprise and amazement at the outstanding environment in which we go boating. The River, The Channel, the South East, to say nothing of the other regional waterways around the state, are beyond their expectations and certainly more varied and extensive than the boating environments most of them enjoy back home.

Each of us is part of the wider boating fraternity and it is incumbent on all of us to protect and preserve what we value and what other so keenly envy. As we cruise into the height of Summer and hope to spend more time aboard our yachts than the cooler months encourage, we need to be mindful of the responsibilities that attach to the privileges of boating. It goes without saying that if the boating fraternity doesn't act responsibly in all the things we do when we are on our waterways, we can expect that sooner or later we will be regulated by one or other of the many statutory bodies that watch over us.

Our Club has a proud history of responsible seamanship and care for our environment. But with increasing activity on our waterways it is timely to reflect on the responsibilities we have that keep our boating safe and enjoyable for all. The responsibilities that we need to keep in mind are simple enough.

- Sail safely. Wear PFD's as required and keep your vessel fully equipped and up to date with the prescribed safety equipment. Maintain a constant weather watch. Keep your vessel seaworthy and capable.
- Avoid excessive alcohol consumption. An unplanned re-location to another anchorage in the early hours of the morning will require a clear head. The lives of all those aboard are in the hands of those who make the decisions. Abide by the law. It will be very costly if you are tested unexpectedly.

- Be sure your boat is in licenced and competent hands. Knowing the rules of the road is an essential beginning. Familiarity with the deployment and use of safety equipment aboard is as important as knowing how to navigate competently.
- Respect the rights and needs of others. Approach anchorages slowly from well out. Allow ample swinging space at anchorages. Remember sound travels easily over the water.
- Keep our waterways free of rubbish and contaminants. A beach cleanup will reveal the extent to which some boaters regard the waterways as a place to discard waste and refuse.

We are fortunate indeed to have such wonderful cruising grounds that are so accessible and so safe. Over the coming months there will be many opportunities to enjoy our world-class cruising grounds. Let's enjoy them to the fullest, mindful always of our responsibilities towards the environment and our fellow boaties.

See you on the water.

Alan

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## Rear Commodore's Report

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By the time this issue of Albatross hits your letterbox, the New Year will be well underway and the summer should have settled into a quieter weather pattern. Just in time for the end of the school holidays! I know many cruising in Norfolk Bay and Port Davey experienced the heavy smoke and were shocked by the sight of the bushfires onshore. Hopefully none of you lost property, though sadly you probably know people who did.

### **February General Meeting – February 5<sup>th</sup>**

For those who are back ashore for the first Tuesday in February, we'll launch our 2013 meetings with the usual BBQ and gathering at Mariner's cottage on at 6pm. BYO food and drink. Please bring a dish to share. This is a social gathering and there will not be a speaker.

### **Social BBQ for Out-of-State Visitors – February 10<sup>th</sup>**

On February 10<sup>th</sup>, timed to coincide with the Australian Wooden Boat Festival, the Club will host a BBQ at DSS. This is a chance to welcome out-of-State AWBF participants and other visiting boaties to Tasmania. It is a great opportunity for "foreign" skippers and their

crew to meet locals and get information about cruising Tasmanian waters. As a visitor, it's always valuable to make contact with experienced local sailors and no doubt CYCT members will come across these boats exploring our waters after the AWBF. A number will be joining the RYCT circumnavigation.

Come along and help to make their Tasmanian visit memorable for the warmth of the welcome. Sadly these visitors will be let into the best-kept secret of Australian sailing, so don't be TOO enthusiastic and don't forget to emphasise the freezing cold winter gales and how you have to shovel the snow off the decks in August!

Among guests will be members of the Royal South Australia Yacht Squadron and the Coastal Cruising Club of Australia. Marius Coomans, creator of the cruiser's tracking website [www.skipr.net](http://www.skipr.net) is looking forward to joining us and John and Lyn Martin of the Island Cruising Association will be on hand to discuss South Pacific cruising, in case you have visions of anchoring off a tropical island in the near future.

This a BYO meat BBQ, with salads and extras catered and the Bar open to purchase drinks. There will be a charge of \$10 to cover bar staff (DSS is not usually open on Sunday) and catering. The Bar will be open from 5.30pm on Sunday February 10<sup>th</sup>. A great way to round off a visit to the Wooden Boat Festival. **If you have not already registered, please do so by email to [kim@boatsalestas.com.au](mailto:kim@boatsalestas.com.au). I need confirmed numbers for catering.**

### **March General Meeting – March 5<sup>th</sup>**

On March 5<sup>th</sup> things will be back to normal and the speaker at the General Meeting will be a member of the Water Police.

### **April General Meeting – April 9<sup>th</sup>**

The April General Meeting will held on the **SECOND** Tuesday of the month – April 9<sup>th</sup>. The first Tuesday is the day after Easter Monday, so this change of date allows people to recover from Easter Round Bruny Island Cruise etc. Wayne Wagg from the Hobart Photographic Society will be giving us pointers on the choice of camera and lots of tips for successful photography in the marine environment.

Kim



The 10th biennial MyState Australian Wooden Boat Festival runs from Friday 8th – Monday 11th February 2013. Hobart's historic waterfront will come alive with the colour and excitement of our rich maritime culture and history.

You will see hundreds of wooden boats, from magnificent tall ships to classic sailboats, rugged working boats to superbly detailed models. You will talk to the owners and builders, the craftspeople and sailors, and shipwrights who still practice traditional skills every day.



There's a vibrant program of entertainment and fun, special guests, brilliant Tasmanian food and drink, demonstrations, races and displays. Visit the Shipwright's Village, the Maritime Marketplace, the MyState Children's Village, the Seafood Market and much, much more. The MyState Australian Wooden Boat Festival is the largest event of its kind in the Southern Hemisphere and admission is entirely **free!**

The Festival takes in the whole of Sullivan's Cove from Macquarie Wharf and Hunter St to Princes Wharf and the Castray Esplanade. Don't forget the display of marine artwork in the Salamanca Arts Centre and the collection of historic Australian wooden surfboards at Princes Shed No 1. Take a cruise, board a tall ship, snap up a fresh crayfish or listen to some great live music in the Wooden Boat Tavern. It's all on for four wonderful days at Tasmania's favourite summer festival.

## WELCOME NEW MEMBERS

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Bernie Kennedy  
**RED**

Ross James  
**SURREAL**

Andrew and Gwen Eakins  
**SEQUESTER**

Colin Bell and Pamela Gates-Bell  
**SHEENANSTAR**

Ewen and Mary Mickan  
**BLOW-FLY**

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.

### Introducing New Members

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#### **Ross James**

I came back to boating about 20 years ago after the usual period of adolescent exuberance on the water. First larger boat was Picaroon a historic 1930's racer that stirred a passion for heritage vessels and wooden boats in particular. I enjoy the fettling of a boat as much as the sailing and happily spend hours pottering around just painting and tinkering, so most of my boats have started as projects, including recently rebuilding from scrap a 28 foot bilge keel cruiser.

I enjoy single handed cruising for the challenge it offers, having cruised most of the south and east coasts of Tasmania. Current boat is *Surreal* a 34' steel Len Hedges design sloop built in 1990 in Freemantle WA. *Surreal* has competed in the Darwin to Ambon and cruised Indonesia, but sadly not with me yet. She is a beamy 31' er with bow sprit. Fitted with "Airies" windvane steering. (Anyone out there know how to tune one of these?) Tasks include new fit-out inside, total re-wiring, re-organising deck gear etc. Just about ready to use after a bit over a year of work. I operated a boat charter business based in Kettering for 4 years. When not "playing boats" for recreation, I am the project manager for the restoration of *Cartela*, the 100 year old ferry. *Cartela* is about to be donated to a new charity that will manage a museum standard restoration back to steam power (donations anyone??).



*Ed. – Ross, my apologies for getting your name back to front in the last Albatross!*

### **Colin Bell and Pamela Gates-Bell**

Pamela and I have been an item since March 2005. We met while both working in the funeral industry. She has since returned to legal secretarial work four days a week because she wants to finish restoring an 1890's guesthouse in Healesville, east of Melbourne. I am the Victorian mortuary manager for Invocare which arranges over 7000 funerals per year in Melbourne. I am a fellow of the Australian Institute of Embalming and my involvement with the preparation of the dearly departed for over 20 years has given me a greater perspective on the fragility of life and the finite nature of our existence. With this in mind and retirement in sight, we decided to look for a suitable live aboard yacht to go cruising on before our own demise.

The importance of having someone to share an adventure was made abundantly clear to me in 1999 when I purchased a much admired member of the Constitution Dock fishing fleet, a 42ft spotted gum, canoe sterned, forward wheelhouse trawler named *Palamuna Star* in order to travel regularly to Lady Barron on Flinders Island. She had a beautifully efficient Gardner diesel engine which would propel her along at 8 knots. On the maiden voyage from Hobart to Port Welshpool the then partner demanded to be put ashore at Fortescue Bay. She never went aboard again. The Port Welshpool to Lady Barron trips, usually staying overnight at Deal Island were confidence building. The burning the paint off with a gas blow torch back to bare wood on the slip really gave me an appreciation of the planking on these 50's boats. The application of the recommended red lead primer paint was in hindsight irresponsible but the sense of achievement when the final gloss coat

shimmered off the water was amazing. The long lonely hours maintaining a wooden boat was character building to say the least. Unfortunately, *Palamuna Star* sank in her pen during a bad storm in 2004 and the insurance company wrote her off.

In August 2010 I introduced Pamela to sailing. We hired a Mahe 36 catamaran at Airlie Beach and cruised around the Whitsundays for a fortnight. Undoubtedly this was the catalyst for searching for our own vessel.

In January 2012 we purchased a Caroff designed 47'7" or 14.5 m expedition yacht named *Sheenanstar* which was for sale in Hobart. She is a French-built steel yacht with centreboard and twin rudders. We married in June and have put in place plans to participate in CYCT events commencing 1/1/2013. Our intention is keep our boat in Hobart, learn to sail her and become proficient enough to sail around Australia eventually.



### **Ewan and Mary Mickan**

Mary my wife and myself came down from Sunshine Coast QLD in 2007. We were finding the Sunshine Coast was turning into a Gold Coast and too many people were being squashed into SE QLD and services were well behind the 8 ball.

We were attracted to Hobart by its quite laidback lifestyle and beautiful waterways. We had looked at coming down here back in '97 when we were living in Cairns, but the shift was too hard then.

My wife Mary works in an office in Hobart and I am a master of a AHTV in the offshore oil industry and find myself usually working Bass Strait, Dampier or Darwin most of the time. I FIFO every 5 weeks as a rule.

After having been down here a while we decided we wanted a yacht, as we had hired one for 5 days in the Whitsundays and really enjoyed it, though not know much about sailing, except for those 5 days . We terrorised the boatbrokers around Hobart until eventually decided I wanted a Mottle 33. This took me back up to Sydney where there were a few for sale and so once I saw a high sided Mottle it was easy, high sided it had to be. There were only two for sale so I bought the cheapest one, *Blow-Fly*.



Very interesting trip down from Sydney, long story, lots of unplanned adventures, but good learning curve. By the time we rolled into Hobart we knew a lot about *Blow-Fly*, and bit more about sailing.

Once down here in BYC we gained a berth over a big black hole which we have been feeding money into ever since. First was put on a dodger, fenced the aft rails off so we

would not lose our 2 Shitzus who come sailing with us and demand trips ashore in *Maggot* our tender, morning and afternoon. Slowly at great expense we have made the *Blow-Fly* a safer and more comfortable vessel for our needs. We are looking forward to doing a trip to Port Davey and have just added hot water, deck wash and HF radio to go with new anchor and gearbox which just spat the dummy. BOAT = bring out another ten thousand anyway enjoy it we will!



### **Sailor's Heaven & Hell**

After one particularly difficult passage, a famous cruising couple find themselves at the Pearly Gates, where their lines are taken by St. Peter himself.

"There doesn't seem to be much record of you, good or bad," he says, "so I'm going to let you decide for yourselves whether you go to heaven or hell."

First let me describe them for you. On the one hand, you could spend eternity in cramped quarters, your beds a few inches shorter than you are tall, your food and water always rationed, and a shower something you could only dream of."

"And what about hell?" the couple asked.

## 'SPUDDO' (OR 'SKIPPER') GILES AND THE PIONEERING CRUISE OF *UTIEKAH III*

Tasmania's Maritime Museum displays a finely crafted model of the 56-foot ketch, *Utiekah III*, built in Cygnet for the remarkable schoolmaster from Melbourne Grammar School who retired to the waters of southern Tasmania. Ireton Elliott Giles, known variously as 'Skipper' (in Tasmania) and 'Spuddo' to his Melbourne students, is said to have provided sail training to more than 4,000 young people over more than four decades.

**Geoff Heriot** tells of Spuddo's cruise of the South Pacific in this extract from Heriot's recently released book – *In the South: Tales of Sail and Yearning*.

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It is claimed that *Utiekah III* in 1927 became the first privately owned Australian yacht to visit foreign ports in the South Pacific. Coincidentally Spuddo had sold his previous boat, *Utiekah II*, to the family of Harold Nossiter, in Sydney, who raced and cruised the boat extensively. Nossiter subsequently commissioned a heavy cruiser called *Sirius* and sailed with his two sons to become the first Australians to circumnavigate the world in 1937.

Six others joined Giles in his ambitious Pacific adventure of 1927. Giles wrote a series of articles for *The Argus* newspaper of Melbourne as they sailed *Utiekah III* some 10,000 nautical miles to Sydney, Lord Howe Island and then to Fiji, via Samoa and Tonga. They called at Hobart and other parts of southern Tasmania on the way home to Port Phillip Bay. His flowing, descriptive prose calls to us down the decades, expressing both the tendencies of a didactic professional and those of manly romanticism.

The skipper's first dispatch dealt with everything from seasickness and the details of breakfast, lunch and dinner menus, to a return visit to the boat by the Governor-General and his wife, in Sydney. The previous year, in November 1926, Lod Stonehaven had hoisted his official flag aboard *Utiekah III* off St Kilda in Port Phillip Bay. The Governor-General acted as Officer of the Day to open that year's yacht-racing season.

Giles told readers that most people did not understand the reason for seasickness, which a few of the crew suffered as they progressed up the east coast from Melbourne. He proceeded to educate them:

Beneath the ears are a pair of delicate ducts, which serve as spirit levels and enable us to walk upright. If our equilibrium is continually upset these ducts cannot keep pace with the disturbance, and they become deranged. They transmit their trouble to the brain, and soon the whole nervous system is upset.

The skipper's evident delight on arrival at the subtropical island of Lord Howe offered a little insight into his lifelong mission [in sail training]. He wrote that he had dreamed of a lagoon environment like this since boyhood when he absorbed the stories of the Scottish novelist Robert (R.M.) Ballantyne. These works of so-called juvenile fiction included, most famously, *The Coral island* (1857). In that novel, three plucky British boys survive shipwreck on a Polynesian island, learning wisdom through a series of adventures with warring Pacific islanders, pirates and Christian missionaries. The story exerted considerable effect on generations of Anglophile youth imbued with the spirit of Empire. Robert Louis Stevenson took inspiration from it to write one of his best-known adventure novels, *Treasure Island* (1883).



Spuddo (wearing the pith helmet) as the boys never knew him – Suva, 1927

Now, Giles could wriggle his toes in the sand of a Lord Howe beach, 'along which, in the sunlight, the shallow water shows a kind of pearly opalescence that cannot be described.'

By August in Samoa, as the trade wind blew gently and Giles enjoyed a performance of traditional Samoan song and dance, he 'looked through the coconuts over the calm lagoon along the broad track of silvery water in the light of the rising moon'. This atmosphere of romance would live long in his memory, he told his readers, in the fifth of his newspaper articles.

Another member of the crew, John Hartle, provided his own account for *The Sydney Morning Herald*. He told of their visit to Suva, refitting *Utiekah III*, sight-seeing and 'making ourselves as agreeable as possible to the ladies'. Then they began a four-week tour of the Fiji islands accompanied by a seaman called Harry with 40 years' experience as a captain

and pilot. Harry's good reputation was borne out to the letter, wrote Hartle, 'on the rare occasions he was permitted to exercise his functions'. Aboard *Utiekah III*, there was perhaps deck enough for only one skipper.

Robert Ballantyne offered something beyond romance to I. Elliott Giles. Ballantyne wrote in *The Gorilla Hunters* (1861) that boys should be 'inured from childhood to trifling risks and slight dangers of every possible description'. They should tumble into ponds, off trees and practice 'leaping off heights into deep water'. According to Ballantyne, boys needed to experience all of these things in order to prepare them to grapple coolly and cautiously with the 'risks and dangers incident to man's [sic] career'.

-----

Three decades later, at anchorages in the D'Entrecasteaux Channel or along the Huon River, 'Spuddo' or 'Skipper' Giles would still speak of his Pacific cruise to his school-age sail trainees recruited from Melbourne Grammar, The Hutchins School, Tasmanian scout troops and elsewhere.

More information about the book – *In the South: Tales of Sail and Yearning* – is available via the author's web site ([www.heriotmedia.com](http://www.heriotmedia.com)). It is available in paperback and ebook editions.



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There are those who never let a fish on their boat, but most of us have at least tried to catch a flathead off the stern. I only started fishing six years ago and this is how I do it. I just asked the experts. You'll find as many ways of catching fish as there are fishers. But first of all, a warning. This article contains details of procedures which may upset some some readers.

Here's what I found.

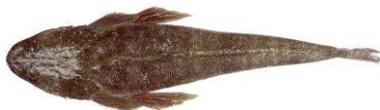
- Advice which costs nothing sometimes is worth just that, but sometimes is invaluable.
- Catching fish requires some effort, but I can get a feed with very little sometimes.
- Catching fish can be relaxing and more fun than fixing that broken gizmo on the boat.
- Catching fish is mental exercise, too, and it helps to think like a fish.
- Catching fish does not necessarily make the boat messy or smelly, just sometimes.
- Except in reserves, there are fish to be caught everywhere around Tasmania.
- Fishing rods are hard to stow on a yacht, and gear tries to corrode into uselessness before I can use it.

A few years ago Adult Education classes were reasonably priced, so off I went. I found a good fishing shop, where you feel comfortable and where they give you lots of advice that doesn't include how wonderful they are and how many big fish they catch. Knowing how much experience I had and what I wanted to do they got me going with the gear and the right technique. They even tell you where the fish are. My favourite is in Harrington Street.

I found that counting the fish before catching them is a good idea so I try, sometimes successfully, to prepare beforehand to deal with the fish. Even a small flathead can make a big mess in cockpit. Couta and squid are amazing. A bucket to drop the fish in is a start, a big plastic bin is much easier to drop them in. A piece of thick plywood in the bottom to kill them on lets me deal with them humanely and quickly. The best way to kill a fish is with a knife through its brain, from above and between and just behind its eyes. Instant. For fish where this is not easy I clobber them in the same spot with something heavy, like a hammer. I think that leaving a fish to suffocate in air is cruel.

## Flathead

These fish are the easiest to catch and the best eating in the sea. Tasmanian waters are full of them, but in winter I've found them to be very thin and tough. The minimum legal size is 30 cm overall length and in many places all the fish I catch are 29 cm long. I prefer my flathead a few centimetres over the limit, so back the little ones go. On the east coast, such as Mercury Passage, the flathead are bigger, for there are several species, but in the Channel, 35 cm seems to be a good fish. They live on the bottom and eat anything, so I never catch them in popular anchorages.



I started with a handline with a medium hook and sinker baiting it with anything meatlike. Fish or meat scraps both work, so do pipis gathered from the rocks and only a couple are needed, for once I have a fish I have more bait. I'd just drop it to the bottom and wait for the tug. When I feel the tug, I pull up to set the hook in the fish's mouth. I found out the hard way that just leaving the line unattended may have the fish swallow the hook, requiring major surgery to get it out, which may prove fatal to an undersized fish. Now if I catch an undersized fish which has swallowed the hook, I just cut the line at its mouth and release the fish. I think I might get the hook back in six months. We have had a piece of a soft plastic lure, which I had washed off the boat by mistake, come back inside a flathead.



*Paternoster rig*

Later I discovered that the standard flathead rig (the hooks and sinker on the end of the line) is a paternoster. This has a sinker at the end and a hook on each of two short pieces of line sticking out to the side about 60 to 100 cm above the sinker. You can buy them or make them. It's amazing how often there are two fish, and the bigger one is on the top hook.

Of course, a rod and reel made life easier. I used the same rigs and bait as with a handline and feeling the nibbles is easier. Better, I can just put the rod in a rodholder, and let its jerking down tell you a fish is there. But there was more than that. Soft plastics. These wonderful inventions do away with bait and can even be more effective. No more messy hands.

The fish shops have dozens of different types and I started with what they said is best. As for colour, I think green is best, so I start with that, but I keep red, pink or yellow ones to hand to try if green is not working. I don't get them too small, about 8 cm is best for size flathead, and I like a bit of weight to get them to the bottom. Now, there is a technique to fishing with soft plastics.

At anchor or drifting at less than half a knot, I cast and retrieve. The trick is to make the lure look like an injured baitfish. It should swim up from the bottom then sink back down again as it come back to boat. I do that by raising the rod up and down, not quite gently,

to raise the lure from the bottom then winding slowly to let it swim back down again. The best way to get it right was to practise in clear water about one to two metres deep so I could see it working. Flathead will usually grab the lure as it is dropping back to the bottom. They give a strong tug and again I pull back to set the hook in its mouth. But I keep good tension on the line all the time. If it goes slack during the wind in, it's amazing how often the fish spits the hook. Of course, if you use hooks without barbs to reduce injury to the fish, this is even more important.

My favourite way is to drift at about half a knot, trawling the plastic along the bottom, raising and lowering it to get the injured baitfish motion. The best bottom is mud, about 8 to 14 metres deep. Usually the flathead are in patches. A GPS is good to get back to that good one. Drifting faster than a knot doesn't seem to work; the lure will lift off the bottom. If the water is flat I can feel the lure bouncing on the bottom with a finger on the line, but waves mimic the sensation so it's not reliable. It's given me many good stories of the one that got away, though.

I use my inflatable dinghy to fish from. It has plenty of patches, of course. Flathead have nasty spines, so you need somewhere to drop them. Fortunately they often spit the hook once they are landed, but if they don't an unhooker is useful. Again, you can buy or make one. If I lose the one I have I might make the next one. If the fish are close to the size limit, I drop them in a bucket of water until I measure them. I often do this if I need a few fish since I can't be bothered cleaning just one fish and it's not much of a meal.

The best thing I learnt about flathead was how to fillet them without bones. There may be a Youtube demonstration on this. Describing it in words is difficult but I'll try. After killing the fish with a knife through the brain I turn it on its side. I then cut down just behind fin towards the skull to the backbone. Then I turn the knife and fillet it along the backbone almost all the way. I just cut through the ribs with the filleting knife. I leave the fillet attached at the tail with a piece about 5 mm wide, and flip the fillet over so the skin is down. Then, with the knife vertical I push it through the attaching piece without severing the skin. I start pushing the fillet off the skin with the side of the knife for about 3 cm, using the fish body to hold it. Once it is started I pull the fillet off the skin carefully by hand. It comes away in a Y shaped fillet leaving a piece of flesh full of the rib bones attached to the skin. I have been desperate enough to bone that piece but usually it becomes bait or goes back to sea. Then I turn the fish over and repeat the process on the other side, getting two clean fillets per fish. I clean any remaining guts off the fillets at this stage with a quick wash in sea water. You may need to see it done to really learn it, I did.

### **Other Species**

Sorry, the editor won't give me more space this edition! In a later article I'll try to write about squid, Atlantic salmon and a few fish I know little about.

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## THE PARTRIDGE ISLAND CHRONICLES

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### PART IV – A GRANT IS FINALLY ISSUED 1895 - 1937 Erika Shankley

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Partridge Island had been in the hands of the Cleburne family since 1849. Although the family no longer lived there, leaseholders farmed the island, including Walker & Co., Lewis Beltz and the Roberts family<sup>1</sup>.

A report in *The Mercury* in 1885 mentioned the death of an unnamed infant on the island. However, the family apparently had some association with Southport, so the child was buried on Pelican Island.<sup>2</sup>

Then in September the following year David Thomas Roberts and his 11-year old son, Edwin, set off from Partridge Island in a whale-boat, heading for Eggs and Bacon Bay, where Mr Roberts had recently taken up a selection of land. Unfortunately, the boat capsized in a squall near Huon Point. Captain Phillips of the S.S. *Minx* saw the accident and went to give assistance but unfortunately, Mr Roberts had been thrown overboard and drowned.<sup>3</sup> The family, however, continued to live on the island.

Arthur Turner was leasing the Partridge when, in 1895, William Crosby, acting on behalf of Richard Cleburne's estate, once more applied for the Grant of Partridge Island to be recognised.

William Crosby, a merchant and politician born near Sunderland in England, was the eldest son of shipowner, Captain William Crosby. The family settled in Tasmania in 1853, and in December of that year William Crosby, senior, founded William Crosby & Co, importers, exporters and shipping agents in Salamanca Place. In 1857, William Crosby junior became a partner in the business, opening a branch in Melbourne. He returned to Hobart in 1877, taking over after his father's retirement. The company's office and stores in Hobart were then relocated to Cleburne House in Murray Street.

On 25 July 1895 the Crown Lands Office advertised a number of islands for rental by public auction. One of these was Partridge Island, about 250 acres, with a reserved rental of £20. <sup>4</sup> This came to the notice of William Crosby. Solicitors, Roberts & Allport, immediately wrote to the Commissioner of Crown Lands, querying the legality of

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<sup>1</sup> Richard Pybus, South Bruny Island Tasmania

<sup>2</sup> *The Mercury*, 22 August 1885

<sup>3</sup> *The Examiner*, 8 September 1886

<sup>4</sup> Crown Lands Office, 25 July 1895; *Government Gazette*, 30 July 1895

advertising for rent, that which “is not crown land at all.”<sup>5</sup> A second letter the next day says that “We feel sure that a fuller enquiry ... would have satisfied you that the Hon. William Crosby is the legal owner of Partridge Island [as Trustee of the Cleburne estate] in the fullest sense of those words.”<sup>6</sup>

This sparked a series of memos between the Crown Lands Office and the Crown Law Office. Partridge Island had, according to officers of both departments, always been considered Crown Land. However, it had to be admitted that representatives of the Cleburne family had lived there for many years. Official records also seem to indicate that the island was private property. In 1864, Richard Cleburne was entered on the Valuation Roll as the owner of Partridge Island and in the Assessment Book of 1889 the Trustees of Cleburne’s estate appeared as the owners of the island who had, for a number of years, been paying Real Estate duty and other taxes. It seemed to be a case of the right hand not knowing what the left hand was doing!

As an initial step towards the Crown obtaining possession, Arthur Turner, the current occupant of the island, was requested to take out a licence to occupy, at a cost of £1. However, Mr Turner said he already had a seven-year lease with the Trustees of the Cleburne estate.<sup>7</sup>

After much research and deliberation, a report by the Law Department dated 9 October clearly stated that “After going through the case ... I came to the conclusion that the Crown has no claim, either legal or moral, to the Island ...”<sup>8</sup>

The writer points out that the Crown had stood by and allowed money to be spent on the Island without asserting any claim and it also appeared that for the last 15 years the Crown had levied and received taxes in respect of the island! In fact, in 1895, Partridge Island had been listed in the property valuations with an annual rateable value of £50.

Finally, as a result of a hearing, a Grant for Partridge Island was finally issued on 13 August 1896.<sup>9</sup> The matter of the ownership of the island had been settled!

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<sup>5</sup> TAHO, Roberts Allport, Stone Buildings, 29 July, 1895

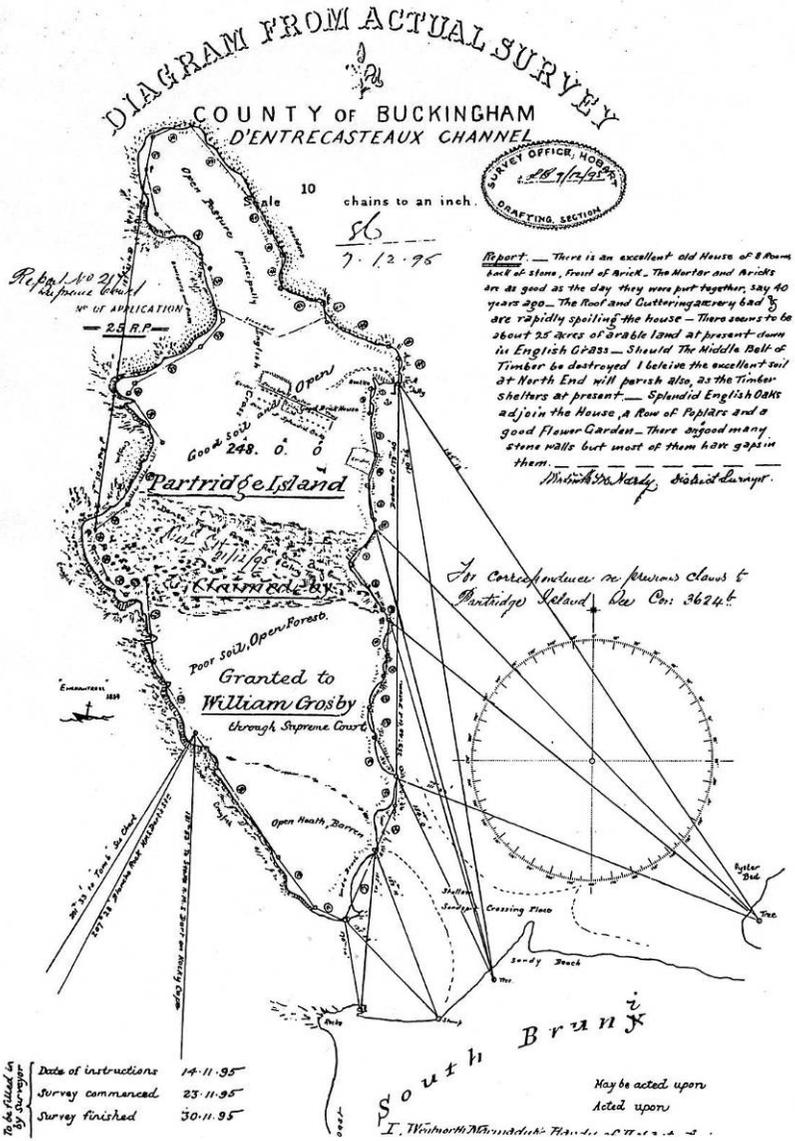
<sup>6</sup> TAHO, Roberts Allport, Stone Buildings, 30 July, 1895

<sup>7</sup> TAHO 3624b/258

<sup>8</sup> TAHO 3624b/258

<sup>9</sup> LSD Bk 103/page 113, AOT

A survey diagram and report dated 30 November 1895 shows that there was at that time "an excellent old house of 8 rooms back of stone, front of brick – the mortar and bricks are as good as the day they were put together, say 40 years ago."



However, the report goes on “*The roof and guttering are very bad ...*” Described also are the “*splendid English Oaks*” ... and “*a good many stone walls ...*” which still exist today. The northern part of the island is labelled “*Good soil and Open*” while the remaining area is said to be “*poor soil, open forest and open heath, barren ...*” A jetty and boat house were located in a sheltered bay on the north-eastern side not far from the house.<sup>10</sup>



*Oak trees mentioned in 1895 plan*



*Bricks are all that remain of the original house*

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<sup>10</sup> TAHO, *Diagram from Actual Survey*, 30 November 1895



*Rock wall on Partridge Island plan of 1895<sup>1</sup>*

In November, solicitors, Roberts & Allport, advertised Partridge Island on behalf of the Cleburne estate “To Let”, this time “by Tender for three years.” .... “the highest or any tender not necessarily accepted.”<sup>11</sup> The lease was taken up in 1896 by Arthur Davis, from Daniels Bay on Bruny Island, for grazing. <sup>12</sup>

In 1903 Louis Rapp, a settler of German origin, took over the lease.<sup>13</sup> One report suggests that they built another house on the island and a good jetty. Ten years later, in

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<sup>11</sup> The Mercury, 19 November 1895

<sup>12</sup> Richard Pybus, South Bruny Island Tasmania

<sup>13</sup> Richard Pybus, South Bruny Island Tasmania

1913, they left Partridge to settle on Hope Island in Port Esperance where the family provided supplies to passing ships.<sup>14</sup>

Arthur Blyth was the next lessee<sup>15</sup> followed on 18 November 1917, by A.E. Lowe of Lunawanna. A couple of weeks later a paragraph appeared in the newspaper reporting the establishment of a kelp industry at Partridge Island with a capital of £10,000. Whether this was instigated by Lowe is not known as no more was heard of the venture.<sup>16 17</sup>

In the 1920's Charles Stanley leased the island. Together with his wife, Ella, they "*worked wonders on this little island. At present they are sending about 60lbs butter and estimates six tons Swedes and six acres of green stuffs – having a pretty good season.*"<sup>18</sup> Clyde Clayton had pleasant memories of living on the island with his Auntie Ella and her family, saying that the pears were the best he had tasted.<sup>19</sup>

Unfortunately tragedy struck the family in 1928 when their eldest son, Vivian Charles, aged only 23, accidentally shot himself while hunting rabbits on the island and died before help could arrive.<sup>20</sup>

A dearth of information about Partridge Island after 1929 would suggest that it was unoccupied until, after being in the family for nearly 90 years, Richard Cleburne's descendants advertised the island for sale in 1935.

### Part 5 ... End of an Era

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<sup>14</sup> Bruny Island History Room

<sup>15</sup> LSD 171/1; Application 1313R/11; Application 2478R/11

<sup>16</sup> LSD 181/1 page 127 - Application 3221R/11

<sup>17</sup> North West Advocate & Emu Bay Times, 4 December 1917

<sup>18</sup> Janet Fenton, Win & Clyde, side by side, 2010; People of Esperance: newspaper reports & photographs / collected by Dorothy Baker

<sup>19</sup> Janet Fenton, Win & Clyde, side by side, 2010; People of Esperance: newspaper reports & photographs / collected by Dorothy Baker

<sup>20</sup> The Mercury, 31 October 1928

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## Surviving a Bushfire at Sea (or When Things Don't go to Plan)

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After the October Norfolk Bay cruise and familiarisation trip through the Denison Canal, we'd been looking forward to our first sail through the canal to Schouten Island. With Christmas celebrations over and *Chaika* provisioned for 10 days, we looked for a good weather window. The BOM site showed what looked to be a long lasting high with light winds in the Dunalley area around the 2<sup>nd</sup> or 3<sup>rd</sup> of January so, after checking tide times, we set off for Murdunna on the 2<sup>nd</sup>, expecting to go through the canal the following morning. After a good sail across Frederick Henry Bay, we had a pleasant night in Murdunna, although we couldn't pick up any internet to check the weather.

Thursday, 3<sup>rd</sup> Jan., we set off, only to find strong westerly winds in Norfolk Bay. Being cautious in nature, we decided to postpone the trip through the canal until the next day. After puttering around Norfolk Bay with stops at Lime and Monk Bays, we spent a quiet night tucked into the western corner of Sommers Bay. On the way there we saw smoke in the distance to the north.

Friday, 4<sup>th</sup> Jan., we checked the forecast and saw it was to be very hot with northerlies and decided that Murdunna would be more sheltered so we motored back around into King George Sound. By midafternoon we noticed the smoke getting much closer and local ABC radio was sending out warnings for Dunalley. The wind started to pick up (WNW) and ash started falling all around us. By 3pm, the wind was quite strong at over 20 knots funnelling up the sound, the smoke denser and closer and we noticed we were dragging our anchor, probably in a soft mud patch. With ash falling on *Chaika*, long charred strips of bark falling in the water around us, a dead bird with singed wings floating past and then seeing the first spot fire on shore, we were faced with a decision whether to stay or leave. With the twin risks of embers hitting the boat and dragging we decided to leave, but where to go? Winds were now northerly 25-30 knots gusting over 30 knots, so going across Norfolk Bay was not attractive. The fire front appeared to be heading between S and SSE. We decided to head back to Sommers Bay which is southwest of Murdunna.



Fire approaching Murdunna



*Escaping Muddunna and the firefront*

After a wild ride back to Sommers Bay we dug our anchor into a good sandy patch, put out 50m of chain, and prepared ourselves to stay and defend *Chaika*. We put a couple of buckets with water and rags out in case of embers. As evening came on, we could see the local residents evacuating to the waterfront. Cars and utes with dinghies on trailers lined one side of the shore and a few people with sit-upon kayaks waded out from the beach. One kayak had a toddler inside with three adults standing beside it in the water with survival back packs – they stood in the one spot in thigh deep water for over two hours. As the smoke grew thicker a water bombing helicopter flew over several times to fill up from a nearby dam. We could see that the fire was moving quickly southward to the east of us and just around dusk the top of the ridge to the east started flaring up, with flames rising high into the sky. The heat and the roar of the fire, even though it was on the other side of the ridge, was frightful. We sat in the cockpit, drinking lots of water and waiting to see whether the fire would come down the hill towards the bay. We were ready to take people on board if they requested or it became necessary.

Around 11pm it seemed to be easing and moving further south. Alex went below to get some sleep while Jackie kept watch. Occasional gusts would whip up the flames or a tree falling would cause a shower of sparks and embers over the hill, but the flames came no closer.

At 12:50am the wind suddenly shifted to the south and within 15 minutes the temperature



*Water-bombing helicopter*

dropped by 10 degrees and a strong fetch started to roll into the bay. Sommers Bay is sheltered from the north but not the south. *Chaika* began to pitch and swing wildly. Alex quickly came up to review the situation. Having previously marked where we dropped the anchor and our maximum swing as waypoints on the chart plotter he was able to see that we were now dragging toward the shore - nearly 30 knot winds and pitching in the breaking waves was jerking the chain. Re-anchoring or moving to another bay seemed unwise at that point so he started the motor and began driving slowly upwind to take the strain off the chain. He maintained this from 1 am till nearly 5 am. Eventually, when the winds eased, Alex worked out how to “hove to at anchor” in a more stable position - the rudder hard over to turn away from the wind, the anchor chain pulling into the wind and the wind blowing the bow away from the wind - this probably wouldn't have worked in the stronger winds. The anchor dragged about 15 metres towards shore over about 4 hours overnight.

By 5am on Saturday, 5<sup>th</sup> Jan., the winds had eased to 15 knots and it was getting light, so we decided it was time to head home. We could see fires still smouldering over the hill, but it looked like Sommers Bay itself would be spared. We were very fortunate in that our lives were never at risk although we felt sorrow and distress for the folks we'd seen who still didn't know whether their homes were spared.

After that long night and five hours of a choppy crossing we tucked ourselves into the Duck Pond for some much needed sleep. Another quiet day and night in the Channel convinced us that, despite the dramatic events of the 4<sup>th</sup> of January, overall it was a good trip that we'll remember for a long while.

Jackie Zanetti & Alex Papij  
*Chaika*



*Smoke hazy morning, the Duck Pond*

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**Improving Internet Access****Andrew Boon**

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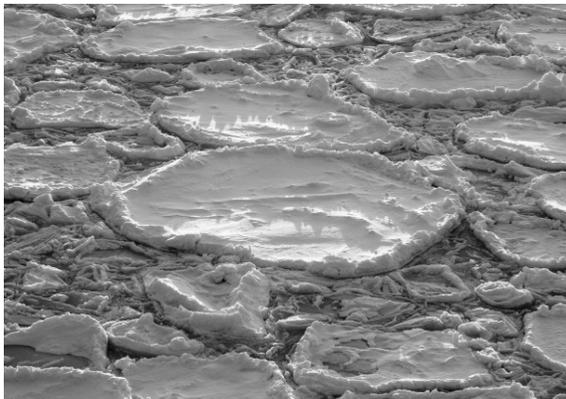
Some time ago in the Albatross I mentioned a way of improving internet access when you are anchored in an area of marginal coverage by elevating your iPhone or 3/4G dongle. I had to do this the other day in Emerald Bay. I had actually left my phone in our car at the marina, so I used Judy's phone. I put it in a dry bag and hoisted it up the boom topping lift, using the spinnaker halyard and the main sheet as a downhaul. With the iPhone Personal HotSpot On and Bluetooth enabled, I was able to access the internet via Bluetooth as if I was up the mast with my laptop. You should be able to use the same technique with any smart phone or dongle which has Bluetooth or which can act as a WiFi access point (iPhone 4 or 5). If your internet access is via a USB dongle, the best you can do is get a 5 m USB extension cord (the longest allowable under the Standard) and haul the dongle up 5 m into the air.

If the phone or dongle has an external antenna socket, get a small whip antenna and connect it to the dongle - this will need a bigger dry bag.

Make sure the phone is well charged before hoisting it up as it will use more battery power in low signal areas.



It is 03:30, half an hour before change of watch and the sun is low in the south east, glaring painfully directly into the bridge. Here at 62° south the icebergs are frequent, radar looks like a polka dot quilt, there is almost continuous pancake ice and nasty growlers (car sized chunks of low floating ice) are on the surface, with a 2m port beam swell from a gale to the northeast rolling her 25 degrees. No one has had quality sleep for 2 days, eyes are gritty and it's a challenge to keep awake with vague nausea, so inky black coffee with Tim Tams are all the go. A glucose and caffeine fix. Smokers have to rug up and brave the bridge deck.



*Pancake ice*

Welcome to the trials of polar navigation. High latitudes bring a range of challenges; varying ice conditions, visibility grossly reduced by snow and high winds, the ship's course dictated by the direction of ice leads, and where the open water/thinner ice prevails, all the time keeping south for our goal 64 deg and east of Casey station.

Heavy ice is broken by the ocean swells coming from the northern sector. The swells will fracture the ice sheet along lines parallel to the swell, so floes will be rectangles in a rough grid pattern. The ship makes entry and exit obliquely chasing down the leads until either fast (solid) ice is encountered going south or open water, when making north.

Backing and ramming gets the ship through the thicker floes, or between them, and into the fast ice for research purposes, or closer to shore stations for safe resupply on ice thick enough to support over ice vehicles. She can crack a floe, and provided that there is space between floes for it to move aside, create a passage for the ship to move ahead to another lead. It may take several rams to smash through the floe.

Ramming with the angled bow rides the ship up onto the ice, and her weight will crack the floe beneath, advancing up to half a ship length, dependant on ice thickness. Ramming is done a maximum speed of 6 knots to avoid hull damage and lessen the likelihood of getting stuck. Small amounts of helm are applied as she commences the ram, so she slews slightly, creating a small space alongside. The rudder must be kept free of ice clumps, so it is always amidships when going astern (some icebreakers have an ice-knife behind the

rudder), and no more than 10 deg, when going forwards. Consequently steering in ice is fairly approximate!

This activity can only be done in good visibility, where the geometry of floes can be seen,. At night, when stationary, the propeller spins slowly forward, to keep ice clear from the stern, otherwise there will be no progress with the dawn, as no room to back up!

An awkward problem is getting encased in thick ice, with no room to manoeuvre, this can happen when the northerly winds blow the ice southward, in behind the vessel, closing the pack (as happened with *Aurora Australis* in November 2012). And also when navigating too close an iceberg, as both windward and leeward are congestion zones for ice with dangerous pressures from these million ton plus ice masses, 90% below the water. Ships have been crushed, as when Shackleton's *Endurance* was beset.

Freedom comes from either waiting (till the ice blows out, melts, or fractures) or if more urgent, creating a small pond around the ship, then progressing the pond across the floe by butting the ice ahead, then using the prop to propel that ice aft, doing it all again, about 100 times at 5 mins each to gain ship-length, about 200m/day, hugely expensive on fuel and wearing on crew. That's how AA became free this year (2012) after 2½ days and 600meters gained by belting the ice.



*Aurora Australis* in the ice

Outside the pack and floes is the Medium Ice Zone, where we are limited to 8 kts, for safety. Here we find massive floating 'bergs, house sized 'berg remnants, and growlers that can damage or hole a ship. A careful watch and night-time searchlights are used to avoid them.

Its here that the plankton flourish, nourished by the algae that grow within the ice, using sunlight and co2 from the atmosphere, almost 24 hour daylight, and frequent tiny ice channels formed by the salt excluded from freezing water. This makes for a rich compost, providing the whales with their plankton diet. Whales are found in abundance at the ice edge, as the whalers of yore knew.

Soon we are in open water, riding eastwards (050 degrees) for Hobart, with the westerly swells pushing us along at 16 knots, accompanied by Albatrosses, Petrels, Fulmars and the occasional Skua. We soon cross the convergence at 56 degrees S, with its dense fog

banks, created by warmer (7°C) seas meeting cold (<0°C) air, and then it's 3 days to landfall at Pedra Branca, where the smell of Eucalyptus excites (one of the joys of returning from an Antarctic year), then the South Bruny light and the Friars at dawn. On to the Derwent, passing the John Garrow, then Macquarie wharf, the bizzare customs action (asking where have we been!) and home at last.

For more info, go to <http://www.acecrc.org.au/Research/SIPEX%202012> where you can read the blog of our on board Journo Wendy Pyper, and see the video from Chief scientist, Klaus Meiners.

## Members News

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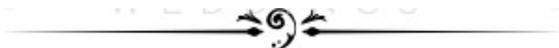
*Yarrakai*, with Kim and Kerry on board, cruised for 12 days over Xmas/New Year up the East Coast of Tassie. At Marion Bay, on the 23rd of December, there was an early Christmas party happening for sea mammals. Humpback whales, dolphins and seals were feeding and playing on mass. While many dolphins played at our bow, it was a thrill to see a Humpback break away from a pod of 5 and come to investigate our vessel. It was an awesome experience to get up so close and personal with these magnificent creatures of the deep.



*Kim and some friendly Humpbacks*



We were saddened to hear of the death on 11 January of Norma Pecats, a former member. Bruno & Norma Pecats joined the CYCT in April 1985 & cruised regularly in their *Tempress, Semele*, over the next 15 or so years. Bruno passed away some years ago. Our thoughts are with their friends and family.



## GOING ABOUT

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

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### When do I check into Coast Radio Hobart?

It would appear some confusion exists as to when to log in or out with Coast Radio Hobart. It has always been the practice to call in when you depart and log out when you arrive or close down. It is not, and never has been, necessary to wait until sked times, but you can if you wish. The question is sometimes asked "What if I forget to log out, what does CRH do?" We do nothing - **UNLESS** we are concerned for your safety. If we were concerned, we would call you by radio and if no reply we try your mobile and / or home. If we are still concerned we would ring the police and let them decide what should be done. This practice has worked flawlessly for 37 years.

Unlike some mainland networks where you can't move an inch or be a minute late without telling them, we offer the boat owner the freedom to choose when, or even if, he calls in, we are, after all, simply a communications facility not a search and rescue authority. **However if you do log on please remember to log off.** If you do forget then give us a ring and advise us that you are home safely and all ok.

Barry McCann  
Coast Radio Hobart

### New Public Berthing in Sullivans Cove

*We've had the following report from Julie and Ian Macdonald of Westerly about the new public berths:*

Last Sunday was one of those delightful early summer days when you felt you really should be on the river, so we took the opportunity to motor across from the BYC to Sullivans Cove, our main aim being to check out the new short term berths. By late morning there were already three or four boats in there and the crew of one of them was kind enough to take our mooring lines and help ease us into the berth.

We felt all eyes on us as we backed in so were pleased to get in first try.

After checking the lines we wandered up the ramp to one of the dock-side restaurants to enjoy a delicious, relaxed lunch and glass of fine Tasmanian wine. We noticed crews of some of the other boats doing the same thing on board. (Much cheaper!!).

We were entertained by various yachts and motor boats coming and going, some of them obviously just checking out the new arrangements.



*Westerly in one of the public berths*

Signage will be installed in the coming weeks identifying the berths and their recommended vessel size. This diagram is on the MAST website. The berths are bound to be popular in the summer and the 3 hour time limit will probably need to be enforced, but for now they are meter-free.

## **Melaleuca Working Bee**

The Friends of Melaleuca Wildcare group will be holding a working bee at Melaleuca 16 - 23 March 2013. Any CYCT members who will be in the area might want to consider taking part. Participants should be WildCare members (National Parks volunteers) and sign up for the Friends of Melaleuca through the WildCare web site. <http://www.wildcaretas.org.au/> (This is for insurance purposes.)

The good thing about yachties taking part is that they organise their own transport! Taking part in the working bee is rewarding. Apart from obvious improvements to the local area and infrastructure, you always learn something new about the area, its history and its personalities.

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**Recipe – Any Fish / No Fish Chowder**

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Makes 4-6 servings

½ chopped onion  
1 tbsp butter/margarine  
1 420g can corn with liquid  
6 medium potatoes, peeled and cut into bite sized pieces  
1 bay leaf  
1 cup milk or cream  
250g raw fish or seafood, cut into bite sized pieces  
salt & pepper to taste  
water



In a soup pot, **melt** butter and sauté onions till soft. **Add** potatoes, the liquid only from the canned corn and enough water to cover. **Add** bay leaf, salt & pepper. **Simmer** until potatoes are nearly done. If you plan to add fish, **add** it now. **Cook** for another 5-10 minutes (don't overcook the fish). **Add** the can of corn. Add the milk or cream and **heat through** again, but do not boil.

Serve with crackers.

This recipe is from Marcie Lynn, on *Nine of Cups* (a liveaboard world cruiser, currently in Tasmania)

“This recipe works wells because it's very versatile. When we're in the mood for chowder, we don't always have fish aboard. David throws out a line and I make corn chowder. If he catches a fish, we have fish/corn chowder and if he doesn't ... well we have chowder anyway. It's tasty and easy.” Also good with mussels.

Marcie also sends her thanks to the many CYCT members who replied to her request for help finding a mooring around Boxing Day. You can check out Marcie and David's blog at <http://www.justalittlefurther.com/> and *Nine of Cups* website at <http://www.nineofcups.com/>

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**General Meeting held at the Derwent Sailing Squadron  
on 4 December 2012**

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MINUTES

1. **Opening**  
This evening's event was the Christmas BBQ. Commodore Chris Palmer opened the formal part of the meeting at 6:45 pm
2. **Attendance**  
There were over 60 people present; one guest was introduced, and there were five apologies.
3. **Minutes of the previous meeting.**  
Were in the December Albatross. These were confirmed, and signed by the Commodore.
4. **Introduction of new members and presentation of burgee**  
David Jones, "Absolute Waterfront", was presented with his burgee by the Commodore.
5. **Reports by Flag Officers.**  
The **Commodore's**, **Vice-Commodore's** and **Rear Commodore's** reports are in recent Albatross. The Commodore thanked all those who contributed to organizing this function, especially Kim Brewer and the DSS team, and wished everyone a Merry Christmas and good cruising over the summer.
6. **Close**  
The formal meeting closed at 6:49 pm and adjourned for a barbecue, drinks and convivial conversation.



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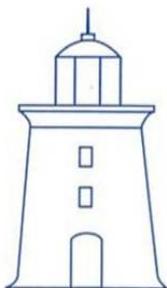
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