

Albatross

Volume 42 No 2 March 2016



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cyct.org.au

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Cover page: Dogs who sail. Photographer: Lizzie Garnham

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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.

Club Moorings: See p. 40

CYCT CALENDAR	
<u>MARCH</u>	
Tues 1 st	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Guest speaker: Matt Westland and Sally Cooper (South Pacific Cruise)
Tues 8 th	WOB @ 5.30 pm. Venue: Derwent Sailing Squadron The Art of Anchoring
Wed 16 th	Committee Meeting @ 7.30 pm. Venue: RYCT.
Sat 12 th – Mon 14 th	Cruise to Port Cygnet (Port Cygnet Regatta) Cruise leader: TBA
Tues 22 nd – 11 th April	Cruise to Bass Strait and Victoria Cruise leader: Tony Peach
<u>APRIL</u>	
Tues 5 th	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Guest speaker: Malcolm Riley, BOM.
	Committee Meeting @ 7.30 pm. Venue: RYCT. TBA
Tues 12 th	WOB @ 5.30 pm. Venue: Derwent Sailing Squadron How to Read Forecasts

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



Earlier this month I was on the Tarooma Community Association's website and read in the Tarooma Book (1988) about the huge rafts of shearwaters you could see on the river from that suburb. Perhaps I'm never on the river at the right time or don't lurk around Tarooma nearly enough, but given the low numbers of shorebirds I've been seeing as I explore the river, South Arm and North West Bay, it's led me to question where they are hiding or why they've been vanishing.

It was my weekend for sailing *Samos* but I'd received a notification that *Birdlife Tasmania* was running an excursion to Bangor on the Forestier Peninsula. Eager to see this coastline and learn a little more about shorebirds in the interests of enriching my sailing experience, I decided to go along and get educated.

Bangor has thirty five kilometres of beautiful, rugged coastline, including five beaches and a rich history. Abel Tasman and his crew hoisted the Dutch flag here in 1642, then named Maria and Schouten Islands. If you've traversed the Dunalley Canal and sailed through Blackman and Marion Bays, for example, you'll have passed this farm. Visscher Island lies just off Two Mile Beach, and I was surprised, when we walked along the sand to Swan Lagoon, that we found ourselves stopping to count and identify so many dead birds. Some were fluttering shearwaters that have been arriving in our waters in increasing numbers. Others were fairy prions. There were the wing remnants of a little penguin as well as one short-tailed shearwater. The causes of death were unclear but the stormy weather we've had could have been a factor. On the piscean front, one of us even found the beautifully preserved skeleton of a pipe fish lying on the sand.

On Lagoon Beach in particular, we collected loads of washed up plastic litter and left behind even more, including a 5 litre container of Hill's garden pesticide. On both beaches we also saw the endangered hooded plover. In fact, we were advised not to go up to the dunes to collect rubbish because it is so very easy to put a great big foot on a tiny little egg, especially when the nest is a mere scrape in the sand. I thought this worth passing on because we have access to so many remote beaches and all of us know that human presence gets in the way of birds matching, hatching and rearing fledglings.

Bird numbers fluctuate with regard to food stocks, climate and time of year. The breeding season runs, across most shorebird species, from September to March, the time we're are out and about on beaches too. For migratory species, loss of habitat, for example along the East Asian – Australasian Flyway is another factor for the large slump in shorebird numbers.

Wishing you oceans of fish and birds on the wing as you sail Tasmanian waters,

Fiona

Commodore's Report



With some preparation and cooperative weather systems, I will be in Bathurst Harbour aboard *Juliet* when *Albatross* arrives in your letterbox/Inbox. This area is a favourite cruising destination of mine and I am looking forward to showing other members around on their first trip there. I will also be taking part in a Wildcare Friends of Melaleuca working bee at Melaleuca and Claytons Corner. This is a great way of finding out a lot more about the area, what was done there and how it was done, as well as contributing in a small way to the future experiences of others.

The Committee has made a small change to the Club's privacy policy, to remove an inconsistency. We had stated that members' names and boat names would be publicly available on the website and in the Opening Day programme, then gave members the option of suppressing their boat names. Boat names can no longer be suppressed, so you will have two ways of determining whether a boat belongs to a CYCT member: if it is flying an Albatross burgee (the preferred method), or if it appears in the list of members. But please, keep your Albatross flying whenever you are out cruising!

The Club has been sounded out about the idea of a post Australian Wooden Boat Festival cruise down the D'Entrecasteaux Channel. Visiting boats could see some of our treasured cruising grounds in company with local boats (even non-wooden boats!). It might appeal to tall ships here for the Festival, with paying passengers aboard. Early ideas include social events at venues which are well known to Club members, as well as events organised by yacht clubs and community groups. Your committee had a brief discussion and the general feeling is positive, subject to balancing other commitments around the AWBF. A significant number of members either enter their own boats in the Festival or volunteer directly with the AWBF or with one of the many groups who set up displays (including our own). Our involvement will have to take account of the resources already committed to the Festival, but I think it is an idea worth pursuing – after all, cruises are our 'core business'! If you have any ideas or would like to take part in this event (particularly in the coordination of it), please contact me or a committee member.

A few short notes: It's great to see our connection with the Scout Guide Regatta continuing. Thanks to those members who offered their boats as the start boat for the yacht racing. There will be a Maritime Marketplace this year, in conjunction with the Kettering Yacht Club, most likely in June, so get ready to recycle your collection of maritime not-junk. Finally, contrary to my previous advice that a new edition of the *Port Davey-Bathurst Harbour chart (AUS176)* would be published, the Hydrographic Service has kept Edition 2008 and issued a long Notice-to-Mariners 195/2016 with the details of the no-anchoring areas.

Andrew Boon

Vice Commodore's Report



Greetings for March and I trust that you were part of the very successful round Tasman Peninsula Cruise led by Paul and Rosemary Kerrison. The weather started well but deteriorated making progress 'challenging'. I look forward to reading his report.

The Quarries cruise also had challenging weather and is written up elsewhere in this *Albatross*. It was good to see Christina and Picton out with us in *Beyond*. *Rubicon* took two very grateful visitors to Aitkin's Point, and then anchored in Quarantine Bay where they met *Hurtle Turtle* (where was your Valentine breakfast card?), *Andromeda* (absent) and *Westwind of Kettering*. *Willyama*, sailed by Ian and Christine Barwick, decided on a French flavoured weekend at *Cygnets*, while Sally and Ian (*Freedom*) sailed further up the Huon River. *Odyssey 2* had its own odyssey.

Coming Cruises

Port Davey Friday 26th Feb to 11th March will be led by Andrew Boon on *Juliet*. If interested please ring Andrew on 0400 651 532 to see if space still available and to make arrangements.

Nubeena and Port Arthur Friday 4th to Sunday 6th March: If interested in this quick three day sailing trip, please contact me. Friday to Nubeena, Saturday to Port Arthur and Sunday home. It would be ok if a westerly took us there and a northerly back. As Paul has just taken the CYCT to these areas, maybe just Nubeena, Sloping Island, or Connolly's Marsh is less rushed. Please give good warning of cruising intent. (I love the Deep Hole area and could possibly lead a trip here, or over to Dover for a meal. This may be a better relaxing alternative. Please advise me.)

Port Cygnet Regatta Friday 11th to Monday 14th March: I thoroughly recommend spending Saturday night here and joining the excellent PCYC BBQ. On Sunday the CYCT will go on a mystery cruise away, with Monday reserved for home. Need to book in.

East coast Cruise to Deal Island and Port Welshpool/Albert March 22nd to April 11th: This well planned cruise is being led by Tony Peach and will conflict with the planned Easter Bruny Island circumnavigation. Contact Tony Peach for details.

Easter cruise Bruny Island Circumnavigation Friday 22nd to Monday 28th March: Cruise coordinator and details to be advised. Please contact me prior to my Deal Island departure. This way, appropriate arrangements can be made between intending participants.

Wishing you all safe and enjoyable cruises with friends, both new and old.

Lew

Rear Commodore's Report



Our first meeting for the year was very well attended. Tas Maritime Radio was kind enough to allow us to come into the facility and show around. Barry McCann gave a fantastic presentation which covered the history, future plans and the new TasRep system. It was a very informative and interesting evening. TMR provide wonderful support, which has saved many lives, and regular weather updates which are a god send to many boaties out there. They are always so obliging and many a time have delivered a special message from loved ones back home.

Matt Westland and Sally Cooper will be our Guest Speakers at the March General Meeting, to be held at the DSS on 1st March. Matt and Sally are CYCT members and recently completed an extended cruise to the South Pacific as their first long voyage on their boat. They can't wait to go back again and will be sharing their experience with us.

Malcolm Riley from the Weather Bureau will be our Guest Speaker for the April meeting, have your questions ready!

Enjoy the last of summer sailing.

Catrina Boon

RESOLVING RISING SEA LEVELS

They keep saying that sea levels are rising an' all this. It's nowt to do with the icebergs melting, it's because there's too many fish in it. Get rid of some of the fish and the water will drop. Simple. Basic science.

~ Karl Pilkington, *The Ricky Gervais Show - First, Second and Third Seasons*

Women on Boats

The topic explored at this month's meeting was *Knots, Ropes and Line Handling*. It must have sounded appealing because five new members arrived, swelling the numbers to well over thirty keen-to-be-at-sea women.

Co-ordinator Kim Brewer was the instructor and soon had everyone practising their bowlines and clove hitches. Even some of the experienced participants learnt new tricks and took on board advice about the advantages of a double overhand knot versus the usual Figure 8 at the bitter end of the line.

We then went outside to lasso a few posts and learn the correct way to throw a rope, ensuring that one end stays attached to your boat! It was very good fun and a great start to the year. Kim also went through the full programme planned for 2016 and again emphasised its flexibility. She welcomes requests and is firmly of the view that the programme should meet the needs and interests of the group. No question is too silly; no topic too small for discussion.

Coming up soon is a dinghy handling session at Kettering and further interest is sought for a potential Navigation course which could be run this year. So far there are six women who are keen, but surely there must be more??? Contact Kim, Wendy or Jo if you would like to add your name to the list.

Member Profile – Maudie Bryan – skipper of Leonie – 27ft Columbia

My husband and I own the boat, but he's often away and so I decided to learn to sail as skipper. It was a new challenge and I gained my motorboat licence and Radio Proficiency Certificate. Then I went along to WoBs to find some female crew. I've met some fantastic women and have found answers to many of the mysteries of sailing, which I once thought were only understood by men.



There are quite a few members who don't own boats and would love the opportunity to sail more. If anyone needs extra crew, please contact Wendy or Jo and we'll tie the lines of communication.

Wendy ~ wlec@bigpond.com

Jo ~ jo.topp@bigpond.net.au

Kim ~ kim@boatsalestas.com.au

Memories of Ian Madden**Milton Cunningham**

*Ian Madden*

I feel honoured for having been asked to write about Ian Madden for the *Albatross*. My memories of him and of his participation in the club are possibly similar to those of many club members of the period during which Ian remained an active member of the club.

I first met Ian after joining the CYCT in 1994. My first recollection was of him coming forward and introducing himself and Audrey to Glenys and me at a midday shore barbecue on a club cruise. His smile was engaging and it was very apparent that he enjoyed meeting and making new members welcome. He had clearly been a member for some time, enjoying the camaraderie that existed within the club. Ian's attribute that I found most endearing was his smile.

I was very new to sailing when we joined the club and as I got to know Ian better I would at times ask his advice, which he gave for consideration rather than with an expectation that it would be implemented. He would give it in a manner that explained what worked for him and Audrey on their yacht, *Sea Echo II*. He said that every boat and crew is different and he was aware that what worked for him might not work as well for others.

Ian was very proud of *Sea Echo II*. This was apparent as it was always maintained in pristine condition and when not on cruises Ian berthed it at the former 'Lindisfarne Ferry Terminal' jetty which was relatively close to his residence, making access convenient.

Ian and Audrey would participate in almost every club activity; cruises, meetings and social events. Many of the social events at that time were themed with club members dressed in outrageous fancy dress costumes, performing skits, plays etc. and Ian and Audrey were always right in the middle of it all, never shying away from these activities. If they were absent it was most likely due to their mainland land cruising activities. These appeared to be conducted with as much passion as their water-based cruises.

Ian and Audrey as a couple were always welcoming and inclusive. His skills as a raconteur always ensured a somewhat large gathering around him and he would share jokes or stories (usually over a glass of red wine) of experiences and incidences that occurred during cruises both in the channel and further afield. His good supply of jokes resulted in me never being able to recall hearing the same joke twice or having a dull moment in his company; and as you have been reading this, I hope it has invoked your own personal memories of Ian.

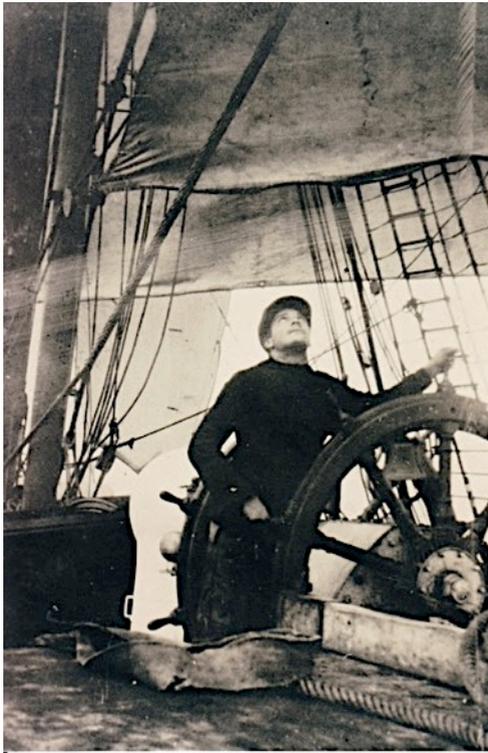
As a club member, my thoughts are with Audrey. However, Ian's smile will always be with me.

Ian Madden died on 18 Jan 2016. Members and Committee offer their sincere condolences to Audrey and his family. Ian and Audrey were CYCT members from 1988 to 2013.

Donald Garnham: Cape Horner and Centenarian**Lew Garnham**

Last year my father, Captain Donald Garnham, BEM, attended a CYCT meeting on his 99th birthday. Well, he made it to 100 years and received the Formal Congratulatory letters from the Queen, Governor General, Prime Minister and Andrew Wilkie.

He celebrated the day with an evening meal at the Revolving Restaurant and on the Saturday attended a surprise birthday party at the Grand Chancellor Hotel. Over 70 guests attended, including two from Finland, all his nieces and nephews, and many other interstate friends. Dad is one of the last true Cape Horners: *Herzogin Cecilie* 1936, South Australia to Belfast, and *Moshulu* 1937, South Australia to Cork, hence Finland and then back to Australia. Researching his life as we prepared for the occasion's presentation was an emotional voyage for me; his love story, his old letters, unseen childhood photos, etc.



Don at the wheel

Book Launch

FAIR WINDS & SMOOTH SAILING***History of the Cruising Yacht Club of Tasmania 1996 – 2015***

The year 2015 was an auspicious one for the Cruising Yacht Club of Tasmania. It marked the 40th anniversary of the formation of the Club in 1975. While our aims have remained constant, the Club has gone from strength to strength, with a vibrant membership leading the CYCT towards its 50th year.

Following on from *Twenty-one years*, the history of the Club up to its 21st year - now available on line at <http://cyct.org.au/About/21years.php> - *Fair Winds & Smooth Sailing* follows the Club's activities from the 21st to 40th year.

In this endeavour, author and editor, Erika Shankley has had the help of a small group of members who put pen to paper to record some of the events in the life of the Club. Thank you to you all. The eighteen months of hard work has finally come to fruition and, with the help of Dave Davey's expertise in computer wizardry, *Fair Winds and Smooth Sailing* is about to come off the press.

Events in the Club's history have been many and varied, too many to record individually. However, a few have made it to the pages of this amalgam of the life of the Club. Have you ever been curious about the events which shaped the Club's history? Do you know how many people have been members of the Cruising Yacht Club of Tasmania since its inception in 1975? What are the origins of the Cruise of the Year award; and which members of the Club sailed a square-rigged ore-carrier? To answer these questions, and more, read *Fair Winds & Smooth Sailing*, the history of the Club from 1996 to 2015.

Fair Winds & Smooth Sailing will be officially launched at the Club's April meeting with copies available, **free**, to all Club members! Come along and pick up your copy of the history of YOUR club.



BBQ Snake Island, 1994. Photo: From CYCT Archives



Stryder's tender: Nick Creese and family Photo: Erika Shankley



Minerva sailing back from Taranna

Photo: Kate Johnstone

How inappropriate to call this planet Earth, when clearly it is Ocean.

~ Arthur C. Clarke, 1990

APPLICATIONS FOR MEMBERSHIP

Picton and Christina Hay
BEYOND

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

APPLICATIONS FOR MEMBERSHIP

Graeme and Jennifer Birch
SWISH

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

WELCOME NEW MEMBERS

Ross and Suzanne Barnett
PUETA III

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.

WELCOME NEW MEMBERS

Ted & Frances Skoog
KAYLIE

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.

WELCOME NEW MEMBERS

Phil Kimber
INCA

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

Ross and Suzanne Barnett

We started sailing trailer sailers out of Canberra Yacht Club in 1976. While looking for a suitable boat I was on a work visit to Hobart when a local colleague suggested we visit Jock Muir in Battery Point. Jock showed me a great little design but it was beyond my budget so our first boat was a Boomerang 20. A great choice as it taught the whole family to sail and stayed with us for the next 39 years.

In between we both went on to several sailing businesses based on traditional sailing skills & pleasure cruises (catering for up to 30 pax) aboard our 12m and 15m schooners from Scotland Island in Pittwater near Sydney. During this time I sailed to Fiji as crew in the Bounty replica with my son as third mate, took part in a Greenpeace anti nuclear campaign in mid Tasman, became a Yachtmaster off shore instructor, taught Coxswain level at TAFE, obtained a Master 5/MED3 & introduced many thousands of children through Sport & Recreation at Broken Bay to the experience of sailing.

We retired to Ballina in 2000 & spent many years cruising north and south in our Arends 33 & writing articles for *Cruising Helmsman* magazine.

We always loved the idea of living down here, starting from our honeymoon in 1964, and have visited your little Isle many times. My last blue water sail was last year when we relocated to Judbury after delivering our 40' steel cutter from Pittwater to Cygnet. We have recently sold her and now have gone full circle buying a Jock Muir design 10m yacht called *Puetta III*, so I guess it was fate. We are members of Port Cygnet Sailing Club and our boat is moored at Cygnet. We look forward to sailing in company with club members.

Suzanne & Ross Barnett

PS By the way I'm not related to the other Ross Barnett from the Wooden Boat Association.



Puetta

Ted and Frances Skoog

We arrived in Tasmania on *Kaylie* in Feb 2014 so have been here for 2 years now. For much of that time the boat has been based in Hobart (at Prince of Wales Bay Marina) while working out bush in the Northern Territory.

Kaylie has been our home for almost seventeen years. She is a 38' Alan Payne Koonya class steel yacht. From 2000 - 2004 we circumnavigated the globe via Patagonia. After that we were based on board in Gove, NT for eight years. Our son lived on board for eighteen years (on two yachts). Before *Kaylie* we owned *Alcheringa* (also an Alan Payne design & sister ship to *Bacchus-D*) for eight years and Frances's parents owned her for seventeen years and completed world circumnavigations on her in 1975-1980 and 1988-1991.

We met each other in 1989 when *Alcheringa* and Swedish yacht *Leoni* cruised the Red Sea heading for Suez. Ted was on *Leoni* with his parents and they completed a three year circumnavigation from Sweden in 1989.

Tasmania has been a great stopover for us but we will be moving on and have hopes to sail to South Australia soon. It is a pleasure to be a part of the CYCT. We have been members of the Cairns Cruising Yacht Squadron for 21 years and are also long term members of the Seven Seas Cruising Association in Florida, USA.

Fair winds and good sailing to all,

Frances & Ted Skoog



Phil Kimber

I've joined in with an old school friend from Hobart Matric days in the 1970s, Tony Price, a forester, to take on the responsibility of *Inca*. She is a 42 foot Bavaria, born about 2000, and seems to have a history encompassing original ownership by the Canberra yacht club, and kept in Sydney for member cruising, then brought to Hobart by Chris Cunningham and Mark Anderson, for their families' enjoyment. The lovely wood interior, and 4 accommodation areas are attractive to us, so we can enjoy cruising and expand our capability.

I grew up in Taroona, and from an early age, had a sail board, which I used to ply along the cliffs near Hinsby Beach in the summer months. Later, I had a wooden catamaran in combination with my brother Marshall – and we sailed that in and around Dennes Point, and kept it on a mooring off Wrest Point, until it was sabotaged (accidentally, if you can do that) and sunk. The repair job was beyond our enthusiasm.

Later, I had a windrush cat in combination with friends including Merv Simmons, and tech head John Gleeson. We used to have 'annual dinners' and 'annual general meetings' to celebrate the success of our sailing, and our partnership – minutes were kept and the quality of the steak at the Ball and Chain and the shiraz from the Coonawarra were the most important aspects mentioned in the records. We had guest speakers to talk of the economy, one a Minister for Infrastructure in the Labor government of the time, and I rather think he perceived we had done what political parties seem unable to achieve: run a group in concert, in harmony, and maintain and use assets in an efficient way.

More recently, my brothers Roger and Marshall and I bought a Hartley style river cruising engine boat, the *Amity* which we have used to great enjoyment cruising up to New Norfolk, the Huon, down to Recherche, and back and forth to Dennes Point and the top end of Bruny. She is a darling boat, and much fine cuisine and refreshment has been enjoyed over the last three years, as we have improved and maintained this 1968 low flying lounge room.

But after much contemplation about 'why other people so enjoy sailing', and the opportunity to share the expense with Tony, *Inca* came into view, and after a few inspections, we bought her this year. Tony and I used to race with his father Ross Price on their huon pine boat *Bushranger* in the 1970s, but I'm pretty sure I only did what I was told without understanding much about the fine art of sailing. Now it is time to understand as well as enjoy.

My girlfriend, originally from Peru, Rosa Crosby and I have toured Peru, and Inca ruins at Machu Picchu, historical areas in the sacred valley and Cusco and parts of the Amazon – so when the most likely yacht to acquire was already named after the Inca Empire centred in the Kingdom of Cusco, it was more than sensible to get into it!

Our club members Ian and Chris Barwick suggested I join the CYCT. I had been on one or two cruises with the club before, but now it is more practical and purposeful. I very much appreciated the clear and easy process to engage with the club on what must be the best designed website in the world. The access to historical *Albatross* journals is immense fun, each one has its stories and photos and sense of history – even though we are involved in the moment, it is now starting to be part of the 2nd 40 year history of the club.

Rosa and I are joining the club on the cruise around Tasman Peninsula next week, and hope the wind will be kind, and we can get around the Tasman Isle without fear, and down the Narrows without 'touching bottom' – as it were.

Thank you for welcoming me to the club. I look forward to meeting you along the journey.



Inca

Nautical Terminology

Handy Billy

'The Handy Billy is one of those simple pieces of equipment which, will on occasion prove to be worth its weight in gold.

With two blocks and a bit of rope you could move heaven and earth. Usually made up of one single and one double block, it can be set up with two double blocks. Whether you have hook or tail on each end is a matter of preference, I have mine set up with snap shackles. Having one set up ready to go means it will save time in any emergency situation.'

For more on this nifty piece of equipment see Do It Yourself Wood Boat at

<http://www.diy-wood-boat.com/Handy-Billy.html>

Going About

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

Honey Bee in South East Asia

Honey Bee is currently sitting on the hard in Rebak Marina, Langkawi, Malaysia, waiting for our return in the New Year. Meanwhile, we've enjoyed a Christmas break with family in Perth.

2015 was quite a busy year, despite covering very few sea miles compared to 2014. Many times we have left *Honey Bee* parked in a marina and headed off by other means. We travelled by bus to Malacca, KL, Kuantan and the Cameron Highlands, by plane to Tasmania, a 2 week visit to Central Java (fabulous) and nearly 3 weeks in Cambodia (sad but fascinating).

In between these trips, we sailed up the west coast of the Malaysian peninsula to Langkawi, then on to Phuket and finally back to Langkawi. There are two other CYCT boats in the area, Charon, which just arrived in Langkawi after completing the 2015 Sail2Indonesia Rally and Meridian, due to relaunch in early January after undergoing maintenance in Satun, Thailand.

Phuket and Langkawi, with the islands in between, provide the best cruising in that area and we have enjoyed exploring the scenery there. The karst landscape is utterly different to anything we have experienced cruising in Australia, NZ or the Pacific, providing a stunning backdrop for many anchorages. The sailing tends to be in relatively sheltered waters with many good anchorages, but the lack of wind is a major frustration for keen sailors.

Once in Phuket, after a few weeks of exploration, we moved into Boat Lagoon Marina for six weeks of maintenance. We knew this would not be simple. We had been warned that the combination of language differences, differing standards, widely varying skill levels and a totally different culture would make the whole process quite a challenge. It was not significantly cheaper there than it would be in Australia, but you need to keep the maintenance up on a boat, especially in this equatorial climate, and putting it off leads to major problems later. For us, the results were good and we have continued cruising.

This part of SE Asia is an interesting cruising destination in itself, but it also represents a major decision point for a lot of people on extended cruises. It is not simple to return east to the Pacific and beyond, even getting back to Australia represents a substantial challenge. Especially for European or American sailors, there is a big decision to be made.

Some take the very expensive option of freighting their boats to Turkey by ship. A few weeks later your boat is in the eastern Med and there is a whole new cruising area in front of you, but you are around \$40,000 poorer. Diomedea, which was cruising in Southern Tasmania a few years ago, took this option.

Some still take the risk of traversing the Red Sea, which is both a challenging sail and still very dangerous with the current pirate and political situation in that part of the world.

Quite a substantial fleet heads to South Africa and beyond, but this is a series of very long passages. Compared to the Pacific, the Indian Ocean is a much less attractive crossing and then, once you have spent a short time in South Africa, you are faced with another long series of passages in the Atlantic.

Some cruisers just stop here and base their boats in Malaysia indefinitely, flying to and fro to renew their visas. The Malaysian Government makes this particularly easy and local marine businesses benefit from it accordingly – Australia could learn from this. Langkawi's duty free status makes it a particularly attractive option as a base for a cruising boat. The marinas are also significantly cheaper than Thailand.

Other sailors end their cruise at this point and then another cruising boat is on the market. The result is quite a significant number of boats for sale in Malaysia in varying stages of the maintenance cycle. Some are excellent, but others were in need of work when they arrived and the equatorial climate is very hard on all of them. Our good friends, Jack & Marie, who spent a year in Tasmania on their boat, Panisse, decided not to sail to Europe, sold their boat and flew back to France in the last few weeks.

Our conclusion is that you need to keep moving, using and working on your boat or get out of this part of the world before the climate gets ahead of your boat maintenance. The intense heat and humidity is tough on both boats and crew.

There have been a few interesting coincidences along the way. We have met two boats whose crew knew Honey Bee from her first visit here in the late 90's. We found the Australian schooner Atlanta and her owner moored at Koh Lanta. Our paths last crossed in Eden in 1982. A lunch stop at a floating restaurant at Hole in the Wall on the north side of Langkawi found us with a boat called Bara (Sydney) moored in front of us. We last saw her in Fiji in 1986.

The worst aspects of cruising here are the heat, combined with very high humidity, the lack of wind and the dirty environment. The best aspects of it are the excellent scenery, cheap food and cheap fuel (which does compensate for the lack of wind!), all mixed in with stunning cultural and historical experiences and a wide variety of cruisers from all over the world to socialise with.

We have cruised eastern Australia, NZ and much of the Pacific out as far as Tahiti. Would we recommend SE Asia as a cruising destination? The answer is a definite yes, but with the caveat to do the other stuff first if you can. Much of the attraction of SE Asia lies ashore, so a boat isn't always ideal as a way to see it all. The exception here, of course, is Indonesia, where a boat is the perfect way to get around.

We think that there is another year of cruising for us in SE Asia before we move on. We are currently planning to head back to Phuket in a couple of weeks time, cruise further north on the west coast of Thailand, then return down the west coast of Malaysia, around to the east coast and eventually across to Sarawak, Brunei and Sabah. Longer term, we may head back to Australia using Darwin as an entry point, but there is a lot of miles to be covered before that happens and our plans are nothing if not flexible.

Peter & Chris McHugh

Honey Bee

Rebak Marina, Pulau Langkawi, Malaysia



Refurbishing the steering just in time



Phang Nga anchorage



Phang Nga Bay



Exploring Phuket by dinghy

Australian Wooden Boat Festival 2017



Like me, you probably think the last Australian Wooden Boat festival was only a few months ago. In fact it was twelve, and the next Festival is now less than one year away! The Board and Production Committee are already working hard to make the 2017 Festival at least as good as the last, and history suggests they will achieve this, although like many organisations they find themselves trying to do more with less.

The purpose of this note is twofold. Firstly, to let CYCT members with wooden boats know that Expressions of Interest for entering a boat in the next Festival will open in April. Keep an eye on the AWBF website (www.australianwoodenboatfestival.com.au) or better still, if you haven't already done so, sign up for the newsletter at www.awbf.com.au.

Secondly – a question. Have you ever wondered how you could get involved in the planning of future Wooden Boat Festivals? Many CYCT members are volunteers at Festival time, and that contribution is much appreciated. In fact, without volunteers there would be no Festival. But maybe you'd like to be part of the planning and production process. There are some twenty Team Leaders or Project Managers who are each responsible for their part of the Festival. They cover such diverse areas as entertainment, media, Maritime Marketplace, food and beverage, dock-master, boats ashore, the Symposium and a range of back-office activities. While each of these areas currently has a manager, that situation will change over time and we think it makes a

lot of sense to find people to under-study some of these roles with a view to perhaps taking them over one day.

There are few things more satisfying than making a large project come to life. We think we have one of the best major event management teams in Tasmania, possibly the country – we have, after all, just won the Tasmanian Major Events crown and came third in the National competition – and we want to maintain that standard.

If you think this is for you, please get in touch on 0402 118 548 or email cjfpalmer@gmail.com. I'd be happy to tell you more about the AWBF and how it works and then, if you wish, arrange for you to meet with General Manager Paul Cullen. And if you know of a young person who may be interested in a career in event management (a growth industry these days) put them in touch. We can possibly help there as well.

Chris Palmer
Board Member – AWBF

Sailors, with their built-in sense of order, service and discipline, should really be running the world. ~ Nicolas Monsarrat

This description of the weather in Norfolk Bay, sent in by Denis Alexander and published in Albatross Vol 7 No 12, December 1982, doesn't sound much different to today!

"In the evening the disk of the sun at its setting appeared of the most beautiful and bright red colour. The wind ... changed to the north and blew in impetuous squalls ... at the same time attended with such a sudden and extra-ordinary degree of heat that ... it was scarcely possible to breath even in the open air and the wind seemed like the heat from a furnace."

Francois Peron,
Norfolk Bay, 5 February 1802



CLUB CRUISES LOGGED

CYCT Tasman Peninsula Cruise, 23 January 2016

On the 23 January Nubeena witnessed the gathering of 20 club boats in the bay: *Alkira, Andromeda, C'est Si Bon, Galadriel, Gitana, Golden Dream, Inca, Indian Summer, Innisfree, Juliet, Merlyn, Nuage, Pandora, Rubicon, Schouten Passage, Westerly, Westwind, Willyama and Irish Mist.*



At 1700hrs all crews gathered on the beach for a relaxed meet and greet. Club members Tony & Sallie Creese from Eaglehawk Neck also attended, arriving by car. At the conclusion of an enjoyable period of time and before we got blown off the beach, most members walked up to the Nubeena community centre and enjoyed a Taste of the Tasman, sampling fine food and wine from the

many stalls. I understand the marinated Quail salad provided by the Lions club proved very popular. All this whilst being entertained by live music from the stage..

On Sunday morning most boats left Parsons Bay before the 0845 sked and were making their way to Port Arthur on a very relaxed sea and swell, mostly carrying their mainsail as a steadier in a breeze from the NE of about 5-6kts. We passed the spectacular Cape Raoul before heading up into Carnarvon Bay with most of the fleet anchoring in Lady Bay, with others in nearby Stewarts Bay & one near Point Puer.

As *Juliet* arrived in the bay Commodore Andrew Boon, with a huge smile, displayed a bluefin tuna of approx. 15-18 kg caught near Cape Raoul which, with the help of John Bridgland, he then proceeded to fillet and distribute amongst the grateful fleet. Shortly after midday *Stormfisher* arrived in Lady Bay, swelling the fleet to twenty one. As there was a total fire ban in place we all



went ashore at approx. 1600 hrs for nibbles and refreshments as well as various tastings of sushimi tuna, very nice. With rain setting in most had retired to their boats by 1900hrs.

As Monday was a free day many went walking in and around the port, whilst more intrepid walkers ventured onto the Three Capes Track from Denman Cove and managed to reach the first hut. During the day another Club boat, *Sailmaker*, joined the fleet, then after analysing the weather forecast for the rest of the week I called a gathering on the shore at 1630hrs. All boats were now in Lady Bay. Over dinner etc. it was decided that instead of staying another day with heavy E-NE winds and rain



forecast for late Tuesday and the rest of the week, we would move on with a split fleet, some going via Tasman Island & Denison Canal, others back via Wedge Island, meeting up at Dunbabin Point in Norfolk Bay, for Australia Day celebrations.

On Tuesday morning several boats had Nav. lights burning well before 0600 hrs, motor sailing out towards Tasman Island in calm conditions. Most took advantage of this and went in close to view the old haulage and what is left of the flying fox landing. With beautiful conditions for coastal viewing and making good time, *Westwind*, *Andromeda*, *Rubicon*, *Nuage*, *Juliet*, *Schouten Passage*, *Irish Mist*, *Alkira* and *Merlyn* entered Blackman Bay through the Marion Narrows without mishap very near to high water for the day. At 1200hrs we, plus four large power boats, followed the *PV Vigilant* through the canal (fifteen boats in all). Passing through second last lead into Norfolk Bay some recorded only .06 m under the keel, even though this was on a high tide.



Wind conditions in Norfolk Bay saw the fleet anchor in Flinders Bay, but a quick reconnoitre of the shoreline revealed it was an unfriendly place to muster on shore, so a decision was made to relocate to Sommers Bay.



Australia Day celebrations eventually took place using the excellent facilities provided by the Sommers Bay Jetty Association, starting with the judging of the non commercial lamington competition. To the delight of all, Liz Little and Bryan Walpole gave an amusing prod, eye appeal and taste test to the entries, awarding the prize to Jim Groves for his innovative chocolate biscuit creation – in all, a very successful Australia Day.

Eighteen CYCT boats anchored in Summers Bay. On Wednesday, a free day, two groups of walkers formed, one going into Murdunna for coffee, the other going bush and walking to Flinders Bay, while a couple of boats left to go fishing / sightseeing in the bay.

Reconvening on shore that evening, Rosemary had several teams taking part in a round robin knockout Boules competition, while others seized the opportunity to use portable gas cookers and dine at the table before the rain settled in.



On Thursday morning we decided to move on to Lagoon Beach and with the wind strengthening from the ENE gusting 35kts it was a boisterous sail across the shallow waters to Slopen Island. At this point of the cruise, due to retirements etc, we had eleven boats anchored off Lobster Point, three boats in Flinders Bay and five retirements. On the beach that evening in the rain, and cooking over an open fire for the first time this cruise, we witnessed

some very fierce competition amongst the Boules finalists, with Cmdr. Andrew & Judy Boon being declared the winners.

Friday dawned very grey, overcast and wet, the east coast having been drenched overnight. We decided to head for the Channel with the wind at our backs and all made good time to the Iron Pot, at which point some made the decision to retire and continue on home. Six boats dropped anchor in Apollo Bay and one in Quarantine Bay, and with the weather lifting for a short period at about 1700 hrs, we all made it ashore for a short gathering.

On Saturday morning *Westwind* and *Andromeda* rafted together and enjoyed a coffee before going our various ways. Both Rosemary and I thoroughly enjoyed leading this cruise and making new acquaintances.

Past Cmdr. Paul Kerrison

Irish Mist

From left: Ian Barwick (Willyama), Ian Coffey (Gitana), Phil and Rosa (Inca) and Mike Ponsonby (Rubicon)



Sunset on Norfolk Bay from Rubicon



THE QUARRIES CRUISE, 12 February 2016

Willyama had decided to go to the French weekend at Cygnet and so this venue was put up for the vote. With \$25 pp breakfast and only town activities available, our 'digs' were to be the Quarries, our entertainment beach parties.

At 2300 hour on Valentine's Day, and like fabled St Valentine, some quick healing, (boat healing & heeling) took place and Lizzie thought she was going to have a 'death experience'. Having a dog, Pip (noisy, demanding child) meant ongoing care but fortunately we'd brought a bone along too!

We left late on Saturday, about 0930 am with a light northerly tailwind so motor sailed to Pierson's Point where I decided to set a very light symmetrical, non-snuffed modified Farr 40 kite. Setting was fun, untangling the two halves wrapped on either side of the forestay challenging. Then a jibe as the variable winds shifted. Finally set like a white wobbly jelly, the sail suddenly collapsed as the wind shifted head on!

We motored until we were off Middleton, where we could sail close hauled until we spotted an approaching squall, then reefed just in time and motor sailed to the Quarries Bay where *Golden Dream* was also finding a spot. With anchor hung at the ready we manoeuvred through the fleet. Tony Peach called out prophetic words for us as the last arrival, "Now the party starts"; and it did! The poop deck gear control refused to go forward and on trying the second control in the pilot house, full forward gave full cursed reverse! A 'golden dream' was about to be sunk. Engine stop pressed and the anchor rattled out into 8 m of water. The westerly wind took charge and we swung into a good clear position. Phew!

Engine hatches opened, the deck crew eyes became the engineer's. The first suspect was the mechanical sliding gate adjustments where the two Morse Cables are integrated into one for the throttle and gearbox control. It was not moving but neither was it really jammed. The gear box lever was isolated and moved correctly but the cable to it gave reverse, not forward. Off with the pilot house steering wheel and binnacle panel and there the Morse cable had come free of the saddle clamp but luckily the screws had not vibrated off so a refit repair was easy!

After a quick round trip of the boats our BBQ laden dinghy, with Liz, Pip and Lew made shore and the fire was lit. The smoke signal emptied all the boats, except one who secretly snuck off on a *Last Fandango*. Concern was high as last sighting was of him in a dinghy, and with the offshore wind and possible outboard failure, he could have been miles out to sea. A local search



proved negative, so it was resumed again and, as evening was approaching, the police were notified of a possible missing yachtsman. Time can be of the essence but fortunately he was located reminiscing on another boat about another voyage to Sarah Island... an appropriate place for him now!

Photos courtesy of Lizzie Garnham





With search called off, the BBQ started in earnest. Christina from *Beyond* had a box of pretty pink lamingtons. The light rain did not dampen vigorous discussions on chain rode length (despite an outcome free 1 1/2 nm night drag), speedindg fines, court appearances and successful appeal processes.

Liz and Lew gathered rope lengths and bottles. Gas and the open fire cooked our meals to perfection, and Pip won expensive steak scraps in exchange for tricks. But with the appearance of the active female *Culicidae*, boat cover was sought.

Minerva delivered Valentine envelopes and 'card' paper to *Westwind of Kettering*, *Inca*, *Fleur de Lys*, *Golden Dream*, *Beyond*, *Hurtle Turtle* and *Close Encounters* and apologies were received from *Rubicon*, *Willyama*, *Odyssey 2* and *Freedom*. The envelope instructions read:

*Tonight a card I will make, for breakfast ashore I will take;
Given when told, words of passion that I do hold.
A secret sender of love, the endless cooing of a Turtle Dove,
Beautiful flowers and butterfly kisses from above,
I remain your True Valentine Love.*

Unfortunately the forecast saw early seaward departures of *Golden Dream*, *Inca*, *Fleur de Lys* and *Hurtle Turtle* - and of Pip and me for the relieving beach dog walk.

Sunday 14th at 0900, on the beach, the table was set with a donated chequered tablecloth, with a beautiful, Lizzie made heart shaped Raspberry /Banana Valentine cake holding centre stage. Chocolate love hearts too! The 'postman', redelivered the secret Valentine cards randomly when *Beyond's* crew of 4 arrived later. The 'anonymous' letters were read aloud with various themes, chocolate flowers, and more from the different boats. It was a good fun circle of authors.

Many of the ladies had never received a Valentine Card and so it was an exciting moment for them, "after all those years!" Damien cooked bacon and eggs while we consumed chocolate, cake, but sadly, no brewed coffee. Lyn wore a beautiful heart motif blouse, including the sleeves!

As we departed the beach, the relative calmness of the morning was blown out by the west wind.

The beautiful 14.3 m 45 year old Jock Muir built *Trevassa* (see postscript) hoisted full main as did *Close Encounters* and headed off towards the white churned blue. With reefed main, jib staysail,



mizzen and ignorant optimism *Minerva* also departed; soon to be spray washed and heeled over as one gust reached 52 knots. Reefing sail, short-handed in heavy conditions is not easy as the drum furler tension is high and reefing the main meant being whipped by the jib sheets. I agreed with Lizzie's bleated comment "We are at 45 degrees and I don't like this". The end of the world experience was fearfully there, and the dog was tightly curled up in a cockpit corner. The spray kept coming till we motor sailed over to Middleton calm. With now only jib staysail up we motor sailed home, still heeling at times and spray washed as bullets descended from the hills.

When approaching Umbrella Point I heard on TMR a familiar boat's name that was loose from my Kettering mooring and heading freely east! Boats went out to recover it. That night I rang the owner who was oblivious to the incident and later found that it was indeed his boat on the public jetty. A same named boat owner had been contacted, but it was not his. FYI, the police do have access to MAST registrations and are able to contact owners. (The mooring line had parted at the buoy thimble.)

Off Pierson's Point we found the windward pilot house door open and the velvet cushions 'a bit damp'! I was continuously amazed at seeing *Close Encounters* and *Trevassa* 'upright' and apparently racing. Damien did sail his UFO home single handed. His max wind was 32 knots!

The wind whipped up the water surface as we approached the Tasman Bridge, and in its lee, fenders were placed on both sides of the boat. The children were asked to meet us at the marina and be ready to take the extra bow and stern lines. A new neighbour, a wide high-sided cruiser altered the usual approach. With extra momentum and an angled approach we came alongside and Lizzie quickly looped the mid-ship spring over the cleat. Power on counteracted the off marina gusts as bow and stern lines were attached. Home sweet home, my Valentine!

Lew Garnham

Vice Commodore

Valentine messages at the Quarries

*I have noted my number,
Read the clues, but still - no inkling of what*

I have to do!

It's Valentine's Day, I am aware

May I turn back the clock – I dare.

Now, if I was young and free again

how would I choose the one heart to reign.

Would he be dashing, rich, and with fame,

A quiet country boy – like you again?

I'm sorry I don't do secrets

And bunches of flowers are rare,

I would love Butterfly Kisses from above

And remain your true Valentine Love.



*Lew is in love with his sweet **Minerva***

*It is like his **Golden Dream**.*

*Picton's **Beyond** was full of steam when she had
a **Close Encounter**.*

***Fleur de Lys** left before the breakfast held
aground*

*But the **Westwind** of Kettering blew the boats
around.*

***Inca** came in last and left quite soon but after
Hurtle Turtle left on time.*

*That's all I can think of for this is the end of my
Valentine.*



Roses are red

Violets are blue

Boating's a joy

When I'm with you.

Roses are red

Violets are blue

You love your boat

*Is there room for me
too?*



*The night was dark the
moon was high*

*He stopped the car she
wondered why.*

*He moved in close her
heart went pitter-pat*

He whispered softly

The tyre's flat

Happy Valentine's Day.



Mon Cheri,

You are my sweet,

It is beautiful when we meet.

Your tender kiss on the lips,

Mmm now for the hips

So nicely wrapped it is known

Just wait till we're alone!

My Valentine XX





Postscript:

A sleek white pilothouse yacht was anchored at the Quarries. Greg, Ross and John Muir were sailing the yacht their grandfather had built. Ross had even helped him. The beauty of this late Jock Muir's built *Trevassa*, 1971 vintage yacht, is stunning. The varnish on the capping and cabin top glistened in the sun.

The 48 ft (14.3m) Huon Pine on hardwood ribs boat was owned in Sydney by Russell Duffield for 41 years. When time came to sell, at the age of 90, he was keen for it to return to Hobart and the original family and in about 2012, *Trevassa* did, and had major refurbishment, completed in time for the 2013 Wooden Boat Festival, proudly displaying a teak on ply deck that replaced the original dynel covered ply.

She is used mainly for cruising with some racing, and she is no slouch. Her design is that of the 1947 Sydney to Hobart line honours winner *Waltzing Matilda*, but a bit more drawn out.

Spread the word and gather wide, pollution is not on our side!
~ Lew Garnham

Albert Ross Dispatches

Albert, inspired by events that took place on the Quarries cruise, submitted a poem that came to him, just like that, as he wheeled unseen above the action. He cast aside his scribbled notes about the woes facing the avian world to indulge in a little creativity for a change.

What Albert Ross saw

The tangle of chains to the anchor
was a close encounter beyond any rancor.
To the BBQ he did not make
Lost...for heavens sake.
We are left in a lurch,
Call the police and start a search?
Ah, 'tis fear of fire so he did not come,
But fortunately we found our ducky chum!



Landmarks & other Coastal Features: A lighthouse at Blinking Billy Point

Erika Shankley

Following on from my article on Blinking Billy Point in the February 2016 edition, Erika provides the inside story on the lighthouse. ~ The Editor

There had been many calls from ship's masters for a light on what was then known as One Tree Point. In a letter to the Hobart Marine Board, agents for the New Zealand Shipping Company forwarded a report from Captain W.J. Croucher of the *SS Wakanui* stating that a leading light at Sandy Bay into the port of Hobart was a necessity. "Last night was very dirty," he wrote, "and coming up the river I felt the want of a light very much."¹

However, construction of a light was delayed by discussions with the military which operated the nearby Alexandra Battery. They were averse to the intention to build the lighthouse so close to the Battery and intense secrecy surrounded the correct procedure to be followed in times of war. Finally a consensus was reached due to the fact that (a) no other suitable site could be found; (b) that the Government should have the power at any time to remove the light, either temporarily or permanently, without notice; and (c) that the light be erected so that it may not interfere with the line of fire from the battery.²

Eventually construction commenced and a Notice to Mariners was gazetted on 20 October 1900, informing mariners that a light, elevation 41 feet above sea level, would be exhibited on One Tree Point, River Derwent on and after Friday November 23, 1900.³ Marine Board Wardens motored down river in the *SL Egeria* to view the light in operation. The Trotter-Lindberg apparatus, imported from London, "was burning well .." they said, and the light, which is visible for about eight miles, should be a great boon to shipmasters.⁴

A report in *The Mercury* described the lantern as 5 feet high overall and 2 feet in diameter, with the glass apparatus 11 inches high by 12 inches in diameter. It is lighted by a special make of burner, having 16 separate small round wicks, and button spreader, supplied by petroleum oil from two containers and cistern and tube, fixed outside of the lantern, holding 14 days' supply. The light is of the occulting principle, alternately showing a steady white light, with total eclipses at regular intervals, the duration of each being about equal. The eclipses are caused by the action of the light rotating a brass screen, working from the centre on an agate, the heated air from the burner working a circular fan, so that this only ceases rotating when the lamp is not burning. The light can be kept burning for a fortnight without attention, consuming about 135 gallons per annum. The cost of the apparatus was £144.⁵

¹ *The Mercury*, 20 October 1900

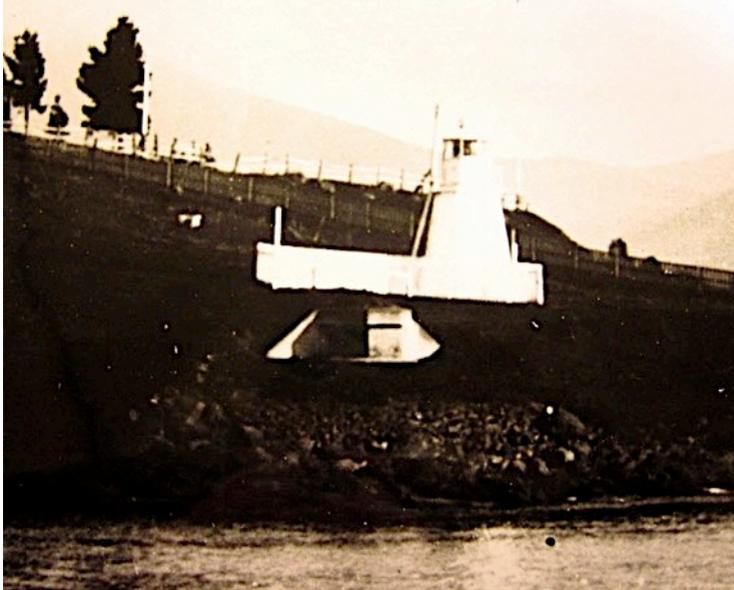
² *The Mercury*, 16 October 1900

³ *Examiner*, 24 October 1900

⁴ *The Mercury*, 24 November 1900

⁵ *The Mercury*, 26 September 1900

The lighthouse became known as Blinking Billy, which according to family sources, was the nickname of the Master Warden at the time, W.L. Watchorn.⁶



Blinking Billy Light on One Tree Hill circa 1900

In a letter to *The Mercury* on July 14 1911 “*What the Huonites Think?*” the writer penned this whimsical poem:

*Blinking Billy sounds rather silly
But Winking Peter is worse,
So, come to the Huon, and you’ll see, trim
A lighthouse there called ‘Squinting Jim.’*

The area offshore from the Blinking Billy lighthouse was surveyed by *HMS Skylark*, in 1914. In a letter dated 16 February 1914 they said “*With regard to the 5 fathom shoal off One Tree Point, Hobart, shown in the Hydrographic Note No 2 of 1914, I submit that it be named the John Garrow Shoal after the gentleman who gave me the information of its existence and position, it being known to only two or three persons who fish it. Mr Garrow was good enough to accompany the Officer who searched for it and put him exactly onto the shoal.*”⁷ Englishman, John Ramsey Garrow had spent 37 years in Tasmania as a baker and pastry cook and died at 5 Windsor Street, Sandy Bay (Bath Street), on 2nd March, 1924, aged 75 years.

⁶ *Linc card index; Nomenclature Board; family reference*

⁷⁷ *Albatross Vol 7 No 8, August 1982*



Blinking Billy Lighthouse, 2014

Erika Shankley

From 1920, Blinking Billy lighthouse was attended by Mr George Clark. He continued in this role after the light was converted to electricity in the early 1930s and only retired, at the age of 80, in 1953, to be succeeded by his grandson Mr F.G. Clark.⁸

Originally there were no houses nearby. However, when contemplating building a house next to the light in 1937, Sir Geoffrey Walch requested that the rear windows of the light be blanked out.

Replaced by the offshore red painted John Garrow light in 1953, Blinking Billy was preserved as a landmark through the efforts of Sir Geoffrey Walch, who still lived next door. Ownership has since been transferred to the Hobart City Council.

After over 60 years of wear and tear the beacon at John Garrow Shoal was again replaced in August 2014. *“The steel superstructure cladding was suffering widespread and entrenched corrosion, blistering and wastage on a large scale”*,⁹ a Tas Ports spokesman said. The new beacon is painted the same fire-truck red but provides better radar reflectivity, visibility and light intensity. The fate of the old structure is unclear but it has been offered to the Tasmanian Maritime Museum.

⁸ *The Mercury*, 2 December 1953

⁹ *Mercury*, 29 August 2014



John Garrow light

Erika Shankley



New John Garrow (2014)

Erika Shankley

Cruising Yacht Club of Tasmania Inc
General Meeting held at Tas Maritime Radio on 2 February 2016

MINUTES

Opening

Commodore Andrew Boon declared the meeting open at 7:30 pm and welcomed those attending.

Attendance and apologies

Fifty two members registered their attendance along with 5 guests. Thirteen apologies were recorded on the attendance sheet which is filed with the official copy the Minutes.

Minutes of the last meeting (3 November 2015)

The Minutes were published in the *Albatross*. These were confirmed and signed as a true record of the meeting pursuant to a motion by Ottmar Helm, seconded by Lew Garnham.

Business Arising from those Minutes

There was none not already covered elsewhere in the agenda.

Introduction of new members and presentation of burgees

There were no new members present.

Vice Commodore's Report

Report published in the *Albatross*. Specific items for mention include:

- Lew noted a number of recent successful cruises since the last meeting, mostly written up in the *Albatross*. These included: (a) Ralphs Bay led by Andrew Boon; (b) New Year cruise to Lodge Bay; (c) Simpsons Bay cruise led by Tony Peach; and (d) most recently a circumnavigation of Tasman Peninsula led by Paul Kerrison with up to 21 boats attending.
- Paul Kerrison provided further detail of the Peninsula Cruise which took in Nubeena and Port Arthur followed by a split fleet making the journey to Norfolk Bay either clockwise via the Marion Bay Narrows and Denison Canal, or anti-clockwise. Anchorages in Norfolk Bay included Sommers Bay and Sloping Main. Social activities included lamington and boules competitions.

- Lew noted the Hobart regatta on the coming weekend (6-8th February) with yacht racing and a fireworks display in the evening of the 8th February.
- A number of planned cruises over the coming few months were noted as follows.
 - Quarries and/or Great Taylors Bay 12-14th Feb. Interested participants were requested to email Lew and a cruise leader will be appointed.
 - Nubeena and Port Arthur 4-6th March. Unless there are a number of keen participants, this trip will be cancelled as preparations for the Deal Island/Victoria cruise and the Port Davey cruise make it too close.
 - Port Davey cruise on which the Commodore will speak directly.
 - Deal Island/Victoria cruise (March/April) for which Tony Peach has scheduled a briefing at DSS on 16 February (6 pm).
 - New Norfolk cruise to be led by Barry Jones at a date to be advised but not concurrent with the Derwent Valley Festival.

Rear Commodore's Reports

Catrina's report was published in the *Albatross*. Specific points noted at the meeting included the following.

- The Wave Station spit roast was a great success, thanks to all those involved.
- In March, Club members Matt Westland and Sally Cooper will be giving a presentation on their recent trip to New Caledonia, Vanuatu and the Loyalty Islands.
- In April, Malcolm Riley from Bureau of Meteorology will give a presentation. Malcolm has asked that if anyone has specific questions please flag them in advance so that the research can be done beforehand.
- There are no major social events planned until the Anniversary Dinner later in the year.

Treasurer's Report

Alex is an apology. The Treasurer's Report is available on the website.

The Commodore advised that expenditure was generally tracking in accordance with the budget.

Commodore's Report

Andrew's report was published in the *Albatross*. Specific items mentioned included the following.

- Victoria Cruise – Tony Peach advised that:

- A briefing will be held at DSS on 16 February at 6:00 pm;
- Those on the cruise list should advise Tony if they are no longer planning to participate;
- Orders for T-shirts are requested by 16 February.

- Port Davey cruise – an email list has been established for those interested in this cruise. Andrew noted the planned DSS briefing on Port Davey (4th February, 8:00 pm) by Jeremy Firth and recommended CYCT members planning to go to Port Davey attend.

- CO alarms – Andrew mentioned recent boat fatalities related to carbon monoxide and suggested boat owners consider the installation of CO alarms on their boats where appropriate.

- Scout Guide Regatta start boat – A start boat is required for the Scout Guide Regatta to be conducted at Snug Beach over the March long-weekend. CYCT boats have fulfilled this role in the past. Interested members should advise Andrew. (Refer to Andrew's subsequent email to members of 6th February for further details.)

Reports/comments from other Officers/Members

There were several comments from a number of officers/members as follows.

- 40th Anniversary History: Leigh Miller/Erika Shankley advised that the Club 40th anniversary history document is at the printers and will be available soon. A launch is planned for the April general meeting.
- Women on Boats - Kim Brewer advised that the 2016 WOBs program will commence on 9th February. The regular meetings are now on the 2nd Tuesday of the month at 5:30 pm at DSS. All women are welcome including non Club members.
- Peninsula Cruise – a vote of thanks to Paul and Rosemary for their organisation of the Peninsula Cruise was moved by Chris Le Cornu and passed by acclamation.

Next Meeting

The next GM will be at 7:30 pm, 1st March at DSS.

Close of formal business

The formal meeting concluded at 7:50 pm.

Guest speaker

Andrew Boon introduced Barry McCann, a Director of Tas Maritime Radio. Barry provided a thoroughly interesting presentation about the current operations of TMR, its development history, and insights into recent and planned changes to TMR facilities and services. Members were introduced to the new TasRep (Vessel Reporting Service) system.

At the conclusion of the presentation Barry answered questions and members were able to view the TMR operational areas.

Andrew thanked Barry and TMR on behalf of the Club. (*Secretary's Note: The Committee agreed to make a donation of \$100 to TMR in recognition of its support to the Club for this meeting.*)

Close

The meeting and the follow-up observations at TMR concluded around 9:30 pm.

Thanks to the authors and report writers, to the photographers (Erika Shankley, Liz Garnham and Julie Marsaban, Paul Kerrison et al.) all those romantic but anonymous poets and the contributors (Hans and Erika) of snippets of information that have gone into making this issue of the Albatross). Thanks also to Jon Neville for last month's cover photograph, to Lew for putting words into Albert's beak and to Julie Macdonald for proof reading this issue. Alas, no recipe this month – it will be back!

~ The Editor

CYCT MOORINGS

Nubeena

Mooring number 9615 at Nubeena is a bright yellow buoy situated close to the jetty opposite the main town wharf. It is in a great position to row to the main wharf, boat ramp or beach. The depth at high tide was 5.7m, with about 21m of mooring tackle to the three heavy train wheels. The position is 43°06.265'S 147°44.346'E. The buoy is yellow with hooks for the pickup float. The mooring is a short row from the public jetty in the SE corner of Parsons Bay.

Barnes Bay

Mooring number **8584** at North Simmonds Bay is an Orange buoy. The depth at MLWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6m of 2 inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8 inch chain. Simmonds Bay mooring is for up to 12.2 m vessels.

Mooring guidelines:

https://secure.cyct.org.au/mooring_guidelines.php

Guidelines for Contributions to the Albatross

The Albatross thrives on members' contributions. Here are a few guidelines to keep in mind when preparing items for the newsletter. Please contact the editor (editor@cycct.org.au) if you have any questions or suggestions.

- Articles should be submitted as a Word document. Typically, stories should be less than 1600 words and contain no more than five photos related to the article. Longer stories will either be serialised or you will be requested by the editor to reduce the length.
- Boat names should be *italicised*, **not** in “inverted commas” or capitalised.
- Photographs should be in .jpg format. Please compress files to no more than 1Mb for emailing.
- Photos should be your own or clearly attributed. Please include a suggested caption for each photo where appropriate.
- The cut-off date for submission is the 20th of each month (there is no *Albatross* in January).



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