

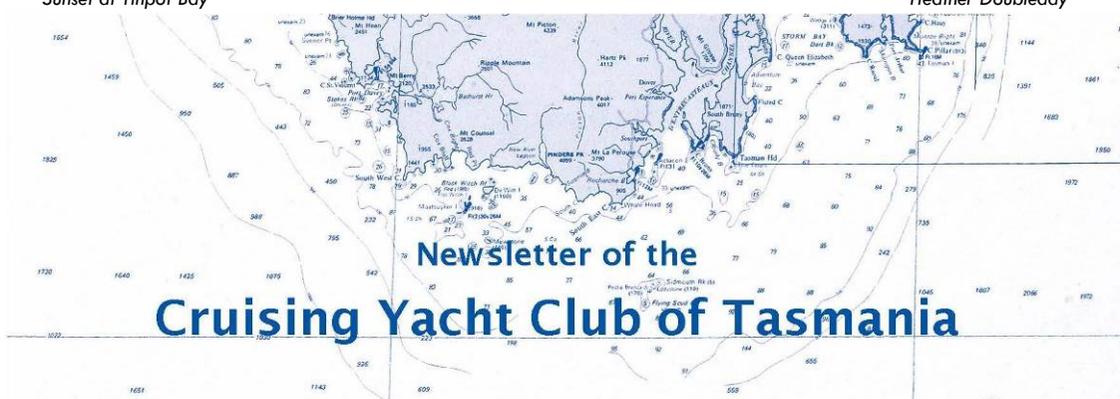
Albatross

Volume 41 No 4 May 2015



Sunset at Tinpot Bay

Heather Doubleday



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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cyct.org.au

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**Send all material for publication in 'Albatross' to the Editor -
editor@cyct.org.au**



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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 Tas Maritime Radio informed of their location, destination and plans during the course of any cruise.

CYCT CALENDAR	
<u>MAY</u>	
Tues 5 th	General Meeting @ DSS 8:00pm Speaker: Tassal
Wed 6 th	Committee meeting @ MBATas 7:30pm
Sat 9 th – Sun 10 th	Cruise: Sykes Cove
Tues 19 th	Women on Boats meeting @ DSS 5:30pm Topic: Diesel Engines
Sat 23 rd – Sun 24 th	Cruise: WoB weekend on the water
Tues 26 th	Winter Forum – at DSS 5:30pm Speaker: John Brierley, Anchors aweigh!
Sat 30 th – Sun 31 st	Cruise: Cornelian Bay
<u>JUNE</u>	
Tues 2 nd	General Meeting @ DSS 8:00pm Speaker: TBA
Wed 3 rd	Committee meeting @ MBATas 7:30pm
Sat 5 th – Sun 8 th	Cruise: Queens Birthday LWE, Kermandie-Franklin
Tues 16 th	Women on Boats meeting @ DSS 5:30pm Topic: Care & Feeding of the Crew
Sat 20 th – Sun 21 st	Cruise: Dark MOFO, Constitution Dock
Tues 23 rd	Winter Forum – at DSS 5:30pm Speaker: TBA

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



What a glorious Autumn it has been! The Port Davey trip (a first for us) was magnificent and as an extra bonus I didn't suffer seasickness on the way there or back. It was great to enjoy the company of so many other club boats on the cruise, although it did make some of the anchorages feel quite cozy!

One of my challenges each month is to make the material for the *Albatross* fit into pages that add up to a multiple of 4. In order to do that this month I will need to abbreviate my editorial, so this is it from me!

Happy sailing!

Jackie

HAPPY BIRTHDAY CYCT

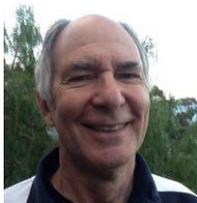
This year is the CYCT's 40th birthday and, as you know, a small group of members have got together to plan some special events to mark the occasion. Included in these plans is an update of the Club's illustrious history, concentrating on the years 2000-2014.

You can read about the Club's beginnings in *Twenty One years* with a further update in *Albatross* in 2000 – both available online at <http://cyct.org.au/About/>. A lot has happened in the ensuing years, with the Club going from strength to strength. There have been many interesting facets to the Club – some funny, some serious, some even life-threatening.

- **The Club would not exist without its members and every member is part of the Club's history – so please put your thinking caps on and dig out the memorabilia!**
- **Even if you've only recently joined the Club – your experiences are part of the ongoing story of the Club.**
- **Oral contributions are particularly important.**
- **Photographs, written contributions as well as verbal reminiscences welcome!**

Please contact: Erika Shankley, phone 62233510 or erika.shankley@gmail.com

Commodore's Report



Obviously too soon to judge! But it looks as though the Club is shifting its emphasis to more offshore waters ... we have just had a successful cruise to Port Davey, and (unlike the previous year or two) a successful circumnavigation of Bruny Island, but we've had a cruise to New Norfolk cancelled for lack of interest. Maybe our members are more wary of recalcitrant bridges than of calm waters *per se*!

You might have missed the article by Jim Duff in *Cruising Helmsman*, March 2015 on the two-wing riding sail, the Wedgie. I found it fascinating, as I'd never heard of a wedgie and it sounds as if it really works (unlike other tricks such as setting the mizzen on a ketch, which kinda half work). Also the article has a number of references to the Huon and Channel area, where Jim keeps his boat.

I'm writing on one of those days when the weather forecasters get it beautifully wrong. I stayed indoors to avoid the promised rain, but it's a glorious day and I hope many of you are out on the water enjoying it. Fair winds!

Fair winds!

Alan Butler.

Reminder – request for members' boat info:

Keith Wells recently sent an email to members requesting details of their boats, from first joining CYCT to present, to be included in the Club's 40th year history. If you haven't yet responded, please send your details to keithwindrush@gmail.com.

Details wanted: Member's name, Boat name, Type, Design, Length, Beam, Draught, Engine size, Hull material, and photo

Vice Commodore's Report



Because of my absence from Hobart, I am struggling to write what is termed as a report for the Albatross. Currently I am fortunate enough to be enjoying the remarkable scenery at anchor in Armstrong Passage which separates Cape Barron Island to our north from Clarke Island to our south in the Furneaux group of Islands in Bass Strait. This area has many similarities to Port Davey. It is remote, pristine, with rugged hills (not mountains, although we can see Mt Strzelecki way to the north on Flinders Island) and the area provides good anchorages. This led me to ponder the question as to why the CYCT does not roam further afield from Hobart. Our professions tend to tie us to one spot, but unlike Port Davey, I have no trouble receiving phone calls and email on my mobile in this area and providing reluctantly some semblance of availability to clients. This facility would not assist the plumbers, electricians and to a lesser extent medical doctors that must interact with clients or patients for example within our Club. However, this area is well worth visiting.

The weather (Wind) tends to be much more benign during April and May in Tasmania, and the temperature in the Furneaux group is typically a few points higher than Hobart. So an autumn window of potential enjoyment is there for the asking.

With sufficient forward planning for a trip to this area, Members could earn the title of “cruising” boats as opposed to the day sailors that many of us have become due to the pressures of business. Consequently, I am suggesting, that outside the normal cruising calendar developed by respective CYCT vice commodores each year, trips of a longer duration could be planned. I am prepared to offer to assist coordinate such a journey to the Furneaux Islands in 2016, should enough interest be demonstrated by Members. If you are serious participant, not just a fender kicker, email me prior to the end of my tenure as VC in August of this year. (ViceCommodore@cyct.org.au).

In the meantime I shall enjoy the view.

Tony Peach

Rear Commodore's Report



I have heard wonderful reports from the April General Meeting, both in view of the catering and the Guest Speaker. The DSS have a new Chef and by all reports the meals were much improved. Victor Doust gave a great presentation of his experiences in Antarctica.

Thankyou Victor for your time and for sharing your knowledge, I have heard it was a very interesting presentation.

Thanks also to Tony Peach for taking my place in my absence and looking after Victor.

May General Meeting

Our next General Meeting will be held on Tuesday 5th May and our guest speakers for this meeting will be Fiona Ewing and Linda from TASSAL to speak about Salmon farms in our waters. The salmon farms have been quite a controversial topic recently and I have had a couple of requests from members to hear from the industry themselves. So come along and hear what they have to say. Here is an opportunity to ask those questions you may have been wanting to ask.

Hope you see you at the meeting

Catrina Boon
Rear Commodore

**New Members Dinner**

If you have joined the CYCT since last June, please mark Friday 26th June in your diaries for the 2015 New Members dinner. I will email invitations with all the details in June.

It's always a good night so I hope you will be able to come.

Julie Macdonald
Membership Officer

APPLICATIONS FOR MEMBERSHIP

Michael and Maxine Berry
FERNANDA

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

Phil Crawford and Julie McConaghy
AUDACITY

Richard and Annette Philpot
HEATHER ANNE

Geoffrey and Claire Tomlin

Eloise Carr
SAMOS

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

Richard and Annette Philpot

We are both keen boaties and are interested in going cruising some time in the future. I am a disability support worker, and a web developer/programmer depending on what day you find me. Website hosting supplies an income stream to help keep *Heather Anne* afloat.

Wooden boat building was my original trade. Some of my colleagues say I should be shot for treason as I now own a steel motor sailer.

Annette is a teachers' aide at Seabrook Christian School and also a seamstress after home schooling our 4 children for 17 years. She was also a sea scout leader for 9 years.



Heather Anne

Heather Anne (40 ft) is a work in progress and is slowly being changed to more suit our needs.

We have both been involved with boats for decades and Annette's father has sailed around the world singled handed in his cold moulded boat *Seabird*, his 4th of five boats and currently at 85 years of age still owns and sails his 5th boat. *Seabird* was recently in Tasmanian waters for around twelve months.

We love taking others away on *Heather Anne* and introducing them to boating and the many lovely nautical places around Southern Tasmania. Bush walking is another passion of ours and we spent last Christmas on the Overland Track.

Hans and Jackie Van Tuil, and Ottmar and Elizabeth Helm are long standing friends of ours. Ottmar introduced us to the CYCT. We look forward to meeting others in the CYCT and participating in your organised events. If you see us anchored, come over, introduce yourselves, and have a glass of wine!



Eloise Carr

Hello! Although I've always loved the sea, I'm pretty new to sailing. All thanks go to the dedicated folk at Sailability here in Hobart who taught me to sail in 2012. I began by volunteering a couple of hours a week and was trained up as crew on the 27'Paynes. Since then, I have sailed the Channel, the East Coast of Tassie, New South Wales and the Bay of Islands, New Zealand, and I am currently completing the YA Day Skipper's course.

Early last year, my friend and I decided we might like to buy a boat together and in October we bought *Samos*, a 27' Catalina. This summer has been full of sailing adventures and my skills have developed accordingly. I have been on a couple of Channel cruises and participated in some races too. I hope to be able to continue to pursue both cruising and racing and more sailing adventures further afield.



Carmen and Chris Iles

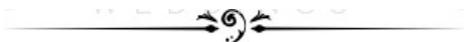
Haida Gwaii is a Catalina 36 Mark II, over-all length 37ft 11in. and draws 6ft. About 6 years ago we sailed from Wynnum /Manly to Tasmania, taking three weeks to enjoy the trip and stopping at many anchorages on the way.

This began Carmen and our son's (Alex then 13) introduction to sailing and diverse weather conditions. Since then we have enjoyed sailing in Tassie waters and are now use to inconsistent weather conditions (a must for Tassie sailing).



Haida Gwaii

Many have commented on her name, in short: *Haida Gwaii* is the original name for the Queen Charlotte Islands in Canada, *Haida* being the native people. Spirit of the *Haida Gwaii*. To put it simply a mythical black canoe carried an assortment of enemies - a grizzly bear and his wife (being human) her children good bear and bad bear, mouse woman, wolf, eagle, frog, beaver, dogfish-woman and the raven. The crew are diverse and not always in harmony yet they must depend on each other to survive. The trickster Raven holds the steering oar and is likely symbolic of nature's unpredictability (or as some might say that of a helmsman/captain.)



40 Years of the CYCT – Cruising with Kids

Erika Shankley

Vice Commodore, Tony Peach's article *Conningham for Kids!* about the CYCT cruise on the weekend 28 February – 1 March struck a chord in the CYCT's memory bank.

One of the aspirations of that original group of friends 40 years ago was that their new Club would be a family club. At that time it was more common for the blokes to spend



Young and old with model boats, 1977

Saturday afternoons doing a quick sprint around the buoys or a spot of fishing while the rest of the family made their own amusement. The new club, we said, would encourage the participation of all the family in the cruising lifestyle.

That this was so, is evidenced by early articles in *Albatross* and *Twenty-One Years*.

1978 was a busy year for cruises. During the March long-weekend 11 Club boats anchored at Mickey's Bay. Heading up the Channel, *Albatross* reports, Vice Commodore Ken Newham's son, "Stephen Newham, in *Kilkie - all 8'6" of her - ... sailed from North Tinpot to The Quarries.*" On the way he sailed through a large school of dolphins, some, he said, were bigger than his boat!²

Later, Rabbit Island was the venue for an Easter cruise. Five dinghies, loaded to the gunwales with children and parents, explored the Esperance River. Upstream the motive power varied - with some like the Commodore, Donald Sutherland, resorting to four oars instead of the usual two. For the return journey all



Quinmaran, Esperance River

¹ *Albatross*, Vol 41 No 3, April 2015

² *Albatross*, Vol 3, No 4, April 1978

five dinghies were lashed side by side, those with outboards arranged strategically at either side and in the middle. The ungainly craft was dubbed the triple-screwed quinmaran!

The Club also organised a Safety Day at Snug Beach. Members brought along their out-of-date flares and, together with some donated by Peter Johnston and R.R. Rex & Sons, learned how to set them off.

The dangers of being in distress were soon apparent. George Jenkins was seen peering a little too closely at a flare which seemed rather sluggish and a double star rocket ended up in a box with the unused flares and had to be hurriedly removed before they all went off. The smoke from so many incendiaries even forced the postponement of the cricket match on the adjacent sports ground!



Safety Day, Snug, 1978

The most popular event of the day for the children was the launching of a liferaft. Despite the fact that it had been condemned at its last service it unfolded perfectly when the string was pulled and soon the children claimed it as their floating cubby house.

During the winter months, lunch time barbecues kept members together. One of the most

popular venues in the early years was 'Maydena', the home at Sandford of Robert and Pauline May and their two children Karen and Paul. On these occasions many members (both young and old) would bring along model yachts and there was spirited competition out on the bay. Ken and Doris Newham's home 'The Moorings' at Kettering and the home of Martin and Meg Seymour at Oyster Cove were also popular for Club gatherings. There were even mutterings among members that the Club should change its name to 'The Barbecue Club of Tasmania'!

The Club came of age when the children of early members joined in their own right - Karen Bain (nee May) in 1985, followed by Chris and Nick Creese in 1986 and Stephen Newham in 1987 and all have held positions on the Club's committee at various times.

A few children have featured and even written articles in more recent editions of *Albatross*. Twelve-year-old Fran Hosking wrote an amusing account about their dog Pixie on board *Caverneer* one weekend. Pixie was a very clean dog and, unused to the strange environment, unsure where to relieve herself. In an effort to get her to 'go' Fran's writes "... *laying out newspapers, hot water bottles, blankets, food and water for Pixie ...*" and, she adds

“a glass of wine ... for Dad. ... Dad [then] headed for the toilet. He was there for ages. [but] Despite the example, Pixie remained unmoved. Even a walk ashore didn't seem to do the trick and Pixie “held out for another eight hours”. Then, finally, on another walk, she finally got the message and let go! ³

In 2004, the Davison family described their cruise up the Australian coast in *Periwini* while home-schooling their children⁴ and in 2009 young Thomas Dutton wrote about an expedition up the Gordon River with Mum, Dad and *‘little blister Sarah’*.⁵ More recently Max Watson wrote about a mid-winter long-weekend at Kermadie and the Huon – and he even baked a chocolate cake!⁶

However, for some years it seemed as though the grey nomad syndrome might be catching up with Club with few young children participating in Club activities. Perhaps we've now come full circle and there's another batch of youngsters, with salt in their veins, waiting in the wings.



WANTED

Someone who is able to organise the Club's written & photographic history into print-ready format – either using InDesign or alternatively Word/Publisher which can be transposed into a print-ready PDF.

Please contact: Erika Shankley, Phone 62233510 or
erika.shankley@gmail.com

³ *Albatross Vol 24 No 5, June 1998*

⁴ *Albatross, Vol 30 No 4, May 2004*

⁵ *Albatross, Vol 35 No 3, April 2009*

⁶ *Albatross, Vol 40 No. 6, July 2014*

Port Davey Cruise

Tony Peach

On Saturday 21st the fleet assembled off the mouth of Cockle Creek at Recherche. A calm evening and early to bed were the apparent regulations aboard all ships.

On Sunday 22nd as early as 05:00 anchors started departing from the hard sandy bottom.

Off Whale Head a commercial fisherman was working his line of cray-pots. It was pleasing to see the professional had marked the line with a large Dan-buoy, they really help to identify the area dangers, especially in low light conditions. Sunrise was experienced by most of the fleet as it traversed South Cape Bay. The first radio schedule for the trip was conducted at 09:05, and at that stage all boats in the fleet were under way and within approximately 12 miles of each other. 10:00 hours saw De Witt Island loom large to starboard. At around 13:00 the fleet commenced rounding SW Cape and the breeze had freshened slightly to 7 knots from the north.

Monday 23rd the Pt Davey drizzle began and *Nuage*, *Sagres* and a tag-a-log *SKIE* (**S**pending the **K**ids **I**nheritance **E**arly) ventured to Carvers Point at the north end of Payne Bay to attempt to view the Davey River gorges by dinghy. *SKIE* experienced some electrical problems and the crew of *Westwind*, who had their dinghy towed to the area by *SKIE*, decided to attempt the bar crossing and begged a tow back to Bathurst Channel with *Sagres*. A dinghy crewed by part of *Westwind*'s contingent made it over the bar just as a cold, wet and very windy front arrived. The trip up the gorge was aborted due to shivering crew, even before the river trip began in earnest. *Nuage*'s dinghy had shrewdly returned to the mother ship prior to attempting to wrestle with the surf at the bar-way.

Tuesday 24th saw the fleet spread through the channel and as far as Melaleuca inlet. Four crew from *Westwind* climbed Mount Milner from Bramble Cove to witness the heavy swell breaking into Toogelow Beach. The crew from *Sagres* were young and fit enough to climb Mount Rugby.



From top of Mount Milner looking North into Toogelow Beach

Wednesday 25th recorded most of the fleet in Clayton's corner. Commencing at 09:30 the majority of participants trekked to the top

of Mount Beattie in very wet conditions. They were fortunate that upon reaching the summit the rain squall abated and the digital cameras managed to record some reasonable photographs.



Overlooking Clayton's Corner

After the slip and slide punctuated return walk to Clayton's Corner a lunch barbeque was held in the rustic former home of Clyde Clayton to try and mitigate the wet conditions. *Fleur de Lys* went to Melaleuca and obeyed the signage at the junction to keep the **boat speed below 5 knots beyond this point**. This speed restriction for a 2.1m draft boat in 1.5m of water is not difficult.



Thursday 26th again had a ninety percent chance of rain forecast for the morning. The visiting boat from Melbourne, *SKIE*, decided to make a run for Hobart due to electrical problems. Twenty-five to thirty knots of wind from the NE to the NW was forecast. CYCT wished them a safe passage.

Thursday 26th had a couple of boats visiting the Melaleuca airport and tin mine. Chris Creese was assisting the "Friends of Melaleuca" install a new engine bed for a diesel engine at Denny King's old homestead.

Friday 27th the crews of the various boats commenced their preparation for the trip back to Recherche Bay because of the forecast, so they would be somewhat protected by the coast NW winds, at 20 to 25 knots. The *Rusalka* crew was invaluable in their ability to download weather faxes to enable predictions of the expected conditions to be more accurate. A few boats visited Spain Bay in the afternoon, and were disappointed at the volume of plastic jetsam on the beach.

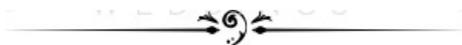
Saturday 28th was heralded by rattling anchor chains around 06:30 and first light. The fleet took advantage of the NW conditions to run for Recherche Bay. All boats arrived within about 90 minutes of each other during the late, but finally sunny afternoon.

As the cruise coordinator, I wish to record my thanks and congratulations to the skippers and crews aboard the following vessels:

<i>Easting Down</i>	<i>Fleur de Lys</i>	<i>Kokomo</i>	<i>Nuage</i>	<i>Rubicon</i>
<i>Rusalka</i>	<i>Sagres</i>	<i>Theresa</i>	<i>Westwind</i> <i>Kettering</i>	<i>Willyama</i>

Juliet departed for Port Davey several days ahead of the main fleet and was planning to linger for several days after the main group departed.

There were some very experienced sailors and there were some Port Davey virgins within the group. All performed very responsibly and there were no incidents. The SW of Tasmania is infamous for its wild and somewhat unpredictable weather conditions. Club skippers and their craft journeyed to one of the world's most inaccessible locations and returned with some indelible memories. A really assiduous group of seafarers to be with.



Easter CruiseHeather Doubleday

Legend has it that the annual Easter Circumnavigation of Bruny Island has some voodoo attached to it, and the question is oft asked if many have ever made it around! A quick survey of recent history in this worthy publication indeed shows that last year *Nyanda* and *Spirit of Freya* were the only two of a much larger fleet to make the journey, in 2012 the Easter cruise didn't involve Bruny at all, but in 2013 a detailed report from the delightful Alan Gifford reports that no fewer than SIXTEEN boats completed the loop! Safe to say, that with the eleven or so boats who ran the block clockwise this year, the voodoo is broken, the myth is busted and any jinx has been completed jinxed.

Heading out from Kettering just before lunch on Friday, the weather looked promising. The fine day added to a marvellous experience as we headed north to round Dennes Point and out into Storm Bay. The clockwise direction was a smart call by the cruise coordinator as although there was a somewhat stomach-churning swell, the winds were in our favour and it was lively and exciting trip down the seaward side of Bruny Island. The



BBQ at Adventure Bay

fluted rock formations are a sight to behold and had my stomach allowed me to venture below for my camera, I would have a magnificent photo to share! Next time. A highlight of Good Friday was sighting a couple of dolphins racing along between *Kokomo* and *Bladerunner* as we rode the swell down to Adventure Bay to drop anchor for the night for a convivial beach barbecue.

Easter Saturday was somewhat 'sloppy' as we set sail to make passage for Tin Pot Bay. The journey through the Friars was spectacular. Some of the fleet made a pit-stop into Cloudy Corner for lunch, but while others including the crew of *Kokomo* pressed on around Labillardiere Peninsula and past Partridge Island into the channel leaving yet another beautiful spot "we must get to one day"! *Kokomo* anchored at Butler's Beach for late afternoon break and a spot of fishing before heading to the pretty anchorage of Tin Pot Bay. At Tin Pot Bay, another serious business meeting on boating-related matters was conducted over an early evening barbecue on the beach. *Willyama* had detoured over to Stinking Beach for the night in pursuit of flounder, which was apparently hard to spear due to shoals of squid determined to undermine the action! (Note: Whilst researching the

collective noun for squid, the writer found an online petition to have the collective noun changed from 'shoal' to 'squad', a squad of squid – one can see the alliterative appeal!)

Easter Sunday dawned bright, clear and warm and sent many people scurrying to find shorts! Our cruise coordinator had proposed a walk over to Conley's Beach, an idea enthusiastically embraced by about 20 of our contingent. The warm sunshine hinting of summer days made it a very pleasant walk and provided opportunity for plenty of conversation as we wandered through the bush and along the beach.



Labillardiera

On the return journey, some brilliant plump purple berries were catching the sun. Elizabeth Helm quickly identified the plant as *Labillardiera* which bears an edible, if somewhat bland, bright purple fruit.

In the afternoon, many of the fleet upped anchor and ventured the short distance over to the beach behind Taylor's reef where a late lunch was enjoyed. A particular highlight was a magnificent apple cake made by Kate Johnstone, which was shared and enjoyed by all (see recipe further on in this issue of the *Albatross*). Thank you to Kate for sharing this recipe with the Club. Whilst it might not be the type of cake you whip up whilst simultaneously trimming your headsail, pumping the bilge and swabbing the decks, it's certainly worth the preparation the day before you sail. Most boats anchored off Taylor's Reef for the night while some of the fleet headed around to the Quarries to drop anchor.

On Monday, many boats took their leave leisurely from Taylor's Reef. Slight wind made sailing a little slow going but as we made passage out into the channel. A storm swept through catching *Kokomo* with a smidge too much sail up but that was quickly rectified and we decided to head directly back to Kettering, whilst others gathered at Apollo Bay to consider the relative merits of a beach barbecue.

Overall, it was a marvellous Easter Weekend cruise. Particularly heartening was seeing some newer members including John and Sally Tisdell on *Freedom*, Richard and Annette Philpot on *Heather Ann* and Chris and Wendy LeCornu on *Golden Dream*. Cruising in company is a wonderful way to attempt a new passage that one might hesitate to try alone. The information and radio coordination provided by Tony "Papa Bear" Peach was excellent support for this event.



"Papa Bear"

Boats attending part or all of the cruise: *Alkira, Avoir, Bladerunner, Gail Force, Golden Dream, Heather Ann, Intrepid, Kokomo, Le Maris, Odyssey, Parhelion, Rusalka, Spindrift III, Wayfarer II, Westerly, Westwind of Kettering, Willyama*

This is your opportunity.....



.....to enjoy long, economical, independent holidays exploring the canals of France, the Netherlands and Belgium, the rivers of Germany, and more.

Currently owned by a six person syndicate, *Sirius* is a Dutch built and registered 1989 Linssen 35SE powered by a 140hp Volvo diesel engine. She has four berths in two cabins, two steering stations, galley, toilet and shower and much more. She is fully equipped with a cruising inventory that includes galley equipment, linen, crockery, cutlery, charts, folding bikes and even a comprehensive tool kit (little used).

For more photos and specifications or for information on setting up a syndicate, contact Chris Palmer at cpalmer@praclog.com or 0402 118 548.

Ownership of the vessel has been structured to allow the transfer to take place entirely in Australia and in Australian dollars.

Asking price A\$149,000.

Lists, lists, lists – Take 2

Tony Peach

[Ed. In response to my article last month about the lists we follow to keep us sane, I had an email from Tony Peach with some of his favourite lists. The emergency manual and RYCT list were too long to reproduce here, but I thought the ditch bag list was very interesting.]

From Tony:

- a) My Emergency Manual is not so much a list as a guide to anybody else aboard should I become incapacitated. It may be a starting point for all skippers to prepare their own.
- b) The RYCT mandates the safety requirements for any Van Diemen's Land Circumnavigators
- c) The contents of a ditch bag may be a useful list. (see below)
- d) Always advise another party of your intended cruise plan if you intend to go off-shore.
 - a. Departure from
 - b. Heading for
 - c. ETA
 - d. Number of persons on board

Ditch Bag (From CaptainWiki)

A waterproof ditch bag is a frequently overlooked but essential piece of equipment. When things happen that weren't supposed to, and your waterline has risen to the decks, your ditch bag is the thing you should grab first to throw on your life raft.

Must Have:

Flare Gun and lots of flares

Red water dye

Submersible Flashlight

Items to make a evaporation watermaker

Suntan Lotion (for that first week when you don't have a tan)

Skin cream or Vaseline (when you start getting skin boils after a few weeks)

Compass

Fishing tackle (wrap those hooks carefully!), gaff

At least 2 days of water (to last you through the storm that sunk your boat)

Knife or Leatherman

Metal signal mirror

Whistle

Metal foil insulating blanket(s)(found in camping supply stores)

Patch kit for the liferaft

Food rations - non thirst-provoking such as dried fruit, chocolate, ship's biscuits
can opener

Seasick meds

First Aid Kit with basics - alcohol wipes, bandages, pain meds, Chemical heat pads/hand warmers

Nice To Have

Epirb

Submersible VHF

GPS

Extra Fillet Knife

Laser in a waterproof bag to signal far away boats

Bailing bucket

Portable watermaker

Shore-Survival items in case you get washed ashore - 'reef runner" shoes, waterproof matches

Air Mattress

Satphone

Tips

Remember Dr Alan Bombard lived for weeks by dragging a shirt in the water and eating the stuff that attaches itself to it.

Sushi is good for you AND will not rot your teeth (even though you forgot to put your toothbrush in the kit)

Gooseneck barnacles are a delicacy in Morocco

Pack similar items such as First Aid, Fishing, Navigation in separate Tupperware or similar containers, labelled and sealed all around with electrical tape. These containers can be handy as containers themselves.

A roll of electrical tape can be used to seal off a container of freshwater in case you are towing it outside of the raft.



Lists, lists, lists – Take 3!

Mark Stephenson

In contrast to the Editor with a well thought out spread sheet to tick off on leaving the boat, I present a lower tech version used on our boat for years. Perhaps more suited to a student who had learnt by rote as a kid, but easily modified, and memorable!

A'fore we go

B for turn off Battery

C for (sea)Cocks off in galley and heads

D for Dog – don't forget the dog !

E for Engine seacocks

F for clean the Fridge

G for check the Gas is turned off

H for close and lock the Hatches

I for Instruments turned off

J for Jam supply ?

K for Keys

L for lock the cockpit Lockers

M for make the boat tidy

N for nearly there !

O for check the Outboard is locked on

P for 'is the toilet clean ?'

Q for 'Are we there yet ?'

R for empty the Rubbish bin

S for stocktake the wine cellar

T for top up the fresh water

U for 'You connect the shore power!'

V for Very near the end

W for whisky stocks ?

X for 'got the shopping list ?'

Y haven't we gone yet ?

Z for zoom off !!



GOING ABOUT

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

Update from Philip Bragg and Barb Wheetman

As some of you may know, Philip and Barb bought Angela, a Catalina 42, last year in Mexico and have been getting her ready to bring back through the Pacific. Here is their latest update:

We clear out of Nuevo Vallarta, Mexico in a couple of days and are rushing against the clock to get the final boat preparations completed. It has been a very busy time here. Too hot to lie on a beach here, El Nino again this year and everyone thinks the hurricanes will arrive earlier than usual (mid May last year) so we want to be gone ASAP.

We head straight for Hiva Oa in the Marquesas for entry into French Polynesia. Lots of forms and other formalities now completed and sent to Tahiti Crew in Papeete who are handling the process for us. Technology or lack of here has made life difficult and downright frustrating trying to get this all completed satisfactorily. We will both miss many of the great things about Mexico that we have learned and experienced but are keen to get to other destinations now. Three weeks or less of non-stop sailing from here to Hiva Oa, and then to Nuku Hiva followed by the Tuamotus, then on to Tahiti, Moorea and Bora Bora for celebrations and lots of fun we hope in mid June."



Fires on the beach

Kate Johnstone wrote in with this warning about extinguishing bonfires lit on the beach:

It is usual to cover the fires with sand it seems. This is not a good idea because the heat is trapped and it is hard to see where the fire has been.

My nephew was severely burnt on the foot in just this way when he stepped on a fire from the previous evening. The fire smouldered away under the sand, pockets of air were trapped under a crust of sand. The crust of sand collapsed under his weight and his foot sank into the hot ash.

In my opinion, it is better to put the fire out with water and leave it exposed so it can be seen.

As we left our lunchtime BBQ at Taylor's Beach on Easter Sunday, I noticed a family on the beach with 2 exuberant boys running along the beach. I was reminded of my nephew who was about the same age when he was burnt.

SV Irish Mist in the Louisiades (Part 1)

Paul Kerrison

Wednesday the 10th September 2014 yacht *Irish Mist* in company with yacht *Champagne Charlie* cleared Australian Customs at Marlin Marina Cairns at 1050hrs and set sail for Papua New Guinea and the Louisiade Archipelago.

The respective crews Paul and Rosemary, together with Shayne and Lisa had met only 12 days previous at the Shag Island Cruising Yacht Clubs 2014 Rendezvous on Shag Island, Gloucester Passage Qld.

Some 260 boats and their crews partied for four days raising in excess of \$67000 for Prostate Cancer research.



SICYC members on Shag Island



Rosemary & friends at Sundowners

It was during this party that Shayne and Lisa decided that the Louisiades was to be their next destination. After arriving at the Marlin Marina Cairns, there followed 4 frenzied days of shopping for the girls, the fitting of extra fuel filters & changing engine oils, chart corrections etc. by the boys (obtaining of PNG visa's by Shayne & Lisa) we were finally on the way.

Sailing away from Australia all four of us were excited and eager to get to our destination.

During the next 4 days we had many sail changes, from full to second reefs and everything in between, Booby Birds trying to cadge free rides at night either on the radar dome or pulpit, some being successful, others not, at least one that we know of found the blades of the wind generator, & flying fish aplenty.

In order to clear PNG Customs we had to make for the PNG mainland and the Island of Samarai which is approx. 160nms west of the Louisiades.

On the second morning out as the mist cleared on a lumpy sea we were greeted by the magnificent sight of the Barque *Picton Castle* under full sail. Speaking to the skipper via VHF we found out he was on passage from Vanuatu to Bali and rather envious of our destination.



STV Picton Castle

With the wind consistently from the SE we made very good time making landfall at Brummer Island at 0134hrs on the 14th. At 0620hrs *Irish Mist* anchored off the village of Kumikuku between Kwato & Rogea Islands. *Champagne Charlie* arriving at 0900hrs in the middle of a tropical downpour but now at least we were all able to move around on a stable deck. Distance travelled in 92hrs. 563nm.

As soon as the rain cleared, we were approached from all directions by villagers in various types of watercraft wishing to trade with the Dim Dims (white people) but flying the Yellow Q flag, trade was prohibited.

Willie, the self-appointed village representative and our introduction to the many toothless & very red gum smiles (*the result of addictive chewing of Beetlenuts and Mustard sticks*) that we were to encounter for the next 8 weeks, offered to find Felix our Customs Officer on Samarai Is and bring him to us, if we provided some zoom (unleaded petrol) for his 40hp outboard.



*Shayne & Lisa raising the Q flag.
having just arrived at Rogea Isl*



Kumikuku Village

Shayne agreed to go with Willie but on his return advised that unbeknown to us we had arrived on the eve of Independence Day and that Felix was in Alotoa on mainland PNG until Tuesday. Monday was a day of inactivity, lots of children paddling past checking us out etc.

Tuesday morning all four of us went to Samarai Is in Willie's longboat. Felix, our Customs Officer greeted us at the public wharf and extended us an invitation to take a walk through the town.

As its Independence Day today almost everyone on the Island was dressed in National Colours, school children marched around the oval prior to a flag raising ceremony, before a presumed headmaster dressed in full military style uniform. After acquiring some Zoom for Willie, which is stored in 200 litre drums at the back of the general store, and decanted by a young villager using a mouth operated syphon, in multiples of five litres per suck, we returned to our yachts accompanied by Felix.

On completing the clearance formalities Felix advised that we now had to go to Alotoa in Milne Bay to clear Quarantine and Pratique of Health as he had only given us a port to

port clearance not into PNG. We could go ashore, but trade was still prohibited. Also as today was Independence Day he had to be reimbursed for his time 100 Kina/ boat.

Still unable to trade, Willie invited us ashore on Rogea Is to tour the school, visit the village market, and watch the soccer. First thing you notice when stepping ashore is that the ground is covered in red spit the result of Beetlenut chewing. Soccer is the number one sport played in the islands (some in bare feet) and today it was on in earnest, played on a field little better than a cow paddock with spectators leaning against or sitting in trees or on the ground.



Rosemary & Lisa with school children on Rogea Island plus teacher in white shirt

We were treated to a full tour of the elementary school, which sits atop of the hill overlooking the village by a group of very friendly and enthusiastic children eager to find out all about us and where we were from. It was here that we realised that one of the most basic materials we could have given to this school, and many others were travel brochures, picture books on Australia and the world, many a time we were asked what's it like out there, how far have you come, how

long did it take? But of course why would you take travel brochures with you on a yacht. Needless to say we didn't.

Later that day we joined Willie in his long boat for a quick ride around Rogea Island complete with a swim & snorkel at Deca Deca Is including catching Spanish Mackerel along the way. After returning to the village we asked permission to go ashore on Kwato Island. In 1891 the Rev. Charles Abel and his wife Beatrice founded a Non Hierarchical Church and Mission. In 1937 at the highest point of the island, he built a magnificent stonewalled church, called a Dubu, out of materials



Sightseeing in Willie's long boat, Willie in the stern

bought in from Scotland. It is one of only two built in PNG. Kwato was used as an R&R base for American troops stationed in Milne Bay during WW2.

The mission still having links to the UK receives English dress making materials on the island, for resale at markets in Alotoa and Port Moresby. The island also has a timber mill which is still operated by direct descendants of the Rev Charles Abel, making furniture to



sell as well. The original church bells are used daily to call students to school and workers to the mill. Whilst here both Rosemary and Lisa each ordered a skirt to be picked up on our return in six weeks priced at 10 kena - A\$5 ea. The next day as a large cruise ship was at a nearby resort most villagers had gone to trade leaving us to enjoy the delights of snorkelling amongst the abundant and colourful fish life on the nearby reefs of Kwato Isl.

We left the Islands of Kwato and Roga early next morning hoping to arrive at Alotoa before 1200hrs. At 1100hrs realising that we would not make it I rang Customs and advised that we were behind time. The Customs officer asked for an amended ETA. I advised approx. 1230hrs, but if that was going to be a problem with his lunch hour we could delay until after his lunch break. His reply was no that would be OK, we will wait.

Arriving at Alotoa and approaching the wharf where the officials are standing we were advised to anchor off & come back by dinghy (which at this point in time is upside down on the foredeck) to collect the appropriate officer and others from the shore.

I'll come alongside and get you!

"No anchor off."

But I'm just here!

"No anchor off," pointing.



Not much room here, Officials coming aboard at Alotoa

All this time we are being watched with interest from the back of a Ports Authority Boat laying alongside the wharf not 100 metres away.

After anchoring and retrieving three portly and awkward in movement people from the wharf along with their "respective perfumes", we went through the clearance process a second time. Again the Customs officer wanted payment for Port clearance although he did nothing and had declared that the Clearance we had obtained at Samarai was all that we needed.

So why do we need to pay? Customs clearance is free in PNG?

“You need to pay overtime because I’m in my lunch hour.”

But we offered to delay arrival, it was you that said you would wait.

“Ah but we finish early today.”

Why couldn’t we get you from the wharf? It would have been much easier for you and us.

“The Port Authority would have charged you”.

Asking for a receipt we were duly given a piece of A4 paper with no duplicate or Rec No stating that it was for miscellaneous charges.

The Pratique of Health involved answering the exact same questions by ticking the boxes, as were asked when applying for our Visa’s but this time it cost 250 Kina.

Duly delivering the officials back to shore/wharf by dinghy we weighed anchor in order to move further down harbour only to be flagged down by the fast approaching aforesaid Port Authority vessel, demanding that we hove to and allow him to board. Querying his intent he stated that he needed to see our ships papers. Whilst this was happening Lisa (*Champagne Charlie*) was in communication with Rosemary advising that he had already tried the same with them and that they only handed a copy of the ships papers over and did not allow him to board.

Following their lead, I said he could approach only but not come aboard, giving him a photocopied A4 sheet with our details keeping the good ones for safe keeping. It took 30 seconds for him to scan the paper then hand it back before charging back to the wharf with no explanation for the intrusion.

Anchoring off the market area I delivered the others ashore in order that they could do



Alotoa markets and sports ground.

some shopping while I stayed with the boats. There was a lot of long boat and canoe movement in the area, causing us some concern, this being the only place that any of us questioned the security of our yachts whilst in PNG. The long boats delighted in passing at speed as close as possible to both yachts. All long boats in Milne Bay and surrounding islands are powered by 40HP outboards.

Leaving Alotoa we experienced heavy rain for the next three days turning Milne Bay proper into a cesspool of rubbish, interspersed with large logs and other obstacles (rubber thongs), our slow passage through the very muddy water being very obvious astern. We visited Discovery Bay & Kana Kopi Bay, before moving away from Milne Bay & onto the islands.

Monday 22nd Hemoi Bay, on Basilaki Island was our next stop, an absolute delightful anchorage in twelve metres of water. It was not long before we had traded fish hooks, singlets, t-shirts etc. for fresh and very much alive mud crabs, vegetables & coconuts. Dying for a swim we enquired as to the presence of crocodiles? With a shrug of the shoulders we were informed that there were but mostly at night along the shore, so with curious villagers watching on from their dugouts four Dim Dims had a very quick swim (one of many). During our prolonged stay here the rain continued, however that did not stop us from experiencing local culture.

Raymond, who preferred to be called Ramone, invited us ashore where he and his brother (in bare feet as is the norm for all villagers) took us for a walk into the bush surrounding the village. We were quickly joined by other villagers all carrying Machetes chopping and slashing at anything as they walked past? One



Digging for Bush Turkey Eggs

villager demonstrating how to scale coconut palms, with the use of a reed which was made into a loop then placed over the feet. They made it look so easy, just imagine us trying to repeat the action, continuing on we negotiated slippery single log crossings over gutters, waded through streams etc. in places where it was really boggy the villagers used coconut husks as a form of boardwalk. Finding a bush turkey nest we proceeded to dig for eggs, these eggs can be buried up to 800mm deep, one young fellow who had joined in with the Dim Dims almost disappeared down the nest.



Bush Turkey Egg

We were then shown a Sago Tree, after being

felled, the bark is peeled away lengthwise to reveal the all starch core, this cut into manageable sized pieces is carried back to the village. Where when needed smaller bits are broken off and ground into a paste, before drying and used like flour forming part of the staple diet.



*No bridges or boardwalk here but
plenty of Sardines. Croc?*

Next it was on to the stream and some sardine fishing! Now how do you go fishing without any nets, lines hooks etc. all we had was a PNG rice bag between all of us?

It's so easy just wade into the stream wait for the sardines to school around your legs then throw a flat stone into the middle of the school, wait a moment then pick up the stunned fish as they surface, keep repeating until your rice bag is full.

Back at the village we were shown croc skins drying under one of the huts, these fellows were caught only two days ago in the waters where we were swimming, and walking in the scrub!!

... to be continued



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Recipe: German Apple Tart

Kate Johnstone

Filling:

- 1 lb 450 g apples (after paring)
- 4 oz 110 g currants
- 2 oz 55 g butter
- 4 oz 110 g soft brown sugar
- 1.5 teaspoons ground cinnamon
- if necessary a little water

Stew all together till soft, allow to cool.

Pastry:

- 8 oz / 225 g flour
- 4 oz / 110 g butter
- 1 teaspoon ground cinnamon
- ½ teaspoon baking powder
- 1 egg yolk
- a little milk if necessary

The pastry is better stiff than too soft. Press rather than roll it and dab on a little water if it cracks.

Butter 9 inch, 23 cm tin and line with pastry having cut a round large enough to cover the top.

Fill the pastry case with the cooled apple mixture, cover and seal well.

Bake in a moderate oven for 1 hr.

When cold, invert on a large plate and cover with icing flavoured with a few drops of cinnamon or lemon juice.

Decorate with glace cherries and angelica.

**Cruising Yacht Club of Tasmania
General Meeting held at DSS on 7 April 2015**

MINUTES

1. Opening

The meeting opened at 8:00 pm, Commodore Alan Butler presiding.

2. Attendance and apologies

41 members signed the attendance sheet. There were 8 apologies and 5 guests.

3. Minutes of the last meeting

The Minutes as published in the April Albatross were confirmed and signed.

4. Business Arising from those Minutes

There was no business arising from the Minutes.

5. Introduction of new members and presentation of burgees

The following new members were welcomed to the Club, presented with their burgees, and said a few words about their boating experience.

- Ross (and Justine) Radonic (*Argo*).

6. Vice Commodore's Report – Tony Peach

Formal Report is contained in the April *Albatross*. Specific points made by Tony at the meeting are as follows:

- **North Simmonds mooring:** Results of a poll of member regarding the possible purchase of a mooring in North Simmonds Bay was 85% in favour from a total of about 68 responses. The Committee is to consider the matter in the light of the response received.
- **New Norfolk Cruise, 18 & 19 April:** The Derwent Valley Festival is now a week earlier – was originally the same weekend as the planned cruise. A new Coordinator is required because of engine problems on Lalaguli. At this stage no one has volunteered. It was confirmed that the bridge is back in operation.
- **Donald Sutherland Memorial Cruise, Anzac Day 25 (& 26) April:** Rusalka will call participants on VHF (at 10:35 am). The format has changed to a scavenger hunt. Tony also reminded members of the ANZAC Day dawn service at Kingston to which Club Members have been invited.
- **Sykes Cove/BIS, 9 & 10 May:** This cruise involves dinner at Bruny Island Smokehouse with a seafood chowder main course (cost to be advised). This cruise is part of the 40th anniversary program with the 9th May being the date of the Club's founding.

- **Port Davey cruise:** Highly successful with 11 boats participating, good preparation and no incidents.

7. **Rear Commodore's Report – Catrina Boon**

Catrina was an apology for the meeting. Her formal report is contained in the April *Albatross*.

Alan mentioned that the next speaker will be advertised on the website as there have been some communication delays in confirming the arrangements.

8. **Treasurer's Report – Alex Papij**

Alex advised that the budget is basically on track with little financial activity in March.

9. **Women on Boats – Heather Doubleday**

Heather outlined recent WOBs activities including the session on manoeuvring under power presented by Shona Taylor as well as the hands on experience with handling dinghies and outboards. She thanked those who had assisted including with the loan of dinghies/inflatables (Kim Brewer, Gus Vans Colina, Heather & Alan Gluyas, Jan Wooller, Kerry Williams and Paul Nanscawen from Boat Sales). The forthcoming (21 April) session will cover boating regulations, licensing and legislation.

Heather also advised of the forthcoming WOBs weekend scheduled for 22 & 23 May.

10. **Reports from Other Officers**

Leigh Miller provided a brief update on the 40th Anniversary activities including:

- Sykes Cove/BIS cruise (9-10 May);
- Anniversary dinner (5 September);
- Reenactment Cruise (currently in the Calendar for 22-23 August but to be rescheduled to a date in November closer to the actual inaugural cruise).

Leigh also mentioned the Club history being prepared by Erika Shankley with support from several other members.

Leigh and Erika requested contributions (verbal or written) from the broader membership to complement the formal research and thematic inputs. The target is for a draft document by end of June for printing around November.

11. **Commodore – Alan Butler**

Alan's formal report is contained in the April *Albatross*. He congratulated the Club on recent successful cruise activity.

12. Other business.

None

13. Next Meeting

The next GM will be on 5 May 2015 at DSS, 8 pm.

14. Close

The formal meeting closed about 8:20 pm.

15. Guest speaker: Tony Peach introduced Vic Doust

Our guest speaker was Vic Doust, a member of the Australian Antarctic Division who recently returned from a resupply voyage on the RSV Aurora Australis to the Davis Research Station, Antarctica.

Vic gave a very interesting presentation which was based on his recent Antarctic voyage experiences and covered AAD's role and activities generally, the role of shipping in supporting the Division's activities and the planning for a replacement vessel for the Aurora Australis.

Elizabeth Helm thanked Vic on behalf of the Club.

16. Close

The meeting finished at 9:20 pm but socialising continued for some time thereafter.

NJM MARINE

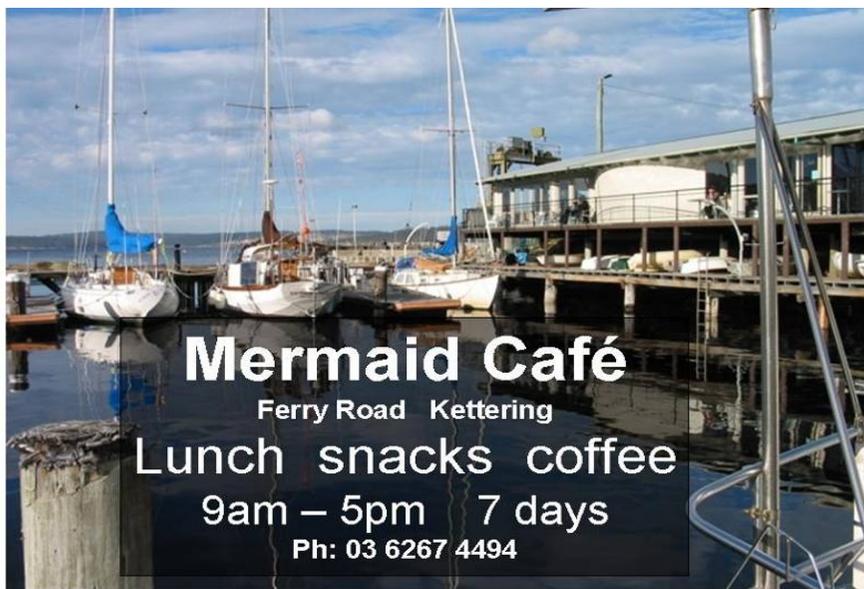
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