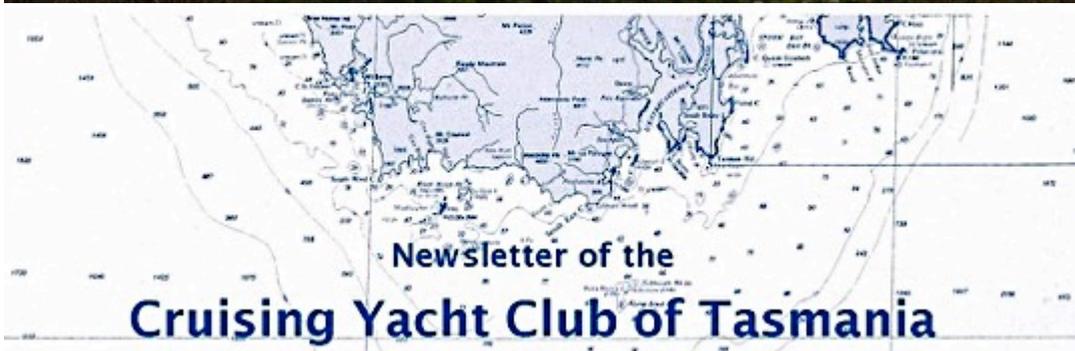


Albatross

Volume 42 No 3 April 2016



Newsletter of the
Cruising Yacht Club of Tasmania

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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.**



Cover page: Juliet cruising under jib in the Bathurst Channel. Photographer: Chris le Cornu

Contents

CYCT CALENDAR.....	2
Editorial	3
Commodore’s Report	4
Vice Commodore’s Report	5
Rear Commodore’s Report	6
Women on Boats.....	7
The Whale. Oh the Whale: Close encounters with the giants.....	8
Book Review.....	11
In the News: Sea Mercy and the Fiji Cyclone	13
Albert Ross Dispatches (1).....	13
With Salt on Our Lips	15
Pumped!.....	21
Going About.....	22
Opportunity Knocks: East Coast Invitation to All Members	25
Opportunity Sought: Californian in Search of a Yacht	26
Opportunity Taken: At the Regatta	26
Recipes: Cooking Aboard <i>Adagio</i>	28
Albert Ross Dispatches (2).....	29
Cruising Yacht Club of Tasmania Minutes.....	30

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. 33

CYCT CALENDAR	
<u>APRIL</u>	
Tues 5 th	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Guest speaker: Malcolm Riley, BOM
Wed 6 th	Committee Meeting @ 7.30 pm. Venue: RYCT
Tues 22 March – 11 th April	Cruise to Bass Strait and Victoria Cruise leader: Tony Peach
Tues 12 th	WOB @ 5.30 pm. Venue: Derwent Sailing Squadron
Sat 16 th - 17 th	New Norfolk Cruise Leader: Barry Jones
Sat 30 th – 1 May	Donald Sutherland Cruise to Kettering
<u>MAY</u>	
Tues 3 rd	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Guest speaker: Christine Coughanowr, Derwent Estuary Project
Wed 4 th	Committee Meeting @ 7.30 pm. Venue: RYCT
Tues 10 th	WOB @ 5.30 pm. Venue: Derwent Sailing Squadron Boat Handling in Specific Circumstances
Sat 22- 23 rd	WOBs weekend

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



Cruising is an opportunity to see a wealth of seabirds, but the winged creature we usually have the most intimate encounter with is the mosquito and although *Samos* has flyscreen protection there is always at least one that finds its way through that line of defence. On the still water of Sand Rock Bay one stirring flyer circled my head as I worked on the *Albatross*. The previous night in Missionary Bay, there were two.

We were heading for Cygnet and enjoyed a long reach down the Channel followed by some exploring of the Bruny Island shoreline and a short inspection of Satellite Island (a white tent on a platform, two deck chairs; the good but simple life) when a bumble bee flew between the rigging and disappeared from view. I might have taken no notice of it, except that we have honeybees and I've learned that they can travel several kilometres in search of food. So too, bumble bees. It's conceivable that as we sail the channel there are bees scooting from one side of the D'Entrecasteaux to the other. That day, on a more majestic scale, spread all the way up the Channel towards Kettering, were bright spinnakers floating downwind on the light sea breeze; a perfect day.

An ominous sound perturbed us on the Huon River, however. Better at least pause here at Sand Rock Bay to figure out what's going on, we decided, and once the anchor was down we discovered that we were without water. A torch, an inspection and we discovered a loose hose beneath the basin, but when we got out a screwdriver and exposed the water tank to view, we discovered, along with a watering can we didn't know we owned, a small dam(nation) of escaped water, which begged the question: did we just have a single problem or one at each end of the system? Out with my kayak pump. Part of the problem temporarily solved.

We hadn't yet learned that it pays to carry spare water but a chat with some tiny agate hunters and their mother, a short drive to a local house and our handy (kayaking) flotation bag that usually holds the library had become an enormous tangerine water bladder that sat in the cockpit like a quivering jelly - plus we had been gifted an additional 10 l plastic container just in case. We had landed on friendly shores.

And so we stayed, and enjoyed beaches and sandstone cliffs and tried out our new sit on top kayak. But when we arrived home in the wild wind we discovered that some of our lines had been removed from our berth. So very odd. So very inconvenient. (There were expletives!)

I hope this *issue*, like sailing, leads you to new discoveries of one sort or another and that those who missed the recipe in the last issue enjoy the recipes off the good ship *Adagio* this month.

~ Fiona

Commodore's Report



As I start this month's report, *Juliet* is lying alongside King's mooring in Melaleuca Inlet. The waters of the inlet are glassy smooth, the reflections have been amazing and we have enjoyed over two weeks of warm, calm weather. The Wildcare Friends of Melaleuca working bee has been a great success and achieved most of the works programme.

Of particular interest to those cruising in the Bathurst Harbour area will be the work done at Claytons Corner. Claytons' house (aka 'Government House') has been re-stumped and levelled and the gutters re-aligned. When the SW eventually gets some rain, the tank feeding the jetty tap should fill again, ensuring a good supply of clean, fresh water for cruising boats. We (Chris Creese and I) took the opportunity to lobby the ranger in charge of this area and received a sympathetic hearing. We look forward to the mooring at the waterfall in Watering Bay being repaired (even taking part in the work) and progressing discussions about a more suitable cruising mooring than the poor attempt at the heavy landing.

The Melaleuca Site and Rehabilitation Plan 2014 (<http://www.parks.tas.gov.au/file.aspx?id=37519>) allows for the improvement of the condition of King's mooring and we will be pursuing this option. Parks and Wildlife do not have estimates of the numbers of people who visit the area by boat (except for the Par Avion cruises) and we will be attempting to provide estimated numbers to them. We believe the numbers are significant and the majority of visitors are supportive of Parks' efforts to provide and maintain facilities, even if some of them have been a little misguided.

For our part, there are significant issues that cruising boats need to be aware of and respect: biosecurity, the Marine Reserve requirements and generally treading very lightly on this fabulous area. I think the Club could take a lead here and prepare cruisers for the 'new' requirements: as well as weather and anchorages, we should extend our preparations to include those aspects, particularly biosecurity, which we know about but often prefer to ignore. Hull and boating equipment cleaning, speed limits, cleaning your boots before and after walking, no-discharge areas, bringing home rubbish and so on. Following our submission to the draft plan, CYCT is specifically mentioned in the Melaleuca-Cox Bight Management Statement as an information distribution channel for visiting boats. I hope that a pro-active approach, as well as information on the numbers of cruising yachts visiting, will enable us to represent our needs to Parks with some standing.

Andrew Boon

Vice Commodore's Report



Get a Life and *Minerva* had a pleasant cruise to Nubeena and jointly used the club mooring after a large fishing boat was evicted. The sail across Storm Bay was frustrating, with variable light winds and intermittent motoring. When almost at Wedge Island a 35 knot southerly appeared without warning, sweeping along the coast. It is amazing how many fish farms lie in the entrance to Parsons Bay.

The CYCT mooring is close to the fisherman's jetty and small jetty at the boat ramp, ideal for shore visits. The RSL is closed on Saturday nights so a walk up the road took us to the hotel for an evening meal. Light winds enabled a sail back until the strong Derwent River ebb made progress challenging. Once in the Derwent the MPS and mizzen staysail were set and we pleasantly sped for home at 6.5 knots.

Freedom was to have joined us but fuelling issues intervened. Some other boats went down the channel.

I believe that about five boats went to the Port Cygnet Regatta and cruised in dismal weather on the Sunday/Monday following. I await the Port Davey Cruise report from Andrew. By phone, he told of good weather and trips about.

Tony Peach is well on track for the Victoria trip with nine boats participating in various ways. He departs on Tuesday 22nd March. *Minerva* will be leaving on Saturday for a shortened voyage as far as the Furneaux Group with Deal Island as the objective.

The Bruny Island circumnavigation for the Easter trip will require a leader/coordinator and several boats have listed interest already. Depending on negotiations and the weather, Barry Jones will try to organise a weekend away 16th-17th of April, to New Norfolk before the days shorten too much and temperatures fall. It is important that the Bridgewater bridge passage and up river access is maintained. The autumn leaves should be very colourful. An evening meal at the pub is always good fun. This trip is to replace the listed Mona lunch and overnight cruise.

The Donald Sutherland Cruise 30th April /1st May is to Kettering. It is to be a fun day with some interesting activities being planned. Counter tea will be at the hotel and maybe a Hobart bound Sunday stop. Please put the Queen's birthday long weekend aside for the annual Kermandie/Franklin cruise. This is always fun and very popular. We are open to suggestions regarding the dinner theme at Kermandie.

Mooring use and data will be put in the CYCT web Forums site for members input. Please record intended or actual use, details of 'pirate' boats and other facts affecting the mooring. Finally, there is a 'Take Three' anti plastic pollution school project where beach goers aim to collect at least three bits of plastic. The CYCT could easily jazz it up to the tune of 'Take Five'! 'Open invitation to visit' white pennants will be designed with a blue 'Albert'.

Lew

Rear Commodore's Report



Autumn is upon us and already we feel the change in the weather. Hopefully many of you enjoyed some good cruising times during the summer months.

Our speakers for the March GM were very well received and although I was not present at that meeting, I've had some wonderful feedback. Thank you, Matt and Sally for sharing your experiences with your fellow club members.

Our Guest Speaker for the April GM is Malcolm Riley from the Weather Bureau of Meteorology (BOM). If you have any specific questions please let me know via email prior to meeting so I can pass onto Malcolm in plenty of time.

Date for your diaries: Our annual dinner this year will be held on the 3rd September, somewhere in the vicinity of Constitution Dock.

Zephyr ~ Warm, pleasant breeze.
Named after the mythical Greek god
of wishful thinking, false hopes, and
unreliable forecasts.

Women on Boats

The Women on Boats trip to the Bureau of Meteorology on the 8th of March was a huge success with 29 enthusiastic women attending. Debbie Tabor, a senior meteorologist at the bureau, often heard on local ABC radio, was kind enough to give us the tour. Debbie took us through the time consuming and technical procedure of how the meteorologists collate all the data which they receive into the forecasts which help us in every aspect of our lives.

Thank you Debbie!!



At the Met Bureau

Photographer: Julie Marsaban

*[Wo]Men in a ship are always looking up, and men ashore are generally looking down.
~ John Masefield*

The Whale. Oh the Whale: Close Encounters with the Giants **Frank Talbot**

One must love the whale. The largest ever living animal on our earth (even surpassing those large dinosaurs) yet surprisingly gentle; intelligent, with strong social bonds and deeply caring of their young; surprisingly long-lived, some living to over 200 years - with the northern bowhead the earth's longest living mammal. What's not to love about these amazing beasts?

Maybe so, yet they scare the living daylights out of me. Though most of our encounters have been benign - two still give me bad nightmares. As a yachtsman one develops a sort of love/hate relationship with the whale.

Encounter in Sydney Harbour. We anchored for the night in the cove at Store Beach (Quarantine) to rest after preparing and loading our then boat (the sprightly 30 ft. Tony Grainger catamaran *Janthina 2*) for a long trip, and planning to leave for Lord Howe the next morning. Checking on deck before turning in I felt the boat lurching slightly, and then the water of the whole cove was gently surging. A huge black back surfaces (the log says "bigger than the boat") and there is a wheeze of breath. A whale is crossing the little cove, big enough to actually displace and move its water. The great beast goes quietly out into the main Harbour. With its slow and graceful movements it was a wonderful sight. It felt as if the whale was giving us a welcome to its world before we set off!

The sleeping whale. On an earlier occasion the family was sailing back from a summer visit to Lord Howe in *Lorraine*, an elegant 36ft wooden cutter designed by Sparkman and Stephens but built in Melbourne in the 1950s. It was idyllic sailing weather, and we were reaching at a steady four knots over a flat sea to a light northeasterly breeze. Earlier the children had been swimming; leaping off the bow and racing back to catch a ladder on the port quarter...with a trailing line astern just in case!

Now we were relaxing in the sunshine, Jonathan (13) at the helm, daughter Helen and I reading in the sunshine on the two quarter seats, and our two other sons, Bill and little Nick below with Suzette who was cooking up a great lunch. Sailing at its best and quietest!

Then I glanced up, and saw a long dark whale's back idling along on the surface on our port bow, showing the typical fin of a humpback. It seemed to be swimming slowly across our path. With a shock I realized we could be on a collision course, and called to Jo to go hard to port. As we got nearer I realized this would not get us out of the way of our steadily travelling, but apparently totally oblivious whale. Perhaps whales sleep like this - certainly his echo-locator was not on. The agitated skipper (really panicking I am afraid to say, though the log does not admit this!) then changed his mind, calling for hard to starboard, hoping for just a glancing blow. Close abeam our whale woke up with a wild start, swerved and sounded, his great tail lifting next to the rail and splashing water over us, our books and the cockpit. And he left a calling card - a

brown mass of faeces in the clear sea at our quarter. A shaken skipper was close to a heart attack, thinking of that tail taking off our not so young wooden stern and sending us all down to a quick deep death.

Frolicking whales off Port Clinton. In 2010 from early April to the end of June Suzette and I had a slow and meandering sail from Sydney to Townsville in *Rainbow Runner*, a 30ft Vanderstad Pion, sturdily designed for the North Sea. As we travelled north we marveled at how much of the NSW coast is still untouched and beautiful with beach, cliff and coastal vegetation...and Queensland islands seem limitless. Australia's east coast is really a sailing paradise. In the GBR we lazed among the Whitsundays, and then enjoyed the hospitality of the Townsville Yacht Club and spent time at Magnetic and the Palm Islands. By late September it was time to go home, and we agreed that Suzette would fly south rather than face a thousand miles or more of probable beating against the SE trades.

I had very experienced sailor and naval architect Peter Wargent with me for a section of the return to Sydney. We had spent a night at beautiful Pearl Bay and were off Port Clinton when we saw gambolling whales off to starboard, a lovely sight in the sunshine and Peter sat on the cabin side enjoying them while I was at the helm. Suddenly a whale we had not seen appeared directly in front of us, the big black body half out of the water and going fast for our bow. We froze and watched as it dived. I waited for the crash but it just missed us. From what I saw it was within a few feet...Peter said "Three metres." I believe it was closer. What was it doing? Was it playing with us? Or was it an accident? Whatever it was it was much too close for my comfort.

Tucked into my quarter berth at sea my mind's eye still sees that great black back rising in front of the bow. I have this fear that perhaps on the third close encounter the whale might hit lucky.

The great sperm whales welcoming us home. We met sperm whales at sea only once. Coming back from Africa we were approaching Albany from the south, having been forced to run southwest before a full gale after the barometer plummeted down to 982.5. During this gale the log narrative records; "Only Ivan and I can steer her now and she often rolls heavily, scooping up water from the lee or weather rail, and thrusting it in great swooshes back along the deck. We have the wind now fine on the port quarter and it is absolutely screaming in the rigging. With the storm jib up she seems to do, except that every now and then a grandfather of a sea comes along, and I put her tail straight at it; up she soars, looking down into the valley far below. These southern ocean greybeards are frightening, yet the birds seem to love this. The seas are now getting steep and confused and although Rainbird has no difficulty at all with the regularly shaped ones, sometimes the crests are lumpy and broken, often with waves at right angles to their direction, and these swipe Rainbird and pour over the deck or into the cockpit."

Steering the steel Adams 40 in these conditions was difficult, and after an hour one was exhausted...so wonderful crew Ivan Cave and I took one hour watches, turn and turn about, until I (and probably Ivan, though he would not admit it) was hallucinating and seeing strange things on watch.



In these wild seas Suzette made two hot meals a day, and by the third day the crew, even 12 year old Nick, were pretty weary. Then at last relief, with the barometer rising steadily to 1011, and the wind dropping rapidly. On our 43rd day at sea we saw the Australian continent and reached easily towards Albany.

As we celebrated in the late afternoon, with French wine in plastic bottles gifted from the kind station on Amsterdam Island, we saw our giant whales. Two massive creatures to port moving fast down south, and virtually gambolling, pushing out of the water with their great vertical heads rising high with water streaming down them. We felt we were being welcomed home and we toasted them.

Our whale legacy. Our relationship with the whales has not been good. We've driven a few species to extinction or near extinction. We've slaughtered whales for oil, with London, the best lit city in the world in the 1740s, burning whale oil in 5,000 street lamps before gas and then electricity were used. In the two world wars 50,000 whales were killed, for a new use, the manufacture of nitro-glycerine for explosives. Then after the WWII whales were urgently needed for meat and oil for margarine. In May 1948 the massive factory ship *Balaena* returned to Southampton having captured 3,000 whales (10% of the season's catch) and the British Ministry of Food extolled its use for food; "At one and tenpence a pound it was excellent value, and could be grilled braised or minced, and served with fried onions, mashed potatoes and Brussels sprouts" (from, "*Leviathan*" 2008, by Philip Hoare). As the numbers of the big plankton eating whales dropped world-wide the whalers turned again to the sperm whale...and in the 1950s an average of 25,000 sperm whales were dying each year, their use now being for vitamin supplements, animal feed, glue, superior lubricating oil and even their hide for shoes. As Philip Hoare writes; "We walked on whales." (As a young man in my first job in post-war Britain and living on 30 pounds a month I was forced to eat whale and horse meat. My landlady said of the young university people she fed; "If I give them beef they complain it is too tough. So I give them whale").

Now many of the great whales are recovering in numbers, but some are still on the brink. And I read there are now plans to increase the krill catch massively in the southern ocean...the right whales primary food. Oh! The whale indeed.

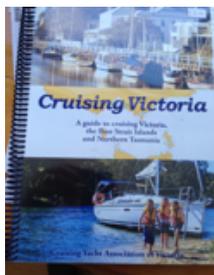
Frank Talbot (*Pot of Gold*)

Reprinted with the kind permission of Frank Talbot and the CCCA Mainsheet

Book Review

Bryan Walpole

Garrett, Andrew (ed). [2015]. Cruising Victoria: a guide to cruising Victoria, the Bass Strait islands and northern Tasmania. Cruising Yacht Association of Victoria Inc., South Melbourne, Vic.



Heading for Port Phillip in March, I purchased this guide, and was pleasantly surprised. We Tasmanian cruisers tend to look down on the Victorian coast, with too many lee shores, and few of the pretty, secure anchorages we enjoy. But Victoria has extensive cruising grounds, over 2,400 km of coastline, estuaries, bays, lakes and rivers, and this publication fills the void for safe and rewarding cruising from the South Australian border east to Eden, and south to Devonport.

The Cruising Yacht Association of Victoria released this glossy guide to local cruising in 2015. It is a similar format to our own CYCT Southern Tasmania, but larger, at 190 pages, and has all of the Bass Strait anchorages annotated, and more.

The list travels east, from Port McDonnell (last port in SA), along the Victorian coast, around Port Phillip, east to Eden, then doubles back west via the Furneaux group, all northern Tassie anchorages, thence to the Hunter group, and finishes at King Island.

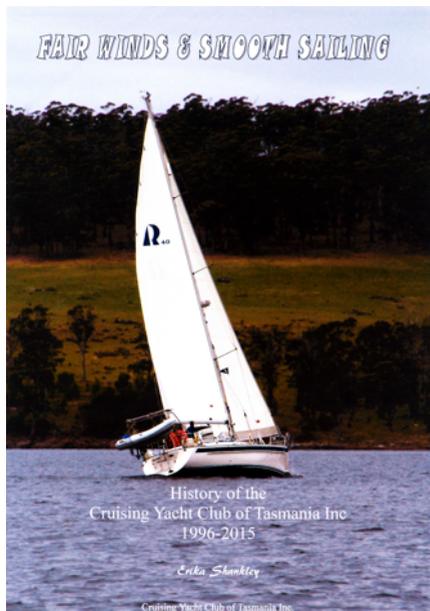
Extensive chartlets (not to be used for navigation!) and quality colour photos enhance its usefulness, and are even more comprehensive than our own publication. It includes chapters on history, geology, wildlife, up to date Comms, quarantine, coastguard, weather reports, VHF use and stations and discusses mobile phone coverage; well written, accurate, and referenced. It describes Burnie as 'Not always comfortable, not a holiday destination, and only considered an overnight refuge, or emergency stop.' If we wrote that, expect a sharp note from the local council, or Tourism Tas! But how appropriate.

Nine anchorages are described at Three Hummock Island, and every island in the Furneaux group with an anchorage is detailed. King Island shows five anchorages, whereas the Tasmanian anchorage guide contains Grassy only. There are seven pages on the Rip with a frightening overfalls photo, and seventeen locations are shown to tie up/anchor in the Bay. A complete chapter is given to the Paynesville lakes, and the Lakes Entrance is shown with many deck level photos to assist you across the bar and along the shallow channels beyond.

For all listed locations, the glossary gives contact numbers for clubs, harbour authorities, marinas, web cam addresses (to check for swell), and health/hospitals, just in case. It's an excellent guide, I could not fault it, except the price at \$81, but then, that's only a rigging screw!

BOOK LAUNCH

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



Erika Shankley

In writing this history it is very satisfying to see how far the Club, and its members, have come over the intervening forty years.

The CYCT has aged, gracefully, and now could be said to be middle aged and by present indications will go on for many years to come. From the young families who gathered in Channel waters, sharing their cruising dreams, it has become a vibrant Club with many members cruising to distant and exotic destinations. Judging from the very informative talk by Matt Westland and Sally Cooper at the March meeting, many more are planning to do so.

This volume follows on from *Twenty-one years*, the history of the Club up to its 21st year – which is now available on line at

<http://cyct.org.au/About/21years.php> . *Fair Winds & Smooth Sailing* continues that journey from the 21st to 40th year.

Fair winds and Smooth Sailing is an amalgam of the some of the events that have forged the Club's history and made it one of the premier cruising clubs in Australia. Author and editor, Erika Shankley, had the help of a small group of members who wrote about specific events in the life of the Club. Many more provided photos from their personal archives or offered words of wisdom. Thank you everyone.

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

If you're not able to come to the April meeting, perhaps you could arrange for someone else to pick up your copy for you?

In the News: Sea Mercy and the Fiji Cyclone**Julia Greenhill**

Many of our members sail the South Pacific and my family for one has had such a great time in the outlying islands of Fiji on both *Ilinga* and *Moonbird*. I think Sea Mercy is a fascinating group of people. They call themselves a First Response Fleet, the first to arrive with aid and assistance following natural disasters.

When natural disasters like the recent cyclone take place, donations have a huge impact on devastated remote islands. So far the weather has allowed Sea Mercy to send out multiple volunteer vessels, each loaded with food, shelter, water and medical supplies. As of 1 March it had provided over \$90,000 in aid to the eastern Lomaiviti and Lau Groups and to Taveuni. Although this is still peak cyclone season, its vessels and crews are still willing to meet the needs of the islanders.

Donations are used to purchase local and international shelter, food, medicines, and water filtration systems (to name just a few areas) for the remote islands.

Sea Mercy states that it is committed to using all funds to the direct benefit of those in need in the South Pacific. These people are often forgotten in the news and so the best place to see what's happening is by following their progress via their website, or the Sea Mercy Blog update page, www.seamercy.org"

Albert Ross Dispatches (1)

'I seem to be swelling up this month,' said Albert Ross. The bird was looking fat but haggard. 'I'm perpetually tired and hungry. I feel more plastic than substance.'

'Or perhaps I'm swelling up with anger. 46,000 pieces of plastic for every mile of our beautiful oceans. Most of it sinks. What you're seeing on the beaches is miniscule compared to what we see when we dive. Or it's so tiny we can't see it at all. Plus, you worry about your kids smoking? Those butts that get dropped overboard go straight down our youngsters' beaks - so butt out and in the boat's refuse container - or butt off.'

Dispatch on Behalf of All Avians

Special Mention: Adult mutton-birds are leaving for the Arctic early in April but the chicks are fasting until May, milling about outside their burrows shedding down and becoming acquainted with their emerging flight feathers. They'll head off to the Arctic towards the end of the month. Big trip without any adult supervision at all. To all intents and purposes, flying blind.

Request from the Shorebirds: It's not just the oyster farmers concerned about boats and POMS. We know they've asked you to steer clear of Great Bay right now but your dirty bottoms are a problem for all us denizens of the ocean as well. So keep clean, or keep away.

Ed. An angry bird this month, possibly swelling up with hot air as much as he is with anger. His job is on the line. (He assured me he got his plastic stats from Ocean Crusaders).

APPLICATIONS FOR MEMBERSHIP

Paul and Pauline Bertholli
Nutcracker

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

Viv Neary and Jules Carroll
Laurabada

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APPLICATIONS FOR MEMBERSHIP

Ray Moroney
Phoenix

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WELCOME NEW MEMBERS

Picton and Christina Hay
BEYOND

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

Graeme and Jennifer Birch
SWISH

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.

With Salt on Our Lips

Holystone

A soft, brittle [sandstone](#) once used by both the Royal and US Navies for scrubbing and whitening wooden decks. One story has it that these stones originally came from broken monuments at St. Nicholas Church in Great Yarmouth or perhaps the ruined church of [St. Helens](#) in the vicinity of the St Helens Road anchorage, Isle of Wight where ships would often provision. The US Navy view is that 'holystoning the deck' was, like prayer, done on one's knees and in fact small holystones were called prayer books and larger ones Bibles. Eventually sailors rose from their knees and took to doing it with a stick that rested in a depression in the flat side of the stone and moved back and forth with the grain of the planks, either standing or slightly leaning so as to apply sufficient force to the stone. (Source: Wikipedia; OED)



CLUB CRUISES LOGGED

CYCT Nubeena Cruise, 12-14 March 2016

Lew told the story in his Vice Commodore's report. Lizzie Garnham tells it in pictures.



Mooring pirate Ocean Cove



Lew and Dave Mitchell with homeward smiles



Dog watch at Nubeena



Get A Life departs Nubeena



CYCT Cruise to Port Davey 12th - 14th March 2016

The original fleet of six yachts was split before the cruise began. *Absolute Waterfront* was ahead of the fleet, on a circumnavigation. *Innisfree* left on 20th Feb, a week before the scheduled departure, in order to meet work commitments. *Juliet* left on Friday 26th Feb and made it to Simpsons Point for the evening, then sailed to Partridge Island for Saturday night. *Nantucket* was still on the slip. *Stormfisher* departed Kettering on Fri 26th and spent the night in Barnes Bay (in case they had forgotten to load enough wine); *Golden Dream* departed from Cygnet on Saturday and spent the evening in Dover.

On Sunday morning, *Juliet*, *Stormfisher* and *Golden Dream* headed for Recherche, but only just passed Southport when the wind went to the south, visibility deteriorated and the rain began. *Golden Dream* headed for Southport, followed by the other two yachts. The drizzly afternoon was spent reading *King of the Wilderness* and *Win and Clyde* instead of the usual barbeque on the beach. We all had an early night and set off for Port Davey at sparrow fart the next morning.

Daylight saw us off Whalers Point with swells from the southwest, south and east, with little wind, so it wasn't long before *Golden Dream's* skipper made a contribution to the fish. After a long day of mostly motoring, with a tiny bit of sailing, we arrived at Bramble Cove, alone. *Juliet* and *Stormfisher* visited Louisa Bay for lunch and spent the night at New Harbour, became inaugural members of the Faults Bay Luncheon Club and arrived at Port Davey on Tuesday afternoon.

Tuesday morning saw the intrepid crew of *Golden Dream* set sail for the Davey River. We'd only been motoring for ten minutes when someone smelled smoke. The engine was switched off as we cruised past Breaksea Island under jib, with a light nor-east breeze. A quick inspection revealed the 24V alternator bracket had snapped off, allowing the alternator to rest on the fridge compressor belts. It must have happened just as we entered the harbour the previous afternoon. The belts were still usable, so, as soon as the alternator was tied up with string and wire, we were able to continue to Carver's Point, at the top end of Payne Bay. The RIB was launched from the davits and the large (15 hp) outboard fitted. Two sea kayaks (deck cargo) were launched and off we went, exploring every creek and inlet and finding every rock along the way to the gorge with the prop. It was a stunning day which provided lots of wonderful photos.

After a late lunch and a refreshing swim, we headed back to the boat for a very leisurely sunset sail to Brambles.



Wednesday was overcast with low cloud. The *Golden Dream* crew walked to Mount Milner (186m), but had to abandon before the top as the cloud descended. The views were spectacular, and the route into South Passage looked so much easier than when seen from behind the wheel of the yacht. *Juliet* went up the Davey River while the *Stormfisher* crew relaxed and undertook domestic duties. Evening drinks were taken on board *Juliet*.

Judy would have been proud of Andrew as he attended to everyone's whims. One of her crew, Rik, had a goal for the next day. As a ham radio operator, he planned to climb to the top of Morning Hill (204m) and broadcast to the world. Chris Holliday, on *Golden Dream*, is also a keen radio man, so he volunteered to go along.

Juliet made a quick stop at the waterfall the next morning to inspect the damaged mooring before setting the two radio buffs on their SOTA (Summits on the air) quest. *Golden Dream* spent an hour at the waterfall while the two girls entertained themselves washing their hair and each other. Sorry no photos.

We all anchored in Schooner Cove for the afternoon. We actually did take our tables and chairs in to the beach to eat and chat in the sun while we waited for the radio hams to return. It turned out there was no track to Morning Hill, so the walk took quite a bit longer and was tougher than planned. After some (gentler) walking, kayaking and swimming, happy hour was partaken on *Golden Dream*.

Friday morning saw *Juliet* and *Stormfisher* head off to Parker Bay to visit Critchley Parker's grave. He was doing a preliminary survey for a possible Jewish settlement in the 1940s, when the weather turned against him and he ran out of food and matches (to light a signal fire).

The *Golden Dream* team went into Casilda Cove, to check out the anchorage in case the weather turned foul later in the trip. It's a beautiful spot. We anchored in the cove and climbed to the top of Balmoral Hill (152m), which provides stunning views all the way up and down the



Bathurst Channel. The walk was followed by a swim, beer, and sunbaking on deck. Does it get better than that?

The kayaks were still in the water, and, as the weather was so benign, we decided to tow all three toys to our next anchorage at Clayton's Corner. Murphy's Law dictated that a sea breeze kicked in and we were soon doing a good clip under jib alone. The kayaks bobbed and weaved behind until one poked its nose under the dinghy and whoops! Over it went.



Photo: Chris le Cornu

We saw the kayak pump float out but were too busy rescuing the kayak to worry about it. The two naughty kayak kids were dragged aboard and secured, and we continued to the anchorage at Clayton's. *Juliet* and *Stormfisher* had secured alongside the jetty, transferred water from the house tanks to the (empty) jetty tank and some of the crew walked to the top of Mount Beattie (276m).



On Saturday, *Juliet* headed to Melaleuca for some of her crew to arrange flights to Hobart, and the others to prepare for a week of work with Wildcare Friends of Melaleuca working bee. *Stormfisher* followed.

Golden Dream remained at Clayton's Corner until Thursday, enjoying the location and socialising with the crews from other visiting yachts. The weather was not always perfect for walking, but great for socialising, reading and bread making. On the best days we kayaked and swam. We managed to see four Orange-bellied Parrots at Melaleuca.

Stormfisher bid adieu on Monday and headed back up the channel to prepare for an early departure the next morning. *Nantucket* arrived at Clayton's on Wednesday. *Golden Dream* continued to listen to the weather forecasts and decided on a Friday departure. So did almost every other yacht, so it was a small fleet that motored past the Breaksea Islands before dawn on Friday morning. The seas were very moderate, but so was the wind so we motored for thirteen hours before the anchor went down at Southport on Friday evening. We must have unrolled and re-rolled the jib a dozen times, whenever a puff of wind arrived, and our speed would go up by two knots, and we would rapidly recalculate our ETA. Ten minutes later the wind would disappear or swing onto the nose, and spirits would drop once more, and we would resign ourselves to late dinner. The only bad bit was off Whaler's Point, where again we had south westerly, southerly and easterly swells, strong current and lots of reflected waves, and of course, no wind. The decks got very wet for about half an hour, and then we were around.

From the sailor's perspective, Saturday was the best day. A light south-easterly gradually built into a sea breeze, and we were able to sail with the yachts in the Cygnet Regatta's Kettering to Cygnet race. We had our last cup of tea while on a nice three quarter run at over eight knots. It was almost sad to pull down the sails and swing onto the mooring at Cygnet. But it was nice to climb into a hot bath later that night!

Juliet departed Melaleuca on Sunday evening (Mar 13) and did an overnight trip to Recherche Bay, arriving at 0500. After a few hours sleep, a relatively fast motor-sail to Prince of Wales Bay saw them tied up in the marina by 1930, tired but satisfied after a very full trip, still disbelieving of how good the weather was for the whole period. We already have a list of things to do and see next year!

Chris Le Cornu, *Golden Dream*
Andrew Boon, *Juliet*



Pumped!**Wendy le Cornu**

Two couples set sail recently with the Port Davey cruisers. On board their good ship, *Golden Dream* they had a vast array of tools and toys, including two kayaks. Also food, chocolate and alcohol – vast arrays of that too.

Whilst sheltering below decks one wet and windy day, discussing whether to have pizzas or soup for lunch, they watched some hardy kayakers battling across choppy water and coming to a dripping stop alongside them at Claytons Corner. Of course a compassionate offer of food and shelter was made to the drowned, but cheerful souls, and they climbed aboard. Swooning sounds of delight quickly followed as the first hot pizza emerged. In fact, we made their day and they made ours with laughter and interesting conversation.

The sun came out and it was time for the guests to depart and us to explore the beautiful Bathurst Harbour. A throwaway remark was made about our own lost kayak pump. It had floated away when one of our kayakers had overturned whilst being towed from Casilda Cove. We were too busy rescuing the kayak to worry about the red and grey pump.

'We've seen it!' the kayakers exclaimed in jubilation. They were able to give directions as to where we might find it and low and behold, two days later we did just that! We were pumped indeed.

Nautical Terminology

Boxing the compass

To state all 32 points of the compass, starting at north, proceeding clockwise. Sometimes applied to a wind that is constantly shifting.

Going About

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

Ocean Child's Trip to the South Pacific (Jon Nevill)



Ocean Child left Hobart for New Zealand in December 2013. Sophie watched the boat disappearing into the distance from Alexander Battery, near our house in Sandy Bay.

As expected, I was seasick for several days, and in fact still not feeling well when we arrived in Nelson 12 days later. However James Cope and Sacheen Gallop (crew from Findacrew) were not at all sick, and enjoyed the trip much more than I did. We had several days of unfavourable winds; light and from the northeast, so we travelled over 300 nm on our motor. We saw only one vessel during the entire journey, a cruise liner.

Nelson is a great city for yachties. I can't speak too highly of the tradesmen, workshops and suppliers there. James and Sacheen left, and Alice (Findacrew) joined me on *Ocean Child*. Alice was just out of school, looking for a holiday before starting university. Following the advice of several

CYCT members, I avoided taking on experienced crew.

While doing the weekly washing at the Nelson marina laundry I had the only serious accident of the trip. A heavy fall caused a subdural haematoma as well as posterior vitreous body detachment in both eyes. At the time of the accident I did not realise the serious nature of my injuries, and tried to carry on as usual.

Alice and I took *Ocean Child* to Opuia, in the Bay of Islands. While Opuia is not an ideal location for cruisers, with the nearest shopping centre in Pahia, some distance away, it does have a good marina, with several yacht services either at the marina or close by. And many friendly locals and cruisers. And of course it's in a very beautiful part of New Zealand, with lots of interesting islands and sheltered bays.

Sophie came to visit me in Opuia after competing at an international table tennis competition in Auckland. Realizing I was not well, she drove me to a doctor who arranged for us to go to Whangarei Hospital. I lost consciousness in the waiting room (a good way to get attention!) and Sophie got the helicopter trip I had been promising her for years... only it was an air ambulance to Auckland Hospital. If I had attempted to drive myself to Whangarei, or even worse, if I had been well out at sea when I lost consciousness, there could have been a bad outcome.

On the doctor's recommendation we returned to Australia for rest and further medical tests, leaving *Ocean Child* on the hard stand at Opuia Marina. The only long lasting effects, months later, were some loss of short-term memory as well as some loss of vision.

In late 2014 I returned to Opuia, and commenced repainting the deck, which had been painted with International Brightside (in hindsight, a mistake). International no longer sells this paint in the southern hemisphere. After this job was completed I was joined by Anne Sachot (France) and we spent time cruising the nearby coast, as well as a stay at the marina in Whangarei, conveniently placed right in the heart of the city. Anne had earlier sailed with me out of Hobart in 2013. After James Cope and his friend Tom Wallis flew out from the UK to join us, we left New Zealand with the intention of sailing to Tonga.



Diamonds on the Water

We never got to Tonga, or even Minerva Reef. *Ocean Child* does not sail particularly well into the wind, so we arrived instead at Vuda Marina in Fiji. Anne, James and Tom had a look around

Fiji and left for their homes in the northern hemisphere, and I started searching for crew for the trip (against the prevailing winds) to Tonga. No volunteers! So for a while, a long while, I was stuck. I found crew for local trips, and eventually Giulia Clericetti, an entertaining Italian girl... but by this time boats were already departing the South Pacific to meet the October 30 deadline imposed by insurance companies... so we set sail for Vanuatu and westwards to New Caledonia.

After leaving New Caledonia, Middleton Reef looked close on the chart, so we made a detour. And then on to the East Coast of Australia, entering at Coffs Harbour.

My initial idea was to leave *Ocean Child* in a safe harbour on the New South Wales coast, and fly to Hobart for Christmas in my home town. I would then return to NSW, find new crew, and do a slow and interesting trip south towards Hobart. However local sailors informed me that finding crew anywhere in NSW was extremely difficult, and indeed my attempts to find crew from Coffs Harbour and Port Macquarie did not yield even a single phone call. So I gave my idea up in favour of a quick trip to Hobart.

Ocean Child arrived at the Royal Yacht Club of Tasmania (RYCT) Sandy Bay, Hobart, on December 20, 2015, almost exactly two years after our departure on December 23, 2013. Throughout the trip *Ocean Child* and I had many adventures, happy crew, and no serious accidents or incidents (save my fall doing the laundry at Nelson Marina NZ in January 2014). We saw fascinating places and met friendly and interesting people. Due to the absence of rough seas and strong winds, our elaborate safety gear (Epirbs, life raft, jack lines, satphone, lifejackets etc) remained unused.

My only major disappointment was that *Ocean Child* and I were never able to visit Tonga, due to wind and crewing difficulties. I am sad though, about the state of the oceans. I trailed a lure behind *Ocean Child* from Fiji to New Caledonia, only catching a single fish, a small tuna. During this trip the oceans seemed empty... no whales, no dolphins, no fish breaking the surface except a few flying fish. No seabirds until we approached New Caledonia. As most of you know, pollution by floating plastic is a huge problem, as is overfishing... you can read much more about overfishing on my website [Onlyoneplanet](http://Onlyoneplanet.com).

The highlights of the expedition were without doubt my times with a few special and wonderful crew, most met in 2013... Anne, James and Alice (to see the relevant blog pages, see <http://www.onlyoneplanet.com/OceanChild.html>). All three stayed with *Ocean Child* for about three months. It was a great privilege to have such amazing people on board, and here I should include Giulia and Tom too, although they were with me for a shorter length of time. Interestingly, all five are based in Europe.

Opportunity Knocks: East Coast Invitation to All Members ~ Join Us on the Sunnier East Coast

Alan Gifford and Jenny Dell

A bit too chilly on the water? Try winter land cruising and camping instead

What? Alan Gifford and Jenny Dell extend an invitation to Club caravaners, camper-vaners, camper-trailers and those who enjoy tent camping, to spend a weekend of camping and trailer boating at their home on the East Coast.

Where? At *The Sands* 428 Dolphin Sands Road, Dolphin Sands approximately 8-10 minutes drive from Swansea. Turn-off at 4 kms north of Swansea. It's well signed.

Why? For a winter get-away-from-it-all weekend at a lawn covered, serviced, private campground just 30 m to the pristine Nine Mile Beach.

What's there? The campground has lawn covered sites, limited 240V power availability, aquifer water on tap, a BBQ, a fire pit, on an area approximately 40m x 50m - which is sufficient for 6 to 8 van sites, and as many tent sites. A large double car shed is equipped with limited refrigeration, all weather seating, lighting, microwave, kettles and toasters.

The location fronts onto Nine Mile Beach offering kilometres of easy beach walking and beach-combing. There's swimming if you don't mind cool water, kite flying, beach sports, easy access to nearby Moulting Lagoon with the fishing opportunities the Lagoon offers, a long flat sealed road, ideal for bike riding with minimal other traffic and a fire-pit for night-time camp-fires. Local award winning wineries are just up the road next door to walnut and olive farms. Bicheno and Coles Bay are less than an hour's drive away. We have good mobile phone service on the block and along the beach. Swansea has all the supermarket, service station, medical and pharmaceutical services you could want. But best of all, it will be a weekend of relaxing, living the good life and enjoying the company of friends and family.

When? Depending on interest, we propose two weekends. The first weekend will be Friday 22nd – 24th July and the second weekend if needed, will be Friday 5th – 7th August. They will be very much a come and go as you please weekends.

So, what's the cost, what are the rules and what do I need to bring?

There are no fees or payments to us, at all.

Simply bring with you all that you would usually need when you go camping. While we can supply bathing and washing water you should provide your own drinking water. We will provide one gas BBQ but if you have your own, extras won't go astray.

We do ask that particular care be taken with fire. We have ample firewood for the campfire. Please confine fires to the existing fire-pit and fully extinguish with the existing hose before turning in for the night. Please respect the wildlife - wallabies, pademelons, echidnas, rabbits, snakes will be in hibernation but we see very few even in summer, birds and of course, possums. However the wildlife is timid, it will be winter and a noisy mob of campers will send them miles away. We will advise you of the best location to off-load portable toilets – we have one toilet tent. The aquifer water table is only 1 – 2m below the campground!!

You will be our guests but we cannot be responsible for all the things our visitors might decide to do. So please come prepared for busters and bumps and if you feel you need it, your own insurance.

Expressions of interest.

Please ring Alan on 0447 250 945 if you are interested or want more detail. We ask that you “book” a spot, first in best dressed. We will need names, number of people in your group, confirmed dates, phone numbers and email addresses. We anticipate that numbers will be confined to Club members and immediate family members.

We love living here and look forward to sharing our home with our many club friends.

Opportunity Sought: Californian in Search of a Yacht Paul McDonald

I will be competing in the Dragon Boat contests in Adelaide on April 1, 2 and 3 in the Senior C (60+) division after which I would like to visit Tasmania. I'm a lifelong sailor with a Captain's rating with Club Nautique in Alameda, California and a member of the American Legion Yacht Club in Newport Beach California. I have many years of racing and chartering experience with boats 40 to 50 feet and larger. I would like to go sailing in Tasmania. I'm willing to be a crew and to pay my way. A day sail would be great but I'm open to anything. I would arrive about April 5. All my travel arrangements are open.

Thank you for your consideration.

Paul McDonald

pgmcd@comcast.net | 510-599-6613 | clubnautique.net | alyc.com

Opportunity Taken: At the Regatta

Robert and Elayne Goss

Friday 11th March was the start of what turned out to be an entertaining and fun weekend. We departed MYCT after lunch bound for Snug to be the volunteer Start Boat for the 53rd Scout and Guide Regatta. On arrival at Snug Beach we contacted Brian Muir OIC Communications for the Regatta, received our instructions for the weekend and anchored overnight.

Saturday 12th March we moved into the starting position. First and foremost, the Governor took the salute from *MV Egeria* for the sail past of the various floating craft that would be participating in the events. These included kayaks, canoes, dinghies, patrol boats and 35ft keelboats. Two sailing races were held in the afternoon together with events such as greasy pole, raft building, sack race, line heaving. After dinner the entertainment continued with tug-o-war competition, then a movie followed. After this everyone had to be in camp and then 'lights out' after a very hectic day, not only for the Scouts and Guides.

Sunday 13th was a repeat of Saturday with some relays added in - bucket, inner tube, convict flag, float rope, ball and chain, can crush. Evening events included tug-o-war finals, volleyball heats and final, another movie followed by everyone in camp - and 'lights out'. We suspect lights out didn't mean no chattering.

Out of interest, how do you think you would go catering for three meals per day for one thousand people all to be served in 45 minutes? Not a bad effort.

Or how would you go being one of the Leaders trying to keep track of 830 children?

Those people in the background coordinating such an event should be congratulated on a phenomenal effort.



At the regatta

Recipes: Cooking Aboard *Adagio***Dorothy Darden**

Of all the adventures of cruising, cooking at sea and at anchor are some of the most memorable and rewarding. We designed *Adagio's* U-shaped galley so that everything that I and helpers need is at hand while cooking. Our goal is to have healthy, delicious meals using the least amount of electricity, water and time to prepare. The galley is located in the main salon, surrounded 360 degrees by windows, for enjoying the view and helping keep watch. There are double sinks, a two-burner stovetop, microwave/convection oven under the counter, refrigerator and dishwasher. Steve has really spoiled this ship's cook.

I do the provisioning and cooking, Steve does the washing up unless he's in the middle of repairing boat gear. When we have friends aboard, a second person is a welcome help in making more extensive meals. We're eating more fruits, vegetables, eggs and fish, and less meat so a large wok, with a screen spatter lid and a glass lid for steaming, has become my most frequently used pot. My recipes have become simpler and more reliable over the 15 years of our cruising.

When provisioning we try to find the freshest fruits and vegetables, non-refrigerated eggs, and the leanest meat containing no bones. In preparation for a passage I make Dukkah spice mix, Kalamata olive dip, biscotti, Boatmeal cookies, and maybe a Fresh Apple cake along with soups and stews. We make our own yoghurt and also try to catch fish on passages. I've had a couple of provisioning mishaps due to translation. While chartering a yacht in Yugoslavia, I selected five bottles of apple juice because of the label picturing apples, so thankfully the cashier asked if I intended to buy five bottles of vinegar.

Here is a recipe you might enjoy trying.

Quick Jambalaya with Smoked Chicken

This one-pot, quick meal serves 4 people, and can be expanded to serve more. Use a stovetop fry pan or a wok, with a lid. Taste the Chorizo Sausage to see how hot it is. Use enough of the Sausage to flavor the Jambalaya, but not so much that the dish will be unpleasantly hot! The chicken is already cooked, and the Chorizo provides the spices.

3 tablespoon olive oil
1 onion - sliced
1 green capsicum - sliced
5 cloves garlic - chopped
1 cup long grain rice
1½ inches of chorizo sausage - sliced thin
2 cups chicken broth - hot
12 oz. cooked smoked chicken breast - cut into bite-sized pieces

Heat oil in a fry pan or wok over medium/hot heat. Add the onion and capsicum and sauté for 5 minutes. Add garlic, chorizo and rice. Cook while stirring for 3 minutes. Add broth, ½ cup at a time, waiting until ingredients are simmering before adding more, stirring at all times. Cover, lower the heat and simmer until the rice is cooked (about 15 minutes). Remove from heat and stir in the chicken. Serves 4.

Fresh Apple Cake

This cake has become a staple aboard *Adagio* while passage making. I have always baked this cake in a Bundt cake pan, but I would expect it to do well as two round cake layers, with the cooking time reduced to about 45 minutes. I like to substitute 1/2 cup applesauce for 1/2 cup of the Canola Oil, as described below.

1-1/2 cups all purpose white flour
 1-1/2 cups whole meal flour
 1 teaspoon baking soda
 1/2 teaspoon salt
 1 1/2 cups canola oil (or 1 cup Canola Oil and 1/2 cup applesauce)
 3 large eggs
 2 cups brown sugar
 1 tablespoon cinnamon
 1/2 teaspoon nutmeg
 1 tablespoon dark rum or 1-1/2 tsp. rum extract
 1 teaspoon vanilla extract
 3 apples - peeled, cored and diced small
 1/2 cup dried cranberries
 1/2 cup whole almonds



Preheat oven to 180 C. Butter and flour a 12-cup bundt cake pan, or two round cake pans. In a medium bowl, combine flour, baking soda and salt. In a larger bowl, whisk together the oil, eggs, sugar, cinnamon, nutmeg, rum, and vanilla. Fold in flour mixture then the apples, cranberries and almonds. Bake until a knife inserted into the cake comes out clean, about 1 1/4 hours for the bundt pan or 45 minutes for the cake pans. Serve plain or with a rum sauce and whipped cream.

Albert Ross Dispatches (2)

Ed. ~ The bird redeems himself. Job assured.

I've waited a long time to tell you this story, *one in which I was the only observer present!*

Place: Southern Indian Ocean. Time: November 2006 by human reckoning. Canting keel detached, Alex Thomson abandoned *Hugo Boss* 1,000 miles from Cape Town during the solo Velux 5 Oceans race and was rescued by Mike Golding (but just). Problems that beset Mike's efforts: gears, the engine, line throwing and stormy conditions – 72 k gusts. (And I was there, bobbing on the waves). However, Mike Harding did not have kind words to say about me:

'Perhaps the most bizarre image, which will stay with me, was the sight of Alex alone in his raft, *Hugo Boss* now a quarter mile away, and in the steep seas the world's largest albatross sitting in the water just feet from Alex. To me it began to look like a vulture moving in for the kill...'

The sailors went on their way but I followed the yacht as it went another and I've kept my eye on its nil handed passage, floating in an increasing state of disrepair these past nine years. Some fellow avians have perched on it when storms got the better of them but none of you ever encountered it and having been compared to a vulture I held my secret close. Finally, in November last year Chilean Cristian Donoso stumbled upon it over 10,000 nm away while kayaking in Patagonia.

If you like stories of high nautical drama (or want proof that I was there) check out this url: <http://www.yachtingworld.com/features/great-seamanship-a-dramatic-account-of-how-mike-golding-rescued-alex-thomson-in-the-southern-ocean-70475>.

Cruising Yacht Club of Tasmania Inc. General Meeting held at Tas Maritime Radio on 1 March 2016

MINUTES

Opening

Vice Commodore Lew Garnham declared the meeting open at 7:30 pm and welcomed those attending.

Attendance and apologies

Sixty one members registered their attendance. Eighteen apologies were recorded on the attendance sheet, which is filed with the official copy the Minutes. Lew mentioned Alex Papij's completion of his yacht master's qualification in Melbourne.

Minutes of the last meeting (2 February 2016)

The Minutes were published in the *Albatross*. These were confirmed by unanimous agreement and signed as a true record of the meeting.

Business Arising from those Minutes

There was none not already covered elsewhere in the agenda.

Introduction of new members and presentation of burgees

The following new members were welcomed to the Club by the Vice Commodore, presented with their burgees, and introduced themselves and their boating history:

- Phil Kimber (*Inca*); and
- Suzanne & Ross Barnett (*Peuta III*).

Vice Commodore's Report

Report published in the *Albatross*. Specific items mentioned by Lew included:

- Port Arthur Cruise (4 – 6 March): Lew suggested Dover instead of Port Arthur for the cruise for the coming weekend. Interested participants should advise Lew by email.
- Cygnets Regatta weekend (12 – 14 March): Lew advised that a cruise leader is required for the Sunday and Monday following the Saturday events in Cygnets.
- Club moorings: Both moorings (Nubeena and North Simmonds) have now been serviced, at some expense. Please use them. Report on use/issues to the Vice Commodore.
- Peninsula Cruise: Results of photo competition (deferred to the April GM).
- Victoria Cruise: Tony Peach confirmed the cruise planning is still for 22 March to 11 April. Anyone intending to participate who is not currently on the email list should advise Tony accordingly.
- Bruny Island circumnavigation (25 – 28 March): A cruise leader is required for this traditional Easter weekend cruise.

Rear Commodore's Reports

Catrina was an apology. The Rear Commodore's report was published in the *Albatross*.

Treasurer's Report

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

Commodore's Report

Andrew was an apology. The Commodore's report was published in the *Albatross*. Lew read out a number of comments on Andrew's behalf as follows.

- Email from Paul McDonald (from USA) who would like to go sailing around early April after participation in a Dragon's event in Adelaide. Any takers?
- Port Davey/Bathurst Harbour chart AUS176: Contrary to previous advice, the Hydrographic Service (AHS) has issued a long notice-to-mariners for the Port Davey/Bathurst Harbour chart AUS176, to indicate the no-anchoring areas of the Marine Reserve (AHS initially advised they would issue a new edition of the chart. So get out the magenta pens and mark up your charts (or look for the marked-up copies in the shops).
- Club assets disposal: If anyone would like an old meat safe or two, or an electric stove-oven (ex-Mariners Cottage), they will be on Gumtree soon for free. If you would like to grab them, contact Andrew or Chris Creese (when they get back from Port Davey).
- Club email system: Reminder to members to only use the "members@cyct.org.au" email address (or Reply All to an initial "members@" email) when it is necessary that all the membership hear it. (*It is not a bulletin board or Facebook page and members on the end of a slow or expensive data pipe have to wade through it all.*)
- AWBF post-Festival cruise: Chris Palmer has advised of tentative plans for a post AWBF cruise for visiting boats which could involve the Club in a

management/coordination role. This matter will be considered at next Committee meeting (16 March).

- Change to privacy policy: Essentially the change means that members will no longer be able to withhold their boat name.

Women on Boats

Kim Brewer advised that the next meeting will be held at the Bureau of Meteorology (8 March) and a dinghy handling day will be held at Kettering on 20 March (Sunday). Details of events are provided in the email sent to the WoBs mailing list.

Reports/comments from other Officers/Members

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

- 40th Anniversary History: Leigh Miller advised that the Club's 40th anniversary history document has now been printed and will be launched at the next GM (5 April). A free copy will be provided to members at the launch.
- Winter Forums: Leigh advised that the forums will start in May (4th Tuesday – refer to *Albatross* and website for details in due course. The first forum is expected to be with Matt Orbell (Green Marine) on instrumentation.) Other topics that are reasonably firm at this stage include “towing/being towed” with Bernie Smith and “boat insurance”. Leigh Millar and Richard Philpot are organizing the program. (Leigh noted he would be absent for forums 2, 3 & 4 over June to August.)
- Maritime Marketplace: Hans van Tuil advised that this jointly organized KBC/CYCT event will be held this year at a date to be advised – likely to be early June. The venue is the Kettering Hall. This is a great event to sell surplus boating equipment and/or pick up a bargain. Sellers need to rent a table (\$20) but there are no other charges/commissions). Details will be published in the *Albatross* and on the website in due course.

Next Meeting

The next GM will be at 7:30 pm, 5th April at DSS.

Close of formal business

The formal meeting concluded at 7:55 pm.

Guest speakers

Julie Macdonald introduced Matt Westland and Sally Cooper, CYCT members, who gave a very interesting presentation about their first major cruise. Matt and Sally took their boat *Alchemy* to the South Pacific and enjoyed it so much they are working towards future cruises.

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

The Committee would appreciate it if you noted your visit / intention to visit a club mooring by noting it on the forum for club members (log in [here](#)).

Alternatively, email the Vice Commodore, Lewis Garnham at garnhaml@gmail.com

Guidelines for Contributions to the Albatross

The Albatross thrives on members' contributions. Here are a few guidelines to assist you but please contact the editor (editor@cyct.org.au) if you have any questions or suggestions.

- Submit articles as a Word document, ideally less than 1600 words and no more than five photos related to the article. Longer stories will either be serialised or the editor will either reduce the length or request you to do so.
- Boat names should be *italicised*, **not** in “inverted commas” or capitalised.
- Images: .jpg format, compressed to less than 1Mb for emailing and appropriately titled.
- Photos must be your own or clearly attributed and should include a caption.
- The deadline for each month is the 15th (there is no *Albatross* in January).



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