

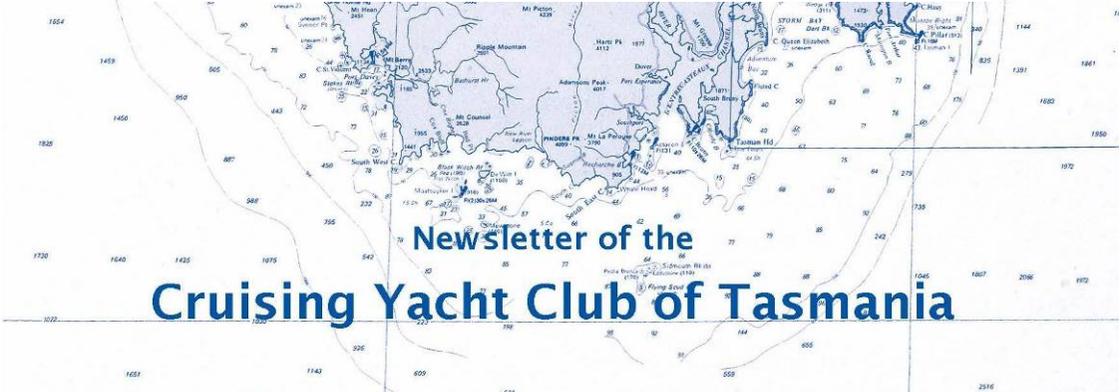
Albatross

Volume 39 No 6 July 2013



Spindrift crew heading for shore

photo by J. Macdonald



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	
<u>JULY</u>	
Tues 2 nd	General Meeting @ DSS at 8pm Speaker: Margie Beasley & Chris Wilkie, "Sailing Japan"
Wed 3 rd	Committee meeting @ Mariner's Cottage 7:30pm
Sun 14 th	Winter BBQ @ Waterworks Reserve
Tues 16 th	Women on Boats @ DSS 5:30pm
Wed 23 rd	Winter Forum Series @ Mariner's Cottage 7:30pm Speaker: Pat Synge: "The Holes in your Hull"
<u>AUGUST</u>	
Sat 3 rd	CYCT Annual Dinner @ Theatre Royal Hotel
Tues 6 th	General Meeting @ DSS at 8pm Speaker: TBA
Wed 7 th	Committee meeting @ Mariner's Cottage 7:30pm
Tues 13 th	Women on Boats @ DSS 5:30pm Topic: Chartplotters demonstration

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



Winter in Hobart is turning into a whirlwind of festivals – I never thought there would be something that could pull people away from their wood fires and out into the cold and wet at this time of year, but I have to admit that Dark MOFO is a game-changer. As I walked around “Spectra”, the incredible light installation (and temporary navigation aid) on the Cenotaph, I was reminded of the reassuring beacon of a lighthouse. It was great to see so many families out and enjoying the festival.

Speaking of which, we have our own winter “festival” to look forward to, with the Annual Dinner coming up in August. Alex and I will be bringing *Chaika* up the river for the night in Constitution Dock. Will we see you there?

You’ll see that this month we have a large collection of photographs from the Queen’s Birthday cruise and some stunning pictures from John Greenhill’s cruise to FNQ. “Sunset over the Broadwater” (page 26) really should be seen in colour, so why not have a look at the Albatross online in all its Technicolour glory? Just go to the Members Resources section of the CYCT website and see all the current year’s Albatrosses in colour!

Jackie

Commodore’s Report

**What an active Club we have!**

Even over here in Holland, Committee emails and emails from others are a constant reminder that the CYCT is a club that is always up to something. A few weeks ago it was the Queen’s Birthday long weekend cruise to Port Huon and beyond. Once again, Lew Garnham (with I’m sure a bit of help from Rear Commodore Kim Brewer and others) organised what I believe was another exceptional weekend. This cruise is certainly becoming an important fixture in our Club calendar and the close association it brings with people and maritime related organisations in Port Huon and Franklin can only be a good thing. And while July might be a bit light on for cruises, come August we have the Annual Dinner, this time at a new venue, the Theatre Royal Hotel. Full details are to be found elsewhere in this

newsletter, but it promises to be an excellent evening with a couple of new elements, one of which is the photo competition that could win you a bottle of Nant Distillery single malt whisky.

After that, in September, comes the AGM, when yours truly relinquishes his Commodore's hat to.....whom?

Don Marshall

I was saddened to hear of the death of Don Marshall on Flinders Island recently. Don was a sometime member of CYCT and I had the pleasure of meeting him on the old marina at Kettering a few years ago. He was what you might call a bit of a character, as anyone who sailed a 23' boat the distances he did, single handed, would have to be. Sadly, there don't seem to be as many characters around these days as there used to be. The Club sends its condolences to his family, and you will find a Vale to Don a few pages in.

Here in Holland...

It is very close to the Summer solstice, and as I type this at ten o'clock on a Wednesday evening, the sun has not yet set. We are currently in Friesland, a northern province of the Netherlands and an area that is boat crazy. There is water everywhere, and where there is water there are boats. The maritime tradition of the Dutch is strong (that's a severe understatement) and it's perhaps greatest in this area. Not that many decades ago boats were about the only form of transport in Friesland as the ground was too boggy for conventional land transport. The museum here in Sneek (pronounced 'Snake') has some wonderful reminders of those times. And tough times they were. Digging peat, pulling barges, living with cold so severe that the canals froze over, it wasn't for the faint hearted. But now in the 21st century we can enjoy the benefits of that tradition as we make our way down mile after mile of well maintained waterway.

Soon we hand over 'Sirius' to John and De Deegan and make our way home via my sister in France and friends in Malaysia. We arrive back on the morning of the Annual Dinner. If we look a little dazed at that event, we hope you understand.

Cheers,

Chris Palmer

Vice Commodore's Report



It comes as no surprise that wherever human habitation occurs, if a navigable waterway is nearby, boats quickly follow. I believe Tasmania has the highest per capita rate of boat ownership in the country which in itself is hardly surprising. Someone cleverly calculated that no one in Tassie lives more than two hours from the sea. We really are a sea-faring state.

But what is surprising is the vast numbers of boats found world-wide languishing for the want of interest and use. Be they tied to berths and moorings in thousands of tiny bays or securely attached to large city marinas, perhaps perched on trailers in backyards or rafted alongside busy commercial maritime facilities, from super tankers to tiny punts, across the world there must be untold billions of them. It would be incalculable to work out the value these vessels represent and yet someone somewhere, has happily parted with the hard-earned to purchase them and to maintain them, resources that are largely unproductive and slowly deteriorating. We best not reflect on the many causes worldwide that could be resolved with such investments.

Committing large sums of money and time to pursuing boating for whatever reason is nothing new. Our earliest ancestors spent hundreds of hours carefully crafting tiny but remarkably seaworthy craft to see what was over the horizon. It has been recorded that King Henry VIII's artisans cut and shaped over 3000 massive Oak trees to build just one mighty square rigged hundred gunner. And who knows what modern navies cost? Who knows what the Tasmanian recreational fleet of boats is worth? But perhaps, in the interests of domestic harmony, we shouldn't proceed down this path any further.

Of course there are many reasons why boating and boat ownership is so important. Commercial and military vessels aside there are complex reasons why people buy recreational boats. It has to do with challenge, fun, exhilaration, travel, status, escape, hopefully relaxation and the sheer love of being waterborne. It can even define identity and it's made possible in the Western world at least, through our access to resources to build, to purchase and to trade vessels.

At CYCT there are about 140 boats on our register and approximately 250 members who have joined the Club to sail and enjoy their boats with other members or who are keen to sail with those who have berths to spare. This sailing season we have had excellent participation in the twenty or so events planned by the Club. The most recent Huon River long weekend cruise is a case in point. Of course life is busy and most of us have demands placed on us that limit the extent of our participation in all sorts of competing interests. But the participation of twenty boats let's say, with their owners and friends, still represents a small proportion of the Club's fleet.

All of us are well aware of the wonderful cruising grounds within easy reach and the relative low cost of boating in Tasmania. Mainlanders and overseas visitors are astounded at how good we have it here. So, it begs the question why aren't our cruising fleets larger, say on occasions up to 50% of our boat numbers? It's a question your Committee has attempted to answer many times and often. It's perplexing that so many boat owners would commit to so much and then apparently turn their backs on the love of their lives. It's an interesting question which puzzles boat Clubs everywhere.

I hasten to add however, that membership participation overall at CYCT is the envy of every other club member I've spoken with both here and on The Mainland. Our General Meetings attract up to a third of the membership and participation in Women on Boats, The Winter Forums, New Members Nights and wooden boats festivals often extend the resources available. We can be very proud of our Club and the activities it offers.

As the Committee prepares to elect new officers and plan our next Cruising Calendar, your thoughts and ideas on how we can serve you better are welcomed and indeed, needed. We would love to know what you think and would be especially delighted if you would work with us on Committee.

A special *thank you* goes to Lew Garnham for his outstanding effort organizing and running the Combined Clubs Huon River Cruise. Bigger and better than in previous years, this year was excellent and it's hard to see how Lew can possibly improve on his successful formula each year. But already he's drafting out some ideas for 2014. Thanks Lew, well done.

As I write I'm aware Rear Commodore Kim Brewer is accompanying a crew of ladies from the Women On Boats group on board *Westerly* (Ian and Julie Macdonald) Channel bound. By the look of it they are battling glassy seas and no wind. Who says ladies don't know how to read weather maps and plan cruises? I bet there'll be an article or two for The Albatross out of this weekend.

Alan

At sea, nothing is to be placed on the navigation table that is not for the purpose of navigation. Chocolate is a useful navigation aid.

Rear Commodore's Report



The thought that winter in Tasmania might be a quiet time to settle in for long evenings at home and to catch up on jobs has been blown away by the advent of Dark Mofo. This wonderful Festival saw thousands rug up in their thermals, polyprop and winter woollies and flock to the waterfront at night to take in the sights and enjoy the food. So while you may not be doing so much boating, there is no excuse for not getting out and about. We're adding to Hobart's winter events calendar with a variety of

gatherings and meals.

Of course some of us are still making the most of those sparkling, still days on the water. Five women from Women on Boats have returned this afternoon from a two-day jaunt, courtesy of Julie and Ian McDonald, who loaned *Westerley*. While there wasn't a great deal of wind, much was learnt about handling under sail and power. Sipping mulled wine while watching the "super moon" rise over a silky smooth sea was magical and the company was wonderful. Once again, it was amazing to learn just what our women members have done and are doing in various walks of life. More on this expedition in next month's Albatross.

General Meeting – 2nd July

A number of Club members have cruised offshore; taking their boats to foreign countries and having the extraordinary experience of living in – not visiting - a different culture. Plenty of boats cruise the South Pacific and so Fiji, Vanuatu and New Caledonia are common destinations. A few have ventured further afield and some just don't know when to stop and have kept going all the way around, taking the usual routes which tend to stick to temperate regions. The sailors who leave the well-trodden path to sail to high latitude destinations are a rarer breed. Among the Tasmanian yachts which have cruised to very remote and unusual destinations is *Storm Bay of Hobart*, sailed by Margie Beasley and Chris Wilkie.

Chris and Margie were CYCT members prior to leaving Hobart in 2004; beginning a voyage which has taken them around the Pacific Rim. Through the Pacific to Japan, north through the Aleutians to Kodiak, Alaska (where they survived a winter) then on to Vancouver, Canada. After a stint working there, the *Stormies* headed south to Mexico and this year took in the Galapagos Islands and Easter Island before reaching Chile.

Now back in Tasmania for several months, catching up with family and friends, Chris and Margie will speak at July's meeting. To avoid a very long meeting, I've asked them to talk just about their time in Japan. Come and find out what it's like to sail (and live) in Japan. I'm sure you will be surprised and captivated!

Mid-Winter BBQ at Waterworks Reserve- Sunday July 14th

Dark Mofo has demonstrated that we can positively enjoy the winter, cold weather and all, so how about a mid-winter BBQ? Join us at Site 2 at Waterworks Reserve from 11am. No need check the tides or drag on your wet weather gear. No leaky dinghies or sand in the sandwiches. Just pack a picnic basket with something to throw on the BBQ and jump in the car. Don't forget it's also Bastille Day, so maybe a little pate and a warming bottle of red? Mark Sunday July 14th in your calendar.

Annual Dinner – Saturday August 3rd

This year's Annual Dinner will be held at a new venue – the Theatre Royal Hotel in Campbell St. As usual, Tasports will make Constitution Dock available for Club boats and more details of the bridge opening time will be forthcoming. The evening will commence with gluwien and nibbles in the Hotel lobby at 6pm but no doubt there will be a gathering aboard boats at Con Dock before the short trek up Campbell St. The Theatre Royal, established in 1834, is one of Australia's oldest hotels and the halls and rooms contain a fascinating collection of weird and wonderful artifacts. Hosts, Michael and Mala Crew are keen yachties and have their *Dynamique 62 Magic Miles* berthed at Kettering.

I am delighted to announce that our guest speaker will be Rob Pennicott. Winner of numerous tourism awards and named Tasmanian of the Year in 2012, Rob has built a business based on sharing the natural wonders on southern Tasmania and has combined that with various notable conservation projects. During 2010, the Tasmanian Coast Conservation Fund, which he founded with Wildcare in 2007, achieved a major goal, eradicating feral pests from Tasman Island. The Pennicott family's philanthropic contributions have included the Follow the Yellow Brick Road campaign to raise money to eliminate polio. With two others, Rob made the first-ever outboard-driven vessel circumnavigation of Australia choosing two 17 foot inflatable dinghies, building awareness of the disease and raising more than \$275,000 for the END POLIO NOW campaign.

Most recently this inspiring Tasmanian has been named one of National Geographic's ten Travellers of the Year for 2012. We are delighted that Rob has agreed very enthusiastically to speak at our Annual Dinner and his inclusion will guarantee a memorable night.

Cost is \$50 per person. Payment by Paypal via the website www.cyct.org.au is preferred. Otherwise please pay by cheque to the Treasurer P O Box 605, Sandy Bay 7006.

Diesel Engine Workshops

A one-day diesel engine workshop specifically for women will be held at Franklin Marine on July 28th. The cost of \$75 includes a copy of Laurence Burgin's Basic Diesel Maintenance book and morning tea. A second workshop on August 11th is open to men and women.

Please contact Laurence on **6266 3768** info@franklinmarine.com.au to book one of these courses.

Tower Legs

Dave Davey

Annick and I recently visited Pisa, close to the west coast of Italy and north of Rome. And of course we visited its leaning tower.

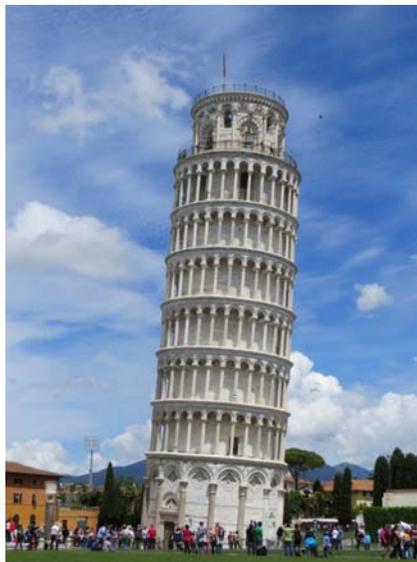
The tower leans about 4° , which does not sound like much. The lean is all about subsidence of the ground on which its foundations rest. It had reached a bit over 5° at which point engineers began to fear it could topple, and it was closed to visitors. Given the extent to which it is a tourist drawcard, something had to be done, and it was, so visitors climb again.

Ascent is by a spiral stairway which was incorporated inside the very thick walls when the tower was built. The stairway is narrow, the steps are concave with wear, and there is no view outside, so as you work your way up around the four turns, the only thing you notice is the wall leaning at you one way then the other. So your senses are challenged: slow rotation, and apparent rocking from side to side. The latter is completely an illusion, which makes it more of a challenge.

Finally at the penultimate balcony you can move about, but not on the level, for of course it slopes along with the tower. But all the pillars are perpendicular to the floor, so the sensed slope is somewhat inconsistent with the local environment. More stairs to the top floor, and the same problems.

Finally the descent, with the same oscillating orientation of the walls of the narrow stairway. Out to the normal world, but is it? One walks carefully - a typical sailor's walk. Sea legs?

No - tower legs.



CRUISING YACHT CLUB OF
TASMANIA
2013
ANNUAL DINNER

Theatre Royal Hotel
31 Campbell St. Hobart

Saturday 3rd August @ 6.00pm

GUEST SPEAKER: ROB PENNICOTT

RSVP by 26th July
rearcommodore@cyct.com.au

\$50 per person

Payment by PayPal preferred
see www.cyct.org.au/member resources
Or by cheque to the Treasurer

APPLICATIONS FOR MEMBERSHIP

Ted Cutlan and Joy Stones
PARHELION

Richard and Shona Taylor
EASTING DOWN

Jo Topp
(No boat as yet)

Noel and Ricki Barrett
SOLACE

These nominations will automatically be accepted within 14 days of the next General Meeting immediately following this issue of the Albatross, subject only to any Member lodging an objection in writing to the Secretary no later than that date.

WELCOME NEW MEMBERS

Patrick and Helen Stanton
HELENA K

Brett and Heather Doubleday
KOKOMO

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

Patrick and Helen Stanton

I sailed competitively (harbour and off-shore) for 14 years as a 'forward hand' from my early 20's, and then no sailing activities for 19 years.

Up until recently I had never owned or helmed a boat, but in 2008, a good friend talked me into getting back to sailing boats. Together we purchased a Zeston 40 motor sailer. It was a 'Pilot House' boat, not the slick racing machines that I had been accustomed to. More like an 'old man's' boat really. But that experience became my introduction to cruising which had great appeal. Then in quick succession, I moved onto a 'Jeanneau 42', followed by a 'Jeanneau 50'. All in the space of 4 years.

My current Jeanneau is set up for cruising and although I have not done a lot, it is our plan for the future.

Helen (my wife), is not a keen sailor but is happy for me to participate in sailing activities, but does partner me in the social functions.

Our purpose in joining the CYCT is to meet other people who participate in cruising and to gain more experience on boat understanding and care through CYCT seminars and meetings.



Helena K

Brett and Heather Doubleday

We are the new owners of "Kokomo", a Huon 36 motorsailer. This is a rather large step forward for us in our boating journey. In his younger days, Brett was a keen windsurfer, and also enjoyed many happy hours on a Paper Tiger catamaran. More recently, our experiences have mainly been on power boats on the Gippsland Lakes and Lake Eildon in Victoria.

Since moving to Hobart three and a half years ago, Brett has joined the Living Boat Trust at Franklin and has also successfully restored his own 70-year-old King Billy dingy in time to participate in the Tawe Nunnegah Raid from Recherche Bay to Hobart prior to this year's Wooden Boat Festival.

Having enjoyed time on the water in friends' yachts, we decided to embrace the knowledge curve that goes with stepping aboard our own boat, and look forward to enjoying more of the welcoming friendliness of the CYCT community.



Kokomo

Queen's Birthday Weekend cruise

Lew Garnham

The CYCT Combined Clubs Cruise on the Queen's Birthday weekend was the largest and most successful yet with other clubs joining, with 24 boats and some people even attending by car or caravan. People from the 'mainland' were also keen to join in.

Initial weather conditions were contrary with fickle winds of varying intensity, from light and sailable to one frontal squall of bearing hail at 40+ knots. This quickly passed and in the evening the Kermadie Marina was windless. About five boats were there on Friday night including Easting Down anchored in Hospital Bay. The remainder of the fleet arrived on a settled Saturday. Most of us were well accommodated in Shaun Langman's Marina among his historic boats but a few anchored out.

"Little helpers" Phil Bragg, Barbara Wheatman, Julie Macdonald, Kim & Tony Brewer insured that extra finishing touches were in place to the updated, up market venue. Kim had recorded music and Lew had his non medical scripts and questions written. The scene was ready for us.

About 55 attendees at the 'My Favorite Nautical Character' theme evening at the Kermadie Hotel saw characters ranging from "Lord Nelson", "Captain Bligh", "Cruise Boat Tourists", "Popeye and Olive", "Tinkerbell", to the "Owl and the Pussy Cat" and many



Cruise boat tourists

other carefully prepared characters . There was even a cryptic 'Shackleton' and a "true" admission from a plain clothed person that they were really an ancient pirate in disguise! After the pre dinner parade and introductions of the 'transformed', some fine wine prizes were awarded.

Following a good main buffet main meal each table presented their assigned "Ship Charade", briefly acting out a nautical event or a song. These ranged from "Anchors



Peter Pan charade

Aweigh", "Mutiny on the Bounty", "Kangaroo Ferry", "Tasman Bridge Disaster", "Australia 2 Victory", "Kon-Tiki", "Moby Dick" and even "Gilligans Island". A quick trivia quiz was associated with each event as was the music recognition of the beautiful "Onedin Line". 'The Popeye Song' ran out of 'spinach' as the words did not get to the 'fin-ach'!

An overcast sky made a 'warm' pleasant Sunday morning as the flotilla was led by *Osprey*, a Herreschoff yacht from The Living Boat Trust, to Franklin. Many boats continued up the spectacular Huon River with a Huonville circuit before mooring at Franklin. A little 'lead sounding' was done by two 'straying' boats. Laurence Burgin of Franklin Marine generously availed us of his facilities, the jetty, and later cider and wine tasting at his chandlery. The Wooden Boat School and Jack Woodwood's model pond yacht also brought admiration of skill at the extremes of the boat building scale. The LBT's Egg Island tours showed the unexpected tranquillity of the canal and the almost virgin landscape of the islands. Some of us were lucky to visit a creative shipwright's houseboat; the lower level was the boat building 'shed' and above was a cosy cabin home. Sea eagles were a highlight too.

Over sixty people settled in The Living Boat Trust "shed" for a magnificent three course meal featuring fresh local products. Pumpkin soup, fresh vegetables and local meat, with a local ice cream and pear desert!, The "Swamp Road" food bowl was a point of pride. Again dining in this unique ambience, with such excellent food was another never to forget experience.

A tranquil Monday morning saw most boats depart with favourable wind and tide for home.

CYCT boats participating: *Absolute Waterfront, Alida, Andromeda, Caliban, Chaika, Credence, Easting Down, Juliet, Kokomo, Minerva, Mistral, Puffin, Serida, Stormfisher, Surreal, Vailima, Venus, West Wind, Westerly*

Other boats participating: *Amity, Dovetail, Sinbad, Spirit of Freya*

Pictures by *L. Garnham, J. Macdonald and J. Zanetti*



Kermadie marina



Gilligan's Island theme song with a twist



Olive Oil & Popeye



The flotilla heads to Franklin

Easting Down, Venus and Amity steam ahead



Stormfisher in Huonville



Sharing tasting notes



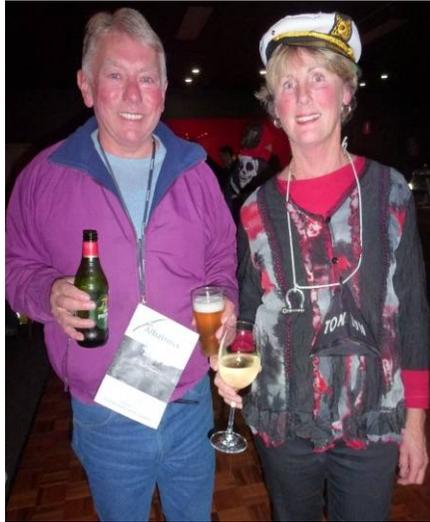
Through the canal at Egg Island



Leprena & Swiftsure 2, Mac the boatbuilder & his houseboat, The LBT dinner



MARITIME MYSTERY CHARACTERS!



Instead of a mystery object, this month we have a pair of mystery characters – these two cleverly attended the Kermandie dinner in cryptic costumes.

Who are they? (The clues are hanging around their necks!)

Answer on page 45



Frankin dawn

The PS KangarooLew Garnham

I learned the following about the *Kangaroo* while researching for the QBWE “ship charades”.

The *Kangaroo* was the first steamship built in Tasmania specifically for use as a vehicular and stock ferry. It was in service between Bellerive and Hobart from 1855 to 1926 - a 71 year service! The ferry was also known as “Twins” or “Double Guts” and was 109 tons gross and 110 ft in length.



Quoting from a newspaper of the time; “Everybody by this time must have noticed an odd-looking vessel lying off McGregor’s yard, near the battery in the Domain. It looks odd as we have said. Uncommonly broad in the middle, it tapers on deck on either end, while underneath the keel is split underneath; on the deck is a queer looking house with a model of a treadmill, and surmounted by a chimney. This is the Twin ferry boat *Kangaroo* (it was a catamaran!)”.

It goes on to explain that a Bill had to be passed for the Van Diemen’s Land Government to borrow a sum of money, £5000, for the establishment of a steam ferry between Hobart Town and Kangaroo Point (renamed Bellerive, beautiful river bank, in the 1830’s).

Sir William Denison had proposed two boats, to be double, worked by a central paddle wheel, to be able to steam at a rate of nine miles per hour. The cost was to be no more than £4000. The woodwork was to be constructed here, but the engines made in England. The quote of £9000 for the machinery for the two vessels was taken very coolly by Sir W Denison who said that if it was not possible to get two boats for the money, then one must do. Tender for £3000 by Messrs Seaward and Carpel in England for the construction of the machinery, provision of an engineer for the colony and furnishing specifications for the woodwork was accepted.

In the construction contract for the boat, Mr. Goldsmith (19th July 1853) was to provide all the labour and workmanship necessary and to finish it in eight months after receipt of keel pieces floor timbers etc, The Government was to find and supply the materials for the sum of £20 per ton, builders measurement. It was further stipulated that the payment to Goldsmith was to be made in timber at current market prices. About August 1855 the boat was ready for immediate use, but it had been afloat for 5 months already. The cost

was £894l. 2s.9d with outstanding claim of £8688.12s.8d.more making a “grand” total of £17629.15s.5d! And Sir Wm Denison estimated the original expense at £2000.”

The Colonial Secretary commented “our local functionaries, from the highest to the lowest, have proved themselves grossly incompetent to the conduct of such a trifling affair as the building of a ferry boat....the same gross incompetency to deal with the details of the question. The fact is that our money has been jobbed away, or fooled away; we think the latter.” “...the *Kangaroo* should be called the “Denison Foley”.”

The *Kangaroo* commenced Government service as a ferry in 1855, but being unfinancial, she was soon sold. It appears that she was then jointly owned by entrepreneurs Askin Morrison (Morrison St.) and John Foster till 1863 when it was given to Captain Taylor who ran the trans-Derwent ferry service.

In 1902 she was purchased by the O'May Bros, who fitted a conventional bridge and wheel. Originally fitted with steering wheels, for the latter years she was steered from aft by a tiller, commands being shouted from the top of the deckhouse as the helmsman could not see ahead past the high amidships engine house.

In 1926, she was replaced by the much larger, double ended single screw *Lurgurena* at 576 tons. On the 2nd January 1928 the *Kangaroo* sank at her moorings at the disused Bellerive railway jetty, eventually being blown up.

Other *Kangaroo* ‘incidents’ from “Shipwrecks of Tasmania” include:

- 9 November 1856, collided with the brig *Prosper*.
- 1 February 1857, collided with a boat from the schooner *Balmoral*, drowning one of its crew.
- 3 December 1866, she collided with the ferry *Garibaldi*, drowning her master and two passengers.
- 16 August 1894, under master-owner James Taylor, cut the fishing boat *Emily* (owner-master William Seymour) in two, whilst she was at anchor off Kangaroo Point, Tasmania. No loss of life.
- 16 July 1896, ran into another small boat at anchor in Kangaroo Bay with the loss of one man. The *Kangaroo*'s master was tried for manslaughter, but was acquitted.
- January 1916, collided with the steamer *Cartela*.
- January 1920, stranded at Bellerive, Tasmania.
- 19 December 1925, collided with ketch *May Queen*, through negligence of both masters.

Ilinga in FNQ (Part 2)

John Greenhill

Back to Rosslyn Harbour

On Sunday 18th November Dave, Michael and Andy left for Tasmania and Lisa, Corin and Lewan joined me for the long journey back to Rosslyn Harbour. There was a light NE wind but that deserted us before we reached Fitzroy Island for the night. The winds were generally favourable for the next two days so we had pleasant sailing with an overnight stop at the beautifully sheltered natural harbour at Mourylian. The next day we stopped for lunch and a swim at Dunk Is arriving at dusk at Cape Richards on Hinchinbrook.

On Wednesday 21st we sailed down the Hinchinbrook Channel and anchored for the night in Bluff Creek among the mangroves at the southern end of the island. Half way down the passage we stopped at Scraggy Point where the crew had a swim in a rock pool and a walk in the rainforest. They assured me that there was no risk of crocodile attack. Views of the mountains were spectacular all the way down the channel.



Anchored among the mangroves. Ilinga at Bluff Creek.



Mountains on Hinchinbrook Island from the channel

Getting out of the Hinchinbrook Channel was not easy. There was a fresh easterly right on the nose and the tide was very low and falling. Fortunately the Palm Island group kept the seas slight but the whole bay was shallow with shoal patches everywhere. The part along the first half of the 3 km long Lucinda jetty was straightforward but after that the channel was tortuous and poorly marked. Several times

the sounder got down to 2m – we go aground at 1.5! From there it was mostly motor sailing to Great Palm Is for the night and then to the Townsville Yacht Club marina after a brief stop at Magnetic Island for a swim.

At the marina I spent a day investigating some plumbing problems. The water from the pump in the bathroom had a bad smell which persisted even after repeated cleaning of the tank. The problem disappeared when I replaced the clear plastic hose from the tank to the pump. It seems some algae must have grown there and later died. This is a common problem with seawater plumbing but unusual with fresh water. Our main fresh water tank often became empty for no apparent reason. In Townsville I discovered a split in the filler hose which leaked the water into the bilges when the boat was well heeled. The automatic bilge pump quietly removed the water when we were preoccupied with sailing.

On Sunday 25 November we had 10 knot head winds so motor sailed under main only to Cape Bowling Green. This is a very large shallow bay with shelter from easterlies provided by shoal patches, sandy cays and mangroves. The next stop was at Cape Upstart 32 miles to the south but the wind was SE and freshened to 20-25 kts so we mostly motor sailed with reefed main. We had a lay day here but did not go ashore as we had to anchor a long way out to avoid the coral and the winds were squally. The winds were still on the nose next day, as we headed for Bowen, but we had to sail much of the way because, off the Abbott Point jetty about 20 miles from Bowen, the engine stopped due to a blocked fuel line. The tank was full of black sludge from algal growth. The fuel level was quite low allowing the sludge to block up the primary filter. I had previously had this problem in Hobart but thought I had fixed it by draining the tank and adding "Fuel Doctor". About 5 pm we anchored SE of Stone Island a few miles east of Bowen. I managed to get the engine running by adding 20 litres of clean fuel from a jerrycan and fitting a clean filter.

Next morning we motored into the marina at Bowen and with help from Lisa's partner Chris, spent most of the day attempting to clean the fuel. We pumped it into buckets, allowed it to settle and decanted off the clean fuel eventually returning it to the tank. It was a tedious job and only partially successful as we were to discover several weeks later when the problem recurred. Unfortunately we had no choice since there is no cleaning hatch in the tank and glassed in furniture makes removal of the tank almost impossible.

Julia joined us at Bowen and after a day of sightseeing and swimming we motor sailed to Airlie Beach – against a 15-20 knot wind too close to set a headsail for most of the way. Then it was southward again with light SE to NE winds and overnight stops at a lovely southern anchorage at Thomas Is and a rolly one on the north side of Scawfell.

Next day (Tuesday, 4 December) we had a fast sail in NE winds to White Bay, Middle Percy Is. This is a beautiful anchorage with long white sand beach, steep reddish sand dunes at the western end and a small island providing shelter from the residual SE swell. Four other yachts were sheltering from the fresh NE wind but all left early hoping to get to Pearl Bay



White Bay, Middle Percy Island

or Port Clinton before the

predicted SE change. We were a bit tardy in leaving but it made little difference since we all got caught by the change and were forced to divert to Cape Townshend. This is a large uninhabited area with 5m tides, strong currents and is part of a military reserve. Near our anchorage was a large sign warning that it was part of a firing range at times. We were not concerned as we had verified that anchorage was permitted at this time. Shortly after our arrival we were approached by a large motor launch and asked if we happened to have a 100 mm, M10 bolt to spare! They had lost a bolt securing their main outboard motor. We said we probably did not but would check our toolboxes. They agreed to call back later and zoomed off using their auxiliary. Two hours later they returned and announced that they had found one – it was one of the fixing bolts for the warning sign!

Our next stop was Pearl Bay where several of the yachts from White Bay had taken shelter from the previous day's SE change. This is one of the prettiest anchorages on the Coral Coast but often very rocky. There is a narrow pass between the eastern end of the bay and a several islands to the north. There was a light head wind as we motored out and sure enough the engine failed when we needed it most. The sails went up at lightning speed and we managed to tack our way out to the safety of the open sea. I changed our intended destination from Rosslyn Harbour to Great Kepell so we could anchor safely and work on the engine. It was about 40 miles to Great Kepell but fortunately the sailing was so smooth that I was able to clear the fuel blockage and we were able to start the engine just outside the Rosslyn Harbour marina and motor in to our berth.

Rosslyn Harbour to Bundaberg

Lisa and family left us here so Julia and I were the only crew on the next leg to Bundaberg. I spent several days at an astronomy workshop in Canberra and several more attempting to get the black muck out of the fuel. I used an electric pump to pass the fuel through a

settling tank followed by a spare fuel filter. The muck stubbornly refused to move from its hiding place – the bottom cm of the tank - so we collected very little of it. A phone conversation with the “Fuel Doctor” expert half convinced me that lots of “Fuel Doctor” would do the trick – he would wouldn’t he! I tried anyway but to no avail – the engine again failed when needed the most – during a gale in a very shallow part of the Broadwater several weeks later.

Our first stop was at the beach near the resort at Great Keppel where we met up with two of the yachts we had first met at Middle Percy. While sharing drinks on board we were entertained by the antics of several stranded yachts which had anchored too close to the beach. The tidal range is more than 5m. Next morning we motored and then sailed as the wind backed to the NE so we



Great Keppel Island from Rosslyn Harbour

could lay the course to the anchorage at Masthead Island. At first we were sheltered by the fringing reef so had a quick look at the coral. The current was strong but the visibility was ~15 m and there were lots of fish with frigate and tropic birds hovering overhead. By late evening the backing had continued until the wind was NW 10 – 15 kts and the reef provided no shelter.

It was 42 miles to our next stop – Lady Musgrave – but we had a good wind most of the way. Here we had 3 magical days walking through the pisonia tree forests, walking around the island beaches and snorkelling in the warm crystal clear water. The forests were full of nesting terns and little flightless bird (rails) darted about. They showed little fear so you could almost touch them. Turtles swam in the shallow water and there were frequent tracks up the beach where they had laid their eggs. During each day hundreds of tourists (mostly Chinese) visited the island on the catamaran ferry from Seventeen-seventy. Before they arrived one day we snorkelled in the enclosure near the ferry pontoon. This must be one of the best snorkelling sites in the world!

Julia had to catch a plane back to Hobart on Sunday 23 December so reluctantly we raised anchor on Thursday and sailed in 10-15 knots of NE wind to Bundaberg Port Marina. My next crew, Barry Walker, was not due until Christmas day – he could not afford the fares on earlier days! I spent the waiting time on boat maintenance. There was a slight leak from the engine cooling water hose to the copper pipe from the gate valve to the cockpit drain. The connection is made via a ¾” copper pipe silver soldered to the drain pipe. When I attempted to tighten the hose the ¾” pipe broke off and water poured into the bilges. Turning the gate valve off did little to stem the flow so I made a quick dash to find a suitable wooden bung in the spares kit. Clearly there was no way for a permanent fix (better copper plumbing and a new gate valve) without slipping the boat. Hence I spent the next day making sure that the bung would stay in place all the way to Hobart and making alternative arrangements for the engine cooling.



Tern in a Pisonia tree

Bundaberg to Sydney

Christmas day was warm and sunny with a nice NE wind. Barry was on board by 10:30 am – pretty slick for a flight from Canberra but made easier by the lack of summer time in Queensland. We had a lovely sail to Moon Island at the northern end of the Great Sandy Straits. After that we had winds on the nose nearly all the way to Southport. To make matters worse the rising tides were mostly against us during daylight hours. I have been through the Great Sandy Straits many times and there is no way I would tackle most of it on an ebb tide. We had a pleasant overnight stop and a few drinks at the boat friendly Kingfisher Resort, a very slow but painless trip against the tide out to the Wide Bay Bar and a slow overnight bash to Mooloolaba. The wind freshened to a 25 knots southerly so we spent 3 nights (including New Years Eve celebrations) at the Mooloolaba Yacht Club marina. Tides and currents were still mostly against us so the trip through the Broadwater was slow and rather tedious. We spent lots of time on the web and asking other sailors about tidal flow predictions, but all we could find were times of low and high water. There are large and variable delays before the tides turn so this information was of little use.

Half way through the Main Channel near Steiglitz we were motoring against a 25-30 knot head wind when the engine stopped – fuel blockage again! Before we could get the anchor down we ran aground pinned by a strong tide and wind to a mud bank. The tide was still rising but it seemed very unlikely that we would get off even after I had restarted the engine. Swallowing my pride I called the Jacobs Well Coast Guard. The fuel level was rather low – undoubtedly the cause of the blockage – so, after being towed off, we went back to the Marina at Steiglitz and filled up with fuel. Next day we motored to what is colloquially called “Bums Bay” at Southport. This is a popular sheltered bay with sandy beaches inside the Broadwater just south of the Seaway. Lisa and family arrived in their motorhome from Brunswick Heads, helped us buy stores and had a meal on board.



Sunset over the Broadwater

Southport to Sydney

On Saturday 5 January Barry and I left Southport on an overnighter to Coffs Harbour. The winds were generally SE around 10 kts so we were close hauled or motor sailing most of the time. Off Yamba the headsail caught on the crosstrees and tore several metres of the leach. The marina was busy with yachts from the Sydney-Coffs race waiting for suitable weather to return to Sydney. Some left the next day hoping the 20-30 knot northerly would get them most of the way home before a strong southerly change predicted for Thursday. With a torn headsail we had no choice. The local sail-maker patched the headsail but warned us that the sacrificial cloth should be replaced asap.

Finally on Friday 11 January the winds were favourable again and we had a fast overnight sail to Port Stephens where we picked up a public mooring in Shoal Bay – well away from other moored boats this time! The day was very hot – over 40 C – so we spent much of it in the water. The bay is aptly named. Swimming from the beach is not advisable as the water is shin deep at low tide and full of seaweed for at least a hundred metres offshore. Another strong southerly was forecast for Monday so we set off for Pittwater a distance of about 55 miles. Progress was slow with light head winds and a counter-current of more than 1 kt at times. The wind freshened and headed us at sunset so even under full power we could make only about 3.5 kts. A brief lull was predicted for early next morning so we diverted to Terrigal. This is an open roadstead anchorage populated mainly by fishing boats. It was very roly so at midnight when the wind abated a little we headed for Pittwater again. Progress against the head wind and swell was painfully slow so we did not

reach the anchorage off Palm Beach until 4 am. After a few hours sleep we motored up Pittwater against a 25-30 kt headwind to berth in the marina at Royal Prince Alfred Yacht Club.

Sydney to Hobart

On Tuesday, after a crew change (Barry left and I was joined by Chris and my nephew Paul), refuel and stores purchase we had a pleasant slow sail to Gibbon Beach, Port Hacking where we spent 2 nights. Gibbon Beach stretches from Bundeena on the edge of Royal National park east and north to a lovely sandstone headland so it is well sheltered from the SW to N. The headland was a regular camping ground for the



Ilinga at Gibbon Beach, Port Hacking

aboriginal people and there are many rock drawings in the sandstone. During the next day we were visited by our friends Tim and Glen. Tim insisted on swimming to and from *Ilinga* anchored several hundred metres offshore – not bad for someone well into his eighties. He spent some years in Hobart in the nineteen sixties and often sailed with us there as well as in the UK and the Greek Islands.

We had another overnight sail to Broulee Island motoring the last few hours as the wind backed to the NW and died. We anchored at 9 am off the beach on the northern side of the bay. The air was very hot. Paul's i-phone said it was 43 C so we spent the next few hours in the water scrubbing off the fouling. Later in the day we motored over to the spit joining Broulee Island to the mainland. About 3 pm there was a violent southerly change which led to pandemonium. The sun awning was shredded, the dinghy did a few summersaults dumping the pump into the water and *Ilinga* heeled over and started dragging the anchor at high speed. Chris had jumped in to retrieve the pump but there was no way he could catch us as we sped out of the bay. Paul and I tamed the flailing shreds of the sun-shade and motored back to retrieve Chris and re-anchor – this time with much more scope! Twenty metres of chain in 2.5 metres of water was clearly not enough in these conditions.

Saturday was a rest day while the southerly abated. Then we had two fast day sails to Eden stopping overnight at Bermagui. In Eden we refuelled, took on stores and next morning motored across to the southern anchorage behind the naval jetty in Twofold Bay. We were towing the inflatable which bumped into the stern of *Ilunga* when I put the engine into reverse. A few minutes later we discovered that the front half of the dinghy had deflated. There



Pelicans at Bermagui

was 40 mm cut in the fabric just above the water line. A shellfish attached to the rudder had done the damage. Repair was not going to be easy since the cut was very close to a seam so for the rest of the voyage we had to use the spare dinghy – rather small but better than swimming!

Next day the forecast was for SW backing SE during the day and E/NE later. We spent the morning at Bitangabee – a small bay 10 miles south of Twofold Bay which is sheltered from NW to SE. This is one of my favourite anchorages with a long tidal estuary, pleasant swimming beach and ruins of an ancient building. Some have argued that the building is 15th century of Portuguese origin but more probably it is a shepherd's cottage from the early 1800's. Bitangabee is part of a national park and there is little sign of human activity. Chris and Paul discovered that the wilderness experience was rather shallow. One hundred metres up a track from the beach was a large well populated caravan park!

The Bass Strait crossing was uneventful though rather boisterous as the wind remained fresh and on the beam with several metres of swell. Paul was suffering from mal de mer but valiantly took his turn at the helm handing over briefly to throw up from time to time. Some people have very forgiving stomachs! A strong SW change was forecast for Saturday at 4 pm. We had intended to stop at Babel Island but changed course for Skeleton Bay near St Helens when at 1 am it became clear that we could easily make it before the change. By 10 am we were abeam of Skeleton Bay but there was a big E/NE swell which would make the anchorage very uncomfortable. It was 38 miles to Bicheno so with about 6 hours before the forecast change we decided to push on. The change came when we were about 2 miles from our destination so we motored slowly into Waubs Bay anchoring at about 4:30 pm. David (a crew member on several parts of the voyage) was at home in his beach house so we had showers and a meal with him and wife Michelle. David assured us

that the swell would quickly die now the southerly was established but its death was very protracted and we had a very rolly night.

We were under way soon after daylight and motored and sailed to Four Mile Creek on Maria Island. On the way we tacked to get close to the Isle des Phoques to get a better look at the seal colony. During the tack most of the leach parted from the headsail so we had to take it down. Chris and Paul we greatly impressed by the size – and smell – of the seal colony. At Four Mile Creek we got out the spare genoa only to discover that it was actually the spare main. The genoa was home in the shed at Kettering so we had to manage with the storm jib – a sail which has never been used in heavy weather!

Next day (Sunday 27th) was cold and rainy. We would have had to leave before dawn in order to catch a rising tide through Blackman Bay so we had a rest day at Shoal Bay. Finally on Friday 28 January we motored most of the way back to Kettering against a light westerly. Home again after 8 months and about 3500 miles under the keel.



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Fit For Boats, Part 2

Kim Bambrook

In the Albatross, April 2013 newsletter, I introduced myself and gave you a little information to get you thinking about the advantages of being 'Fit For Boats'. So, are you springing around the boat with all the ease and agility of a Jack Russell yet? Are you getting off your boat at anchorages and stretching out those limbs? Do your lower back and/or knees no longer protest when winching or going up and down those companionway steps? Not quite there yet? Read on!

This month's 5 tips to help you to be 'Fit For Boats' are as follows:

1. **MOVE IT!** Do not sit or stand for extended periods without stretching and flexing (see tip no. 5 for stretch outline).
2. When sitting (e.g. in cockpit), **LOOK AFTER YOUR BACK**-do NOT slouch and DO get up and move around regularly.
3. On and off the boat be aware of your **CORE MUSCLES**. These deep abdominal muscles protect our lower backs and give us stability and balance. Yes, you do have to watch where you put your feet on a boat but a strong core equates with a strong back and good balance, so less risk of injury and ailment. To test your core muscles try and stand on one leg (right and left!), without wobbling. Now try it again with tight tummy muscles (still wobbling? google 'core muscles', or 'Transverse Abdominals').
4. **STRETCH**. See below for a quick stretch outline at the helm but do consider a few stretches after a walk if going ashore (it is best to stretch when the body is warm).
5. **STRETCHES AT THE HELM:**

- Firstly, with hands on the wheel (see photo at right!), **march** on the spot to get those muscles warmed and to loosen up lower back and legs.



- **Wide armed squats** Push that 'bottom' out over the stern, tummy tight, knees flexed (Kerry said it felt great to move his hips from side to side!).



- **Chest stretches.** Keep one arm on the wheel (or Nav Pod-arm should be just below shoulder height), and with feet planted firmly and tummy tight, press chest out and away from outstretched arm.



- **Side Stretches.** Feet wide apart, knees slightly bent for stability, raise one arm up and over head.



- To ease into a **Hamstring** stretch, turn to one side of the boat(keeping one hand on wheel-see photo), extend one leg straight out in front of you, slightly elevated (e.g on seat), if comfortable, and keeping hips square, lean your trunk gently over your legs.



- Finally, roll your shoulders back and down a few times, followed by **shoulder shrugs**, shoulders aiming to ears (breathe out each time you drop shoulders).

Repeat the above stretches 2-3 times a day when cruising.

When limber and loose our cruising days are all the more enjoyable. Have fun and see you on the water!

Kim

Yarrakai

Exercise and Rehabilitation Therapist

The Sand Bank

An inexperienced sailor, after running aground on a sand bar, had to pay a passing fisherman fifty dollars to pull him off with his boat.

After his yacht was off the sand bar, he said to the fisherman, "At those prices, I should think you could make a real living pulling people off night and day."

"Can't," replied the fisherman. "At night I dredge and haul sand back onto the bar."

To Lord Howe and Back

Tony Peach

The title is reminiscent of the Audie Murphy war movie, TO HELL AND BACK. There were some similarities! The boat, *Westwind of Kettering* was full, both fuel and more than ample provisions, both edible and drinkable. We had prepared for a four month duration away from Tasmania, and with the prohibitions on allowances of importing food to New Caledonia and the promise of purchasing inexpensive French wine, the load aboard had been exhaustively and repeatedly calculated.

Mother's day 2012, Sunday was the 13th of May and was departure day. Mike, the chef, Paddy, a previous life pub owner who lives near Wollongong, and Tony the boat owner were on board. The forecast was for 6 metre swells in Storm Bay, and 30-35 knots of S winds. The preference was to delay departure by a day or two, but with several programmed crew changes along the way, and the tide at Denison Canal not good for a few days if we did not depart, we had decided to try to stay to a schedule. From Betsy Island to Slopen Island was to say the least, interesting. Already Paddy, who would remain aboard to Lord Howe was green. North of Slopen, as expected conditions improved and we transited the Denison Canal and Blackman Bay as the light faded. We continued north to Prosser Bay, with the radar, AIS and two chart plotters humming away, then dropped the anchor and turned in.

On the 14th, with a minor diversion to Isle de Phoques to show Paddy our local wildlife we headed for Wineglass Bay. Approaching Schouten Island, the chart plotter died. No problems, we still had another chart plotter, and two GPS units aboard, a magnetic compass, three fists-full of paper charts and optimism. *Westwind* cozied up into the Southern corner of Wineglass Bay late in the afternoon.

The weather window for the planned Bass Strait transit to Eden was looking good. There were no incidents whatever apart from crossing the shipping lanes on the second day, about eight hours from Gabo Island. The AIS showed *Asphalt Spirit* bearing down on our port side. She is considerably larger than us, so we were ready to dodge and weave. We contacted her by radio calling her name, which is a distinct advantage of AIS. "*Asphalt Spirit*", do you intend to pass ahead or astern of us?" "Standby we can not see you!" At the time our senses internally yelled, **look at your radar, your AIS, out your window!** "We see you now, thank you we shall pass astern".

We arrived in Bermagui on a Thursday morning and the fishing co-op manager requested that we vacate the wharf position by Friday midday. "It's our game fishing tournament weekend, and a lot of boats will be down from Sydney".

As requested we moved early the next day and made it to Ulladulla just on dusk. We were approaching Paddy's territory, and had decided to overnight at Kiama. The required

system on arrival was to pick up a bow and stern mooring buoy, pull tight, to lay abeam of the sea-wall in the small harbour. All aboard were showered, and dressed to go ashore to Paddy's home for a roast dinner. Unbeknown was the mooring lines were covered in slime, and by the time we were in a location that should see us safe, all of us were covered in green smelly stuff.

It was an early start next day and we headed to Port Hacking. After an early dinner we turned in, in preparation to travel past Sydney to Newport.

It was an evening arrival at the RSYC in Broken Bay, and trying to find the designated pen was a little stressful, especially since the second chart plotter which was also the



Approaching Lord Howe from the West

boat's computer system had died on arrival. The following day a local electronic/electrical wizard discovered that the inverter had one salt incrustated connection, and this had been causing power spikes through the boat circuits. We rented a vehicle, drove around the North Sydney marine stores and collected a new PC, and new chart plotter. Which were fitted in quick time, and we headed for our last planned stop in Australia prior to Lord Howe and New Caledonia.

We re-fuelled in Newcastle, and waited for a weather window. After six days of exploring Newcastle we had experienced enough, and the forecast 25 knots S-SE sounded good enough.

Our plan was to motor at an average of 6.5 knots. (Westwind of Kettering is a full displacement motor boat, with a cruising speed of 7.2 knots when no set or drift are present). Had we managed 6.5 knots we would have arrived before nightfall on the third day.

Our prior research on the weather and currents indicated June was a good time for this crossing. Unfortunately we were pushing along at only 5 knots. We transited the North passage gap in the reef and found our designated mooring just on nightfall. No anchoring is allowed in the lagoon, and you must reserve a mooring prior to arrival.

Next morning we rented a vehicle, and after a quick circumnavigation of Lord Howe by road, Paddy was delivered to the local airport and caught the flight to Sydney. We located

the Bureau of Meteorology office at the airport. It had closed early that particular Friday and was not due to open again until the following Monday, two days later. That respite provided sufficient time to allow us to explore the island then prepare for the 5 day run to New Caledonia and the next planned crew change in Noumea.

There was no cell phone cover on Lord Howe Island, so the only way to obtain long range forecasts was to dinghy ashore to the local library and log onto the internet. It was possible to listen to Charleville on HF, but NSW coastal information was of little use 370 N Miles from the Australian coast.

It was about 1600 hours on Sunday the 3rd of June when we heard on our VHF, "Westwind, Westwind, this is Lord Howe maritime, we recommend you dive on your mooring and add a line". We responded with, "Say again?" LHM, "The Weather is forecast to swing around to the SW and build to above 40 knots". We took the advice and added a line, and waited.

We had heard that the HMB Endeavour was scheduled to arrive for the re-enactment of Captain Cook's transit sighting of the transit of Venus which was June 6th which meant there would be a full moon. That was coupled with, an intense low pressure cell, plus the wind swinging round to the un-protected quadrant of the lagoon. At high tide the swells started to break over the reef and hammer the lagoon.



Westwind in the lagoon at Lord Howe Island

During one strong squall we witnessed 58 knots on the boat anemometer, and when we finally managed to get ashore to visit the Bureau of Meteorology three days after the blow commenced, "Oh you were the poor bastards aboard that boat in the lagoon. We had the second highest recorded wind gust ever. Sixty eight knots. The one higher apparently occurred during the Second World War, and that was over 90 knots so they say".

All our research had indicated that the time of year we had selected for this cruise was perfect for the planned crossing. However according to LHI Bureau of Meteorology, our assumptions had been correct, but globally we were experiencing the effects of "La Nina" (Opposite of El Nino). On inquisition we learned that this causes the high pressure cells to stay in the Southern latitudes, and low pressure cells stay north.

We were very concerned about the forecast. At the best we would have had 4 days of good conditions going north before 5-7 meters of sea and swell overtook us. I was anxious if the balance of the crew were debilitated, how could the boat be safely operated?

Already we had missed the next crew rendezvous date for New Caledonia. It was a difficult decision but we decided to go west, not north.



Mike, Lyn, Denise, & Tony : Crew from Lord Howe to Sydney

We tendered ashore to the local maritime office to settle our account. Now, for information to the readers, we had previously paid a deposit of \$100. Authorities now advised us that \$38 per day was required, not for the boat but per person. The original plan had been to stay 3-4 days but due to weather, we had been there for ten days with four aboard, which resulted in an expensive mooring.

We cautiously departed from the lagoon, managing to avoid the coral heads and headed for Port Stephens a 30 hour run at 6.5 knots, and surely this time the current should have been with us? No. During the previous eastward journey the winds had been from the SE. During the westward trip they were from the SW, so 6 knots was about average.

Prior to departing from Lord Howe, we had downloaded 7 days of GRIB (Weather files) by accessing the computer at the local library then transferred them to *Westwind's* PC. These files were then overlayed on the navigation software. Our observations of the results demonstrated that this mathematical modelling was remarkably accurate. This accuracy went right down to small localised storm fronts passing by with lots of lightening activity. The fronts were highlighted on the computer and were accurate to within 30 minutes.

It transpired that our decision not to go north at that time had been a very good one. Over the airwaves we heard of a crewmember from the *HMB Endeavour* that had fallen from the rigging in extreme conditions during the return trip from Lord Howe to Sydney. This accident had caused the barque to return to Lord Howe for an evacuation of the injured crewperson.

We arrived in Port Stephens on nightfall about sixty hours later. From Port Stephens we headed to Newcastle, then Sydney.

Our plan was to overnight at Middle Harbour, Port Jackson, but we couldn't resist a close inspection of the Opera House and the Sydney Harbour Bridge. The anchor was dropped at Farm Cove adjacent to the Opera House, and we enjoyed a light lunch. We were expecting some form of challenge from the authorities, but nothing happened. Late afternoon we berthed at the Middle Harbour YC marina for the night.



Farm Cove & the Opera House

Next day we undertook the short trip to Port Hacking and parked the boat, made sure all was shipshape and then caught a flight back to Hobart.

Due to the changes to the original timetable, I had to entice a new crew to assist with the final leg back to Hobart. This was achieved within a week, and we flew back to Sydney.

The first stop out of Port Hacking was Wollongong. Next day at daybreak we moved, and I experienced for the first time "virtual" AIS beacons. These are electronic waypoints broadcast from shore. In this instance there are several of these off Port Kembla to assist the commercial vessels entering and departing the industrial port. AIS actually provides a lot more than just where the other guy is.

From Wollongong we went to Ulladulla, Bermagui, and then Eden.

We dropped anchor behind the naval jetty at East Boyd Bay across the harbour from Eden. The conditions were reasonable considering it was puffing up to 40 knots. The next morning we woke to see *Debutante*, a neighbour to *Westwind of Kettering* at the Oyster Cove Marina at Kettering. *Debutante* was on her way north to the Whitsundays.

During mid-morning the Navy visited us and advised that we had to clear the area by at least 500 meters, as they were about to begin loading munitions. We elected to cross the bay and take aboard our final fresh food supplies prior to the Bass Strait crossing.

After Eden, the only other stop was Connelly's Marsh just west of the Denison canal. The next day was a relatively short four hours to Kettering. We tied up, disembarked, felt melancholy and went to our respective land based homes.

Some facts:

Vessel	<i>Westwind of Kettering</i>
Construction	Full displacement GRP
LOA	12.2 m
Beam	4.42 m
Draft	1.57 m
Displacement	22.7 Tonnes
Main Engine	109 HP (81 kW)
Fuel capacity	3,480 Litres
Fuel consumed	3,844 Litres
Gear box ratio	3 : 1
Engine speed cruise	1650 RPM
Cruise Miles logged	2,517 N Miles
Duration of cruise	59 Days
Begin / End dates	May 13 th – July 11 th , 2012



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GOING ABOUT

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

New on MAST

As a timely reminder for winter, MAST has put a flyer on their website about the chilly facts of cold water immersion. It makes for sober reading. Did you know that in water less than 15°C you'll lose dexterity in 10-15min.? Check out the General Safely section of the MAST site for more on this and other important safety topics.

<http://www.mast.tas.gov.au>



Fishmap

As recently reported in Cruising Helmsman, CSIRO has launched an online mapping tool that allows you to look up which fish species occur at any location or depth throughout Australia's marine waters. It also allows people to create regional illustrated species lists for most of Australia's marine fishes, included photographs and illustrations, distribution maps and current scientific and common names.

<http://fish.ala.org.au>



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VALE – Donald Marshall

Some members may be aware that Don Marshall, who was lost from his stricken yacht, *Aspro II*, off Badger Island on June 4th, had been a member of CYCT on and off since 1991.

Don, originally from New Zealand, had spent 30 years circumnavigating Australia. Don made numerous trips all around Australia so his circumnavigation was an amalgamation of various passages and deliveries on all kinds of boats. This included taking a Randell 34 to Fremantle for the Americas Cup and then bringing it back. He made about eight Bass Strait crossings, the majority solo. His adventuring began with a trip around Australia by motorbike in the late 50's.



Aspro II

Don is survived by his children Carolyn, Paul, and John. Our condolences go out to his family and friends.



Shooting a line

Denis Alexander

From time to time it's good to delve into the Albatross' history and wealth of information. Early issues of the Albatross all the way back to 1975 can be found on the CYCT website. Dennis Alexander was a long-time CYCT member and regular contributor to the Albatross. He wrote articles across a range of topics: short stories, poetry, seamanship, anchorages. Here is an example for your enjoyment and education! – Ed.

I am sure you have seen a light heaving line thrown clumsily, so that the mid-air tangle breeds frustration, ridicule, bad-language and may even culminate in expensive noises. You may even have caused such a drama. Shame on you!

The perfect throw is accomplished only with a modicum of preparation that begins with the coiling of the line into neat, equal loops. Any tendency to twist into a figure-of-eight must be controlled by opening the lay of the rope between thumb and finger, as each coil is hung in place. If one of your crew is left-handed, plead with him (her) to conform to a right-handed world and coil from right hand to left.

Each loop should contain some 3-4 feet which would make a circle of one foot in diameter, but it hangs in an eclipse. A useful length of 30-40 feet thus makes ten coils which should be divided into two groups of five – one section in each hand.

You will probably be throwing with your right hand, so drop one loop from the right-hand bundle, thus trailing a 3-4 foot length between your hands. Throw the right-hand coils fairly high towards the catcher, and as it straightens out, let it drag the remaining line from your open left hand. It should end up almost straight, and easily span 20 feet or so of gap.

You may, and should, practice ashore and having reached a peak of proficiency that surprises and delights you, enjoy the smug satisfaction of teaching your children, or spouse, or any sticky-fingered bungler, just how easy it is.

Do remember to keep the in-board end fast or you may be too successful. If you like old Navy style efficiency, weave a turkshead into the throwing end, but try not to hit the catcher with it.

“Albert Ross”

Albert was flying low over Kermadie on the Queen’s Birthday weekend and spotted a few “incidents”:

- There was a certain Scotsman who, despite at least four previous visits to the area, insisted on sampling the mud in Hospital Bay (again). Yup, it’s sticky!
- Friday afternoon coffees on *Minerva* were followed by afternoon drinks which were followed by a kerfuffle over exactly how many drinkers there were and how many drinking receptacles remained on board afterward. Albert suggests the following may help Lew keep track in the future:



Recipe – Rice 'n Beans

Jackie Zanetti

Another cold weather recipe! This one-pot wonder is easy to throw together at the end of the day with whatever you have and like. The spicier you make it the more it warms you up!

- 1 chicken breast, and/or ham, chorizo or any meat, diced (or no meat for a veggie meal)
 - 1 onion, diced
 - 1 clove garlic, finely chopped
 - 1 green capsicum, diced
 - 1 mildly hot pepper (eg jalapeno), seeded and diced
 - 1 cup uncooked white or brown rice
 - 3 cups chicken stock
 - 1 can diced tomato
- Seasonings added to taste:
- cumin, cayenne, chilli powder,
 - red pepper flakes, hot sauce,
 - salt, pepper
- 2 cans of black beans or other beans, drained



Mix all ingredients together, except beans in a large skillet or small stock pan. Cover and bring to a boil then reduce heat and cook until rice is done. Add beans and heat through.

I like to add lime juice and fresh coriander at the end of cooking for a bit of a lift. It could be served with sour cream to cool the heat.

An old sea captain was sitting on a bench near the wharf when a young man walked up and sat down. The young man had spiked hair and each spike was a different color.... green, red, orange, blue, and yellow.

After a while the young man noticed that the captain was staring at him.

"What's the matter old timer, never done anything wild in your life?"

The old captain replied, "Got drunk once and married a parrot. I was just wondering if you were my son!"

**General Meeting held at the Derwent Sailing Squadron
on 4 June 2013**

MINUTES

1. **Opening**
Acting Commodore Kim Brewer opened the meeting at 8 pm
2. **Attendance**
Thirty-seven members signed the register; there were four visitors, and ten apologies.
3. **Minutes of the last meeting (May 2013).**
Were in the June Albatross. These were confirmed and signed by the Acting Commodore.
4. **Introduction of new members and presentation of burgee**
Sue Dillely was welcomed to the Club by the Acting Commodore and presented with her burgee; she introduced herself and her boating history. (And if members don't meet her on the water, they can see her singing with Coyote Serenade on Friday evenings at the Lark Distillery!)
5. **Vice-Commodore**
Alan Gifford was an apology for the meeting (he was in Paris); the main item of cruising business was item 8 below.
6. **Treasurer – Wayne McNeice**
Wayne was an apology, but Kim noted that his report to this week's Committee meeting indicates the finances are tracking well.
7. **Editor – Jackie Zanetti**
Jackie reminded the meeting of the photo competition (closing July) and a competition for the best contribution to *Albatross*, which is open for the remainder of the year.
8. **The Kermandie Cruise, June long weekend– Lew Garnham**
Lew reported on arrangements for the cruise. He expects 24 yachts (3 from the Royal) and 60 people. Cruisers should make their own way to Kermandie by Saturday evening; dinner is at the Kermandie Hotel that evening (dress up as your favourite nautical character. On Sunday, cruise in company to Franklin where various events have been arranged, culminating in dinner at the Living Boat Trust. Lew asked for an indication of numbers to visit the Wooden Boat School, which would be open if numbers were sufficient.
9. **Marine Life Watch – Alan Butler**
Alan noted that MLW is on again this winter; download your data sheets and booklets and spot whales! The beasts should be passing by Tasmania now.

He also noted that CSIRO has recently launched FishMap, which enables you to find out (with pictures) what fish occur in an area. It has many uses. See <http://fish.ala.org.au>. There is an article about it in the June *Cruising Helmsman*.

10. **Forums.**

Bryan Walpole pointed out that the next Forum is on 25 June and concerns fire. Scotty Laughlin (Master of Aurora Australis) will give us some tips ... see *Albatross* for details.

11. **Rear Commodore & Acting Commodore – Kim Brewer**

Kim reminded the meeting that Women on Boats is still going strong. On 28 July there will be a WoB session on diesel engines. There is so much interest in that topic that Kim will probably organize another workshop (open to all, not only the women) on Sunday August 11th.

12. **The formal business was closed** at 8:25 pm, and we adjourned to rearrange furniture and charge glasses before the guest speaker.

13. **Guest Speaker**

Dr Ben Sullivan of the Royal Society for the Protection of Birds (BirdLife International Global Seabird Programme Coordinator) spoke about efforts to protect albatross from commercial fishing operations. Ben is a winner of the internationally-prestigious Pew Fellowship in Marine Conservation. He is based in Hobart but works mainly with South American fisheries. Some of the points made in his fascinating talk were:

- There are 4 main groups of albatross; the Great albatrosses, Mollyhawks, a N Pacific group, and the Sooty albatrosses; in all, more than 22 species; 17 of these are listed by IUCN as threatened with extinction, to varying degrees.
- Fishing is a key threat, but there are also predators on land.; 300,000 seabirds and amongst them, 80,000 albatross are killed in fisheries each year.
- The Albatross Task Force develops mitigation measures and works to connect with fishers, so the measures will work for them, and be adopted.
- Bottom longlines (e.g. for Patagonian toothfish) are the easiest to deal with – extra weight sinks them faster.
- Pelagic longlining for tunas are more difficult – they are set at a specific depth and so cannot be overweighted; but solutions are being invented; streamer lines, night setting, and tailored weights. In South Africa an 85% reduction in albatross catch has been achieved in the distant water fishery and a 90% reduction in the demersal trawl fishery; in Namibia it has been shown *possible* to achieve better than 86% reduction with streamer lines and night setting, and in Argentina a better than 80% reduction is possible with streamer lines.
- The group has developed safe leads, which reduce risk to fishers, and hook pods, which protect the hook until 20 m depth, then open also

switching on a light (obviating the need for expensive and polluting light-sticks) – this sort of invention protects albatross whilst making a saving for the fishers.

- The task force has concentrated on organised fleets within national EEZs, but in the future will turn its attention to high seas fleets, which fish outside any nation's jurisdiction; and small scale fisheries which, having no industry bodies etc., are difficult to engage with; for example there are 40,000 small boats in Ecuador and Peru.
- Albatrosses are an urgent *international* conservation issue – no one country can solve it.
- In questions, Ben said that:
- Do we experience some resistance – are the fishers motivated? Some resistance, but smart operators realize it's good for business, and some are passionate about the albatrosses themselves.
- Consumer power is important; more and more fisheries need MSC certification
- Do you consider other groups potentially threatened by fishing (e.g. squid)? Data are kept on turtles, sharks etc. but we can't do everything and need to focus, so other aspects of direct and indirect effects of fishing (e.g. squid) no, we don't deal with them.
- The Task Force's focus is on developing countries – countries like the US, Japan, Australia can do something about the problem at governmental and regulator level, whereas many developing countries don't have the resources to undertake this work.
- If you want to know more there is a website: www.savethealbatross.net
- If you want to help financially, you can
 - Join the RSPB
 - Make donations, which can be made direct to the Albatross Task Force. www.savethealbatross.net

Kim Brewer thanked Ben, on behalf of the Club, for a fascinating talk.

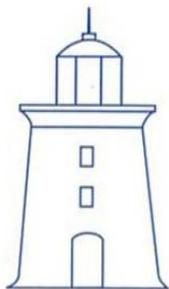
14. Close

The meeting closed about 10 pm.

Answer to Maritime Mystery Characters:

Ian: The Ancient Mariner (the albatross around his neck)

Julie: Earnest Shackleton



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