

Albatross

Volume 42

No 7

August 2016



Newsletter of the
Cruising Yacht Club of Tasmania

PO Box 605 Sandy Bay TAS 7006

cyct.org.au

Committee Members

Commodore			
	Andrew Boon	M 0400 651 532	<i>Juliet</i>
Vice Commodore			
	Lew Garnham	M 0417 589 008	<i>Minerva</i>
Rear Commodore			
	Catrina Boon	H 6243 9268	<i>Dalliance</i>
Treasurer			
	Alex Papij	H 6223 4639	<i>Rusalka</i>
Secretary			
	Mike Ponsonby	M 0400948729	<i>Rubicon</i>
Editor Albatross			
	Fiona Preston	M 0435 542 247	<i>Samos</i>
Committee			
	Richard Philpot	H 6267 4551	<i>Heather Anne</i>
	Leigh Miller	H 6229 9078	<i>Fleur de Lys</i>
	Alan Butler	M 0457 000 434	
Membership Officer			
	Julie Macdonald	H 6247 9569	<i>Westerly</i>
Warden & Albatross mailing			
	Chris Creese	M 0400 520 588	<i>Neptune</i>
Quartermaster			
	Elizabeth Helm	H 6229 3932	<i>Intrepid</i>
Webmaster			
	Dave Davey	H 6267 4852	<i>Windclimber</i>

Life Members

Erika Shankley

Dave Davey

Chris Creese

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



Contents

CYCT CALENDAR	2
Editorial	3
Commodore's Report	4
Vice Commodore's Report	6
Rear Commodore's Report	7
Women on Boats.....	8
APPLICATIONS FOR MEMBERSHIP.....	9
WELCOME NEW MEMBERS	9
Introducing New Members.....	10
Cruise of the Year Award Nominations	12
The Mince Tart Voyage	14
Droughty & Trywork Points	19
With Salt on Our Lips: Language and the Sea.....	24
Tale of a Chart.....	25
4 ^{1st} Annual General Meeting Agenda.....	31
Recipe: Brussel Sprouts Medley	32
July General Meeting minutes.	35

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.

Not a CYCT Member? Then download an application form from the Club website or 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!

CYCT CALENDAR	
<u>AUGUST</u>	
Tues 2 nd	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Graeme Foale will be speaking about the <i>Egeria</i> .
Wed 3 rd	Committee Meeting @ 7.30 pm. Venue: RYCT
Tues 9 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron “Reading the Road Signs”
Tues 23 rd	Winter Forum @ 6 pm: TBA
<u>SEPTEMBER</u>	
Sat 3 rd	Annual dinner. Venue: The Old Woolstore. Overnight at Constitution Dock
Tues 6 th	Annual General Meeting @ 7.30 pm, followed by the General Meeting. Venue: Derwent Sailing Squadron
Wed 7 th	Committee Meeting @ 7.30 pm. Venue: RYCT
Tues 13 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron “Battening Down”
Tues 27 th	Winter Forum @ 6 pm. Bernie Smith will talk about towing and being towed.

Editorial



By the time this *Albatross* goes to print I will be in the south of England enjoying the small harbours and boats of a different coastline and hoping that the effort I put in to getting fitter will make it possible for me to enjoy walking and cycling the steep inclines of Cornish cliffs and shorelines. Our only cruising will be the ferry between Hoek van Holland and Harwich.

Last month the Commodore and I met up with Phil Ross, editor of the *Cruising Helmsman*. We traded notes. The *Albatross* may benefit from being the recipient of future articles from this quarter. I also learned about a group on the mainland, *Women Who Sail Australia*. They recently held their first seminar, attended by women from around Australia, and have a Facebook site that members of Women on Boats might like to consider joining.

The *Albatross* that I've prepared will be a little different by the time it gets to print because this month it's a joint effort. Thank you, Jackie, for assuming responsibility while I exchange my down jacket for bathers.

Fiona

BLOGS AND VLOGS**Untie the Lines**

<https://www.youtube.com/user/WhiteSpotPirates> or <http://whitespotpirates.com/blog/>

Nike buys a boat, sight unseen in Panama. On arrival she discovers it lurking down the less salubrious end of the marina, rather the worse for wear. Despite being overwhelmed on occasion by all that she has taken on, she continues with her dream of becoming a solo sailor one arduous step at a time and applies herself to making *Karl* a more seaworthy boat, helped on occasion by friends who fly in from Germany, locals and other cruisers. Like many other vloggers, she's funded in this project by vlog followers who want to see her succeed. Her composure and courage each time things go wrong (and they often do) is admirable. So far I've watched the first twelve and I'm looking forward to watching more. There is also an associated website, Recommended.

Do you have a favourite vlog you think other members might enjoy? If so, please let me know at editor@cyct.com

Commodore's Report



Winter is well and truly with us and boating activities are fewer and often confined to a few hours in the middle of the day. However, the Club is as active as ever with planning for several new projects progressing well.

We have decided to proceed with a cruising guide for north-east Tasmania including the Furneaux and Kent Groups. Tony Peach sought expressions of interest and has assembled a small team of experienced volunteers, with support from many of those who contributed to *Cruising Southern Tasmania*. TasMap will publish the new guide as they have for *Cruising Southern Tasmania*, so it's full steam ahead! If you have visited the north-east, sort through your log book and let Tony have any notes you have made. Plan on joining a Club cruise to Flinders Island this summer.

Long term member Keith Wells died on July 14th. Keith and *Windrush* were very regular contributors to Club events; he was great company, a real asset on navigation cruises and seemed to have an endless supply of chocolates! We extend our condolences to Keith's family.

The Australian Wooden Boat Festival (AWBF) Board has asked whether CYCT would coordinate a post- AWBF cruise of 3 or 4 days in the upper Channel. We have agreed to do so. Preliminary planning is for a cruise commencing on Wednesday Feb 15 2017 and spending the night in Quarantine Bay with a BYO BBQ at the Quarantine Station. There is also the possibility of cruise participants competing in a Kettering Yacht Club twilight race. On Thursday sail to Port Cygnet and enjoy a meal at the Port Cygnet Sailing Club. Friday head to Port Huon (Kermadie) or Franklin and attend the Opening Dinner of the St Ayles Skiff Championships, hosted by the Living Boat Trust in the Palais Theatre at Franklin. Then to Kettering for dinner on Saturday night hosted by Kettering Yacht Club. The Cruise will be open to all (incl. non-wooden vessels) whether or not they have taken part in the Festival. There is much to do before the event, such as preparation of the Notice of Cruise, Rules of the Cruise, registration, Plans B and C, provision of support vessels, nomination of a Cruise Commodore, pre-Cruise briefing, liaison with shore-based commercial enterprises who might like to be a part of the action, etc., etc.

All of this will be in addition to the 'normal' AWBF activities: many will be entering their boats in the Festival, others will be manning the Club stall, arranging a BBQ and welcome for visiting cruising yachts and possibly a repeat of the Port Davey briefing evening for visitors who are keen to see that part of our world. So there will be an opportunity for all members to make a contribution!

The AGM is still in September and there are further opportunities for you to try your hand at any committee position. We are particularly looking for a secretary, editor and vice-commodore as the incumbents are standing down. Have a look at the *Handbook of Club and Committee Activities* (from the *Member Resources* page of our website, cyct.org.au, and you will see that there is

guidance for someone new in a position (as well as the support from 'old hands'). If you are interested, please talk to me or to the incumbent about what is involved.

Andrew Boon

When a man weighs anchor in a little ship or a large one he
does a jolly thing!
He cuts himself off and he starts for freedom and for the
chance of things.

~ Hilaire Belloc

From the Archive

Dave's Pick No. 4

When considering the possibility of extending the coverage of the Cruising Southern Tasmania to the north, or eventually to the whole state, the question of how long it would take is often raised. So the page "An Anchorage Guide to Tasmania" proposing a followup to "D'Entrecasteaux Waterways" gives a hint on how long that might be.

<http://cyct.org.au/Albatross/198807/19880710.php>

Copies of the Albatross (Vol. 1, no 1-) are available on the CYCT website.



Vice Commodore's Report



Winter acrobatics is climbing round the limbs of near 100 year old walnut and pear trees, pruning. I'd rather be working on Minerva, even in a bosun's chair checking halyards and sheaves. Guess this is the garden time so we can go sailing when it's warm!

The Queens's birthday W/E and Dark Mofo were a great success and have been reported. Maybe next year the o/n in Constitution Dock can be two nights to enjoy the Mofo Finale.

Coming Events

The Land Cruise to Alan Gifford's and the Christmas in July just prior to the next GM.

CYCT Dinner 3rd September and possible o/n in Constitution Dock. Mike Ponsonby is arranging this with Tas Ports.

Post WBF Cruise is scheduled for 15th to 19th Feb, being led by the CYCT. Intended ports for overnight stays are at Quarantine Bay, Cygnet, Kermandie/Franklin, Kettering and then return to Hobart. I expect many CYCT boats to enjoy this great occasion. You do NOT have to have a wooden boat to participate.

Furneaux Islands Cruise is penned in to depart ~ 10th/11th March for a next day early morning (~8am) Dennison Canal transit, possibly to Schouten Passage. Early departure, heading up the East Coast to Binalong/ Skeleton Bay, with the following day to Flinders. We will need all the time we can get to enjoy in this magnificent area. Returning home about the end of March.

Please let me know if interested and to discuss your ideas.

2016/2017 Cruising Calendar is being formulated. Again please let either Andrew or myself know of your ideas for cruises. We will incorporate: Opening Day 8th October, Nubeena long w/e, Norfolk bay and possibly Maria Island/Schouten passage (? Peninsula circumnavigation) and maybe Adventure Bay and round Bruny !!!!

We are looking for trip coordinators, so please volunteer and fly your flag for one of these.

I see some very good experienced members, potential Vice Commodores, to take my place. Please join the Committee and share this great experience with your sailing friends.

Regards,
Lew Garnham

Rear Commodore's Report



Thanks to Margaret Jones and Alan Butler for holding the fort for me whilst we were away! I hear they did a fabulous job.

At our July General Meeting, Tony Peach gathered members from the boats who attended the cruise to Port Welshpool in March to speak about aspects of the cruise. By all accounts it was a very successful cruise so well presented and members were asking was another one planned! Thanks Tony for a well-orchestrated cruise and talk.

August General Meeting speaker will be Graeme Foale. Graeme will speak about a well known classic Hobart wooden boat, the Egeria, fondly known as the Governor's boat. This vessel is now owned by the Motor Yacht Club in Lindisfarne and they have taken on the mammoth task of slowly bringing her back to her former glory.

Our Annual dinner will be held on the 3rd September at the Old Woolstore. Details are:

CYCT Annual Dinner

Where: The Old Woolstore Apartment Hotel – Marino Room

When: 3rd September

Time: 6.30pm for 7pm

Cost: \$60 and drinks at bar prices

RSVP and payment must be made by Tuesday 30th August. Payment may be made by direct deposit into CYCT account, or by PAYPAL option on website. If you choose to pay by direct deposit, don't forget to list the event and your name. In keeping with the CYCT refund policy, monies paid for the dinner will not be refunded once final numbers have been submitted to event coordinators on the 30th August.

We will be booking berths at Constitution Dock for this event. To secure a spot in the Dock please contact Mike Ponsonby (CYCT Secretary). The Marine board has recently raised the overnight cost to \$30. We will collect this money on entry to Dock on the 3rd.

Our Guest Speaker for this event will be **Jeremy Firth**. Jeremy has spent his whole life messing with boats and all things to do with boats. He built his own 40ft Steel boat "Rosinante", sailed her West – East around the world and then wrote a book about it. He edits the "Tasmanian Anchorage Guide" and is actively involved in organisation of the Biennial Van Diemens Land Circumnavigation cruise-in-company. In 2013 he was inducted into the Tasmanian Yachting Hall of Fame.

Here is glimpse of Jeremy's address: **Cape Horn Dreaming**

There are many dimensions to an ambition to have a cruising life on the ocean wave. At a mundane level, those aspiring to join that life will need opportunity, time and money. Inheriting or otherwise acquiring a saltwater gene also helps - not to mention technical expertise in the art, science and engineering skills needed to survive for long periods at sea in a small boat.

More important than any of these considerations is the need for a vision - a goal without which all the opportunity, time and money in the world means very little.

About 1975, Jeremy's vision came to him in the form of a rhetorical question posed by a fellow OK dinghy sailor over the bar after a race on Sydney Harbour: Doesn't everybody want to sail around Cape Horn before they die? In a revelatory moment, Jeremy realised that in his case, the answer was yes!

Come along and listen as Jeremy describes aspects of his journey to fulfill this dream, including 20 years of preparation before he put to sea in 1998 for The Horn and morning-after anti-climax after he returned in 2001 from his east-about circumnavigation of the world.

Women on Boats

July meeting: The topic for the mid-winter session was an Introduction to VHF radio. Understandably (given a dreadfully cold forecast for snow and floods) numbers were small but the topic is obviously of interest as nine women have signed up for an all-women VHF Operator's Certificate course. DSS will run this for us in October.

August: Reading the Road signs: Buoys and Beacons. Alan Gifford will explain the logic behind the system of buoys and beacons. Alan's experienced at tutoring on ColRegs and has a way of making the topic simple and memorable.

APPLICATIONS FOR MEMBERSHIP

Bill and Judy de la Mare
Sheokee

Ian Johnston
Juliane

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

WELCOME NEW MEMBERS

Stefan Eberhard and Bronwen Prazak
Vailima

Brian Parkinson
Huon Belle

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

Stefan Eberhard and Bronwen Prazak

We are both fairly new to the yachting and cruising scene. As children we learnt some sailing basics in dinghies on the Huon and Derwent. Stefan also did more local sailing in a red witch and the sleek huon *Bronze wing*, as well as some more adventurous cray fishing forays to Maria Island and Port Davey in another old wooden warrior, *Cassilda*, and more recently again to Port Davey in the red steel *Pintado*.



Having lived separate lives and pursued careers on the mainland for the last two decades or so we both found ourselves (and each other) back home in Tasmania. While buying a yacht and exploring the world had been a vague plan of Stefan's for some years, it was never on Bronwen's agenda, but that has now changed and we were both very excited to become owners of the beautiful white *Vailima* in February this year.

Vailima is a 1992 Whitsunday 41' heavily-built fibreglass cruising yacht with beam 4.27m, draft 1.61m and displacement 13 tonnes.

Our first overnight voyage was to Fortescue Bay over Easter, when a big southwest swell and rough weather conditions getting around Tasman Island really stretched the limits of our experience and comfort. We have much to learn before venturing further afield and are really look forward to gaining more experience with the CYCT.

Brian Parkinson

I have met some CYCT members at campfires, mainly in the Barnes Bay area. I and my partner Meg own Huon Belle, a Huon 33 (the first one built, I believe). We have a mooring in Quarantine Bay near the public jetty, and have tended to treat this like our "shack". Meg has been unable to spend much time on the boat recently due to work and family commitments; in part this is why I have joined - a little company on the water is a good thing.

I am a recently retired music teacher, although I am still fairly active in the local music scene, mainly in Jazz. I came to yachting late, my prior passion (apart from music) being flying. Around 1984, with

a friend, I became half owner of a Spacesailer 20 "Magic". That was a steep learning curve! Shortly after I bought an unfinished hull, and around 1990 finished building "Daffy Duck", a Knoop 27. Since then I have owned a Northshore 33, and now Huon Belle. Huon Belle is a great boat for local cruising, and represents the end of this progression. I look forward to participating in some CYCT activities soon.



THE POND

*The Duckpond to the cruising chap
Is strictly for day trippers
It's noisy, crowded, full of crap
And splashy, yelling nippers.
Far better go to Taylor's Bay
Now that's a real sailors' bay.*

*But in the mid-week solitude
With no-one else about
When neither lights nor sounds intrude
And the busy world's shut out,
It might be as it was before
The white man changed the land,
A mirrored, silent, dawn-kissed land,
A crescent of clean sand.
Where bird song fills the gum trees lace
The Pond's a very different place.
Anon*

First printed in the Albatross Vol 12 No 4 April 1987

The Cruising Yacht Club of Tasmania Inc
Nominations for Office Bearers – 2016 -17

The Annual General Meeting of the Cruising Yacht Club of Tasmania Inc will be held at the Derwent Sailing Squadron at 8.00pm on Tuesday 6th September 2016

At that time all positions for Office Bearers will be declared vacant. Please use this form to nominate one or more people to fill these positions.

We (nominator).....(signature).....

And (seconder).....(signature).....

being financial members of the Cruising Yacht Club of Tasmania Inc hereby nominate the following member(s) for the position(s) indicated for the 2016 – 17 financial year.

POSITION	NOMINEE'S NAME IN FULL	NOMINEE'S SIGNATURE
Commodore		
Vice Commodore		
Rear Commodore		
Treasurer		
Secretary		
Editor		
Membership Officer		
Webmaster		
Committee (1)		
Committee (2)		
Warden		
Quartermaster		

Return to The Secretary, PO Box 605, Sandy Bay, Tas 7006
 by Friday 27th August or bring completed form to the AGM

Cruise of the Year Award Nominations

The following information details the requirements of the **Cruise of the Year** award. This award, when given, is normally presented at the Annual Dinner. Members are invited to nominate themselves or another Club member for the Cruise of the Year award.

Nominations for the Cruise of the Year Award for 2015-16 should be forwarded to the Secretary, preferably via email, to be received not later than 5:00 pm on Tuesday 2 August, 2016.

Cruise of the Year Award

The premier cruising award of the CYCT is the Cruise of the Year award. This is a nominated award and is not necessarily awarded each year.

The Cruise of the Year sub-committee has recommended the following guidelines when considering nominations for the CYCT Cruise of the Year.

1. The award is to be given to the most outstanding cruise of the year by a Club member in a Club boat. However, under exceptional circumstances a cruise by a Club member taking full responsibility for a non-Club boat may be considered.
2. It is not essential that an award be made in any year if no cruise is considered worthy.
3. Nominations for the award to be requested, and all other known cruises to be considered. The Vice Commodore should prepare a shortlist for presentation to the Committee.
4. The boat and crew should be appropriate to the cruise concerned. This criterion is intended to cover such aspects as the seaworthiness of the boat, the experience of the crew and the planning involved. It would preclude the award being made for a voyage classed unseamanlike.
5. The crew capability should be sufficient to undertake the cruise in a seamanlike manner but it is envisaged that providing this criterion is met then a weaker crew be more favourably considered than a stronger crew.
6. Motive power. It should be recognised that the challenge to the crew of a sailing boat is substantially greater than to the crew of a motor boat in respect of handling ground tackle, navigation and exposure to the elements etc.
7. Whether the cruise is breaking new ground or is in waters previously visited by any crew member.
8. A portion of the cruise should have been taken during the current Club year.
9. The crew should (preferably) have lived on board for the period of the cruise.
10. An article for the Albatross should be encouraged as a sequel to the award, not mandatory for the award. This is the case where an article in Albatross has not previously appeared.

The Mince Tart Voyage

Jon Tucker

(Or for Ransome fans: 'We Didn't Mean To Go To Bluff')



My father was once asked if it was possible to walk between Australia and New Zealand at low tide. Apparently it was a serious question from an American who clearly had little knowledge of either geography or tides. Having just spent eight days crossing the Tasman at a steady jog, I figure it would have to be a mighty long Low Tide, notwithstanding the 4000 metre inter-tidal range.

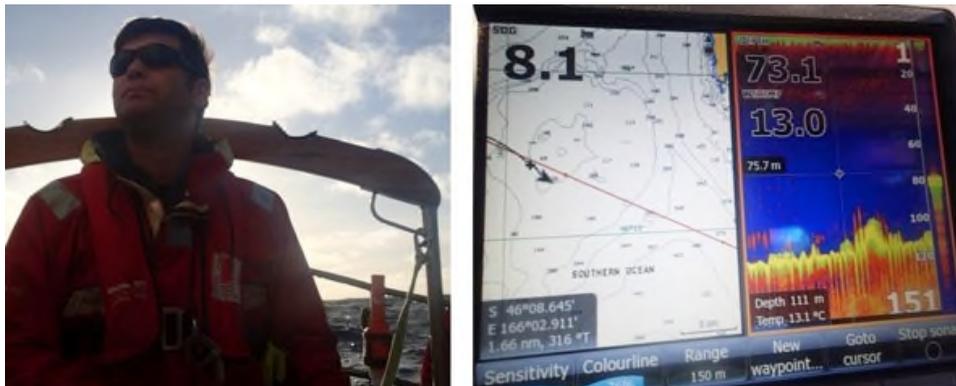
Until now, if anyone had proposed sailing between Australia and New Zealand's southern-most customs ports two weeks before the mid-winter solstice, Barbara and I would have seriously questioned their sanity. Sane sailors don't generally pop across this stretch of ocean, south of the 45th parallel, at this time of year. The proof was in the pudding – not a single vessel to be seen from Storm Bay to Foveaux Strait. Yet there we were, sailing *New Zealand Maid* past Fiordland's snow-capped peaks in the splendid company of albatrosses, prions and petrels as the Bluff fisherfolk were scraping the frost off their 'winderscreens'.

Of course it wasn't meant to happen like this. I'd proposed a nice little jaunt across to Enzed at around the equinox, in a comfortable patch of settled weather and of course a full moon to light up our night watches. However - as always - things got in the way. Matt and Laura's Bruny Island wedding, preparing the house for tenants, an ever-expanding list of re-fit jobs on the *Maid*... Before we knew it, May was upon us with a parade of Cold Fronts to taunt us. When at last the promise of a slow-moving blocking High appeared on the meteorological horizon, Barbara and I abandoned our list and resolved to seize the moment. It was a great concept – stock the *Maid* up with diesel and ride a High across the whole way, for a Gentleman's Passage to NZ.

Our eldest son Ben was not impressed. In his view we needed to shake down the *Maid* to sort out potential glitches in all the electrical, mechanical and rigging work we had recently been doing. As a teacher of shipboard safety and navigation he knew what he was talking about. But Barbara and I were sick of the Lists – the ceaseless preparation. We were grateful when he eventually

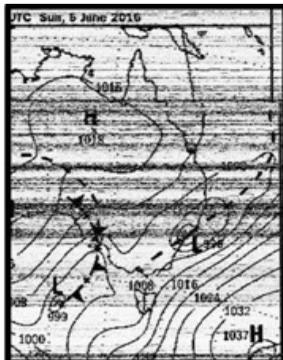
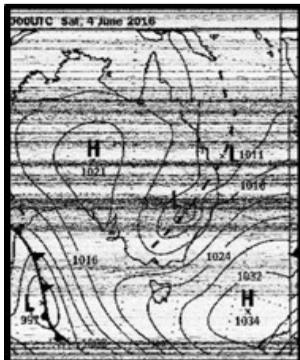
relented and offered to sail with us. It would be his eleventh crossing under sail, far more than our combined total. With Ben, Dan and Matt pitching in to help during the final days, things moved fast.

The great thing about Ben is that he's the ultimate package for this sort of voyage. Square rig officer, Antarctic skipper, walking maritime encyclopaedia and techno-buff all rolled into one. He could teach us to drive the new four-year-old radar/plotter, set up handy-billies and share the night watches. It would compensate for all his lectures about how silly we were being.



We all decided that this passage had to be named 'The Mince Tart Voyage'. The reason was simple. Our final act in the last sleepless night of provisioning had been to empty our Bruny Island freezer and load its contents aboard for the trip. (This would mean eating our way through rather a lot of meat – anything remaining would be destroyed by NZ Quarantine officials on arrival.) And there at the very bottom of the freezer was a glorious discovery – five dozen fruit-mince tarts which had been squirrelled away at Christmas for winter treats. Coupled with the 3 kg fruit cake our friends Kim and Tony had already given us, night watches were to become rather gluttonous.

The concept of setting sail in the midst of a slow-moving high-pressure system sounds good on paper. We pored over the various 10-day weather models and being an optimist I chose to ignore the one with the bad weather behind the system. We filled the tanks with diesel, along with seven 20 litre jerry-cans. Enough fuel for 750 miles of motoring. Simple !



There is a flaw to this concept though. It became more obvious on our third night out, as we struggled with a faulty auto-pilot. The HF radio began issuing storm-warnings for the Australian and Tasmanian coasts behind us. We would have to keep moving within the bubble of east-moving high pressure to avoid being caught in the squash zone behind it. But with very little wind we were being forced to use up our fuel reserves. With 1150 miles to Nelson (equivalent of Scotland to Greenland), we would be a sitting duck when the fuel ran out – wallowing in a light head-wind that would rapidly become a head-gale.

Ben's proposal was one that Barbara and I had joked heartily about weeks earlier: alter course for the southern tip of NZ, to the customs port of Bluff (there are no clearance ports on the west coast). At a mere 950 miles on the rhumb line, this would save us two days and reduce the diesel deficit. Already radio reports were announcing carnage and significant loss of life behind us in Australia. (Talking to our live-aboard neighbour via our new twenty-year-old Codan HF radio, we learned that our Tasmanian marina finger had just snapped in half!) A course alteration really was a no-brainer, despite ending up some 600 miles from our intended destination.



Once we had gotten used to the idea we settled down to thoroughly enjoy the trip. Barbara cooked up a succession of wonderful meals, doing her best to consume anything that would be snaffled by NZ quarantine officials on arrival. We motor-sailed through gentle seas whilst completing some of the tasks left on the List, even a little joinery and rigging work. We became

masters at the art of power-assisted sailing – setting six sails and using an idling engine to draw the gentle following breeze forward of our beam. This would bring the log up to a wonderful six-plus knots, using a minimum of fuel.



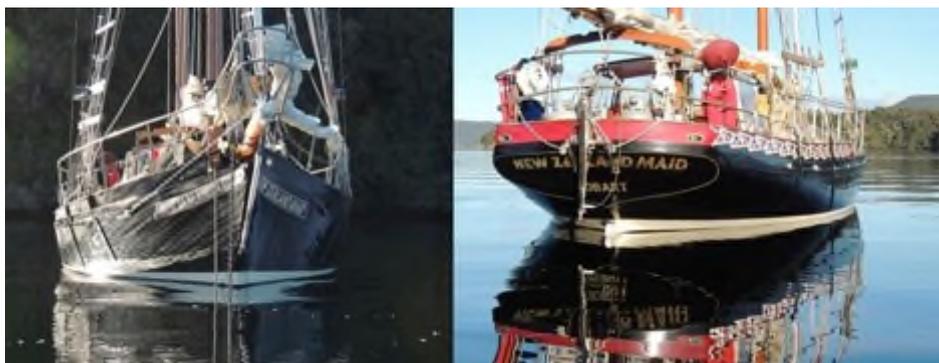
Puysegur Point at the southern tip of Fiordland has a particularly nasty reputation, and obliged us by freshening the NE breeze to a welcome 25 knots as we approached, guaranteeing the survival of our remaining two cans of diesel, and dipping the lee rail briefly for a deck-wash. With a storm warning announced for this patch of water next day, we were particularly pleased to see the log climb to eight knots.



The last time Barbara and I visited Bluff was to hitch a ride to Antarctica for hut maintenance work, aboard the *Akademik Shokalskiy* on her infamous 2014/5 debacle voyage. This time – inward bound with the flood tide – we were reminded a little of Antarctica, with ice still encrusting the wharf as we docked. It was eight days to the very hour since our departure – probably our slowest trans-Tasman but certainly our most sedate. And ahead of us was the unusual but very welcome prospect of a brief Stewart Island cruise before farewelling Ben and wandering up the East Coast to Nelson.

Believe it or not, there are still a dozen mince tarts in the starboard locker for those north-bound night watches.

Jon Tucker [Thanks Babs for your great photos]



Droughty & Trywork Points
Erika Shankley

The 4th edition of the CYCT cruising guide, *Cruising Southern Tasmania*, shows an anchorage off the sandy beach between Trywork Point and Droughty Point. “*The holding is good,*” the guide says, “*in firm sand and some weed.*” It’s a tempting place to drop anchor in north-west to north-easterly winds and an ideal destination for Hobart-based boats wanting just a short day cruise.



Chinamans Bay with Droughty Pt in distance – G. Fenton

Despite the fact that Hobart is only about 9 kilometres away and the suburbs of the Eastern Shore just around the corner, there is a feeling of isolation here – and perhaps a hint of ghosts from the past.

Aborigines from the mumirimina people roamed this district prior to European settlement. Middens attest to their camps in the trummerner pinene¹ or Droughty Point area which, according to an early report, had a plentiful supply of food – oysters, emu, quail, pigeon, parrots, duck and snipe.

Europeans had started arriving by 1793 when John Hayes named this prominent peninsula, Point Eliza.² Nicolas Baudin, with the ships *Naturaliste* and *Geographe*, named the same area Point Laignel in 1802.³ For many years, local residents knew it as Hutt Point and maps drawn by surveyors Frankland (1837) and Sprent (1849) show the name Tryway Point, perhaps in reference to the third rocky outcrop between the two points.⁴ Today, the westernmost point is known as Trywork Point⁵, while the eastern extremity is named Droughty – locally pronounced Droothy in the Scottish manner.⁶

Colonel David Collins had a brief glimpse of Droughty Point in February 1804, when contrary winds blew his ship, the 3-masted brig *Ocean*, into Frederick Henry Bay.

¹

http://www.qvmag.tas.gov.au/upfiles/qvmag/cont/publications/occasional_papers/tas_aborig_place_names.pdf

² www.placenames.tas.gov.au/#p1

³ *ibid*

⁴ *ibid*

⁵ *Nomenclature Board*, 1/7/1955

⁶ *Nomenclature Board*, 5/8/1955

At that time the River Derwent supported large numbers of whales, many of which were southern right whales, so named because they were the right whales to catch. Collins, Van Diemens Land's first Lieutenant Governor, could see the potential for a very profitable whaling industry in the colony as whale oil had become, at that time, the new fuel for lighting purposes.

Hobart's first Harbour Master, William Collins, had noted that whales were more prevalent in the Derwent from July to September and was encouraged by Governor Collins to set up a shore whaling station. Australia's first known whaling station at Trywork Point was already in operation by September 1805 when Reverend Robert Knopwood remarked in his diary that he had seen upwards of 60 whales near Sullivans Cove and it could be dangerous to cross the river by boat. *"At 9 I went across the river to see the tryworks. They had great quantities of oil casks."*⁷ By 4th December he noted that the ship *Sydney* had gone across the river to the tryworks to take on oil and in June of the following year he wrote that *"at eight this morning Mr Collins' men with 2 boats had the whale in tow down the river to the tryworks."*⁸

However, the venture was short-lived and by 1818 numbers of whales had decreased to such an extent that operations ceased. Colonel William Sorell, Governor from 1817-1824, noted that *"Mr Collins made some attempt at a Fishery Establishment on a point of Land ... called Tryworks Point, but no buildings were erected there and no vestige now remains there."*⁹ Whales had completely disappeared from the Derwent by 1856. Collins had also noted, in 1804, that trees in the area were *"very large and good"*¹⁰ but these, too, had soon all but disappeared, cut down to provide fuel for the tryworks. Even today, only a vestige remains with the Droughty peninsula's vast expanses of dry grassland supporting only a few pockets of she-oaks here and there.

From archaeological work in the 1990s it was thought that any habitation at the site would have been upwind of the tryworks. However, the area had, by then, been ploughed right down to the shoreline and any remaining artefacts were widely dispersed. A scatter of burnt, hand-made bricks, located immediately north of the western end of the sandy beach, most probably marked the location of the tryworks. A cobbled area had also been previously reported above the eastern end of the beach. Trypots were still in situ between 1936 and 1947 but are now believed to be in the Tasmanian Museum and Art Gallery.

Governor Sorell had also noted *"Two Grants of small farms have been made on the spot to persons of the name of Garth."*¹¹

Edward Garth had been tried at the Old Bailey on 8 December 1784 and sentenced to death for stealing a cow. A reprieve saw him being transported with the 1st Fleet on board the *Scarborough*,

⁷ Parry Kostoglou, *Shore-based Whaling in Tasmania, Archaeological Research Project Vol II, 1995*,

⁸ Kathryn Evans, *Shore-based Whaling in Tasmania, Historical Research Project Vol 2, Site History, 1993*

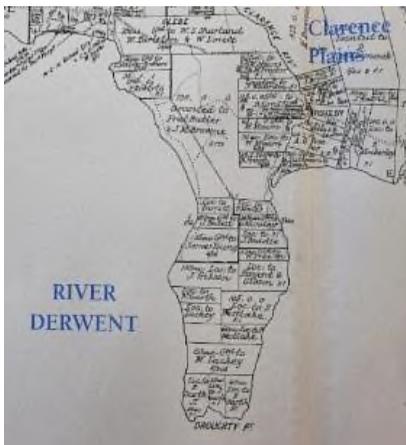
⁹ Parry Kostoglou, *Shore-based Whaling in Tasmania, Archaeological Research Project Vol II, 1995*,

¹⁰ Alison Alexander, *The Eastern Shore: a history of Clarence, Clarence City Council 2003*

¹¹ Kathryn Evans, *Shore-based Whaling in Tasmania, 1993*

but he was in Sydney only three weeks, before he was again transported, this time to Norfolk Island on board the *Supply*. It was here that he married Susannah Gough, also a convict. Edward did well. By 1796 he had been granted 12 acres of land on the island, with another 20 acres the following year. By 1805 he had become a successful landowner.

The Colonial Government's scheme of resettling Norfolk Islanders saw Edward Garth and his family of seven embark on the *Porpoise* bound for Van Diemens Land, arriving in December 1807. He and other members of his family were given grants of land. Apart from land at Sandy Bay, Edward was granted 60 acres at Clarence Plains along with his sons Edward junior, James, William and John who each received grants of between 30 and 80 acres. Several of these allocations were located at the southern end of Droughty Point.¹²



Map of early grants of Clarence Plains & Droughty Pt.

In 1817 the Garth name appeared on the list of tenderers to provide 36 bushels of wheat to the Government. Life had certainly improved for Edward Garth and his family before his death in 1823, leaving his widow, Susannah, and numerous descendents.

Joseph Simmons was also a convict, tried at the Bedford Assizes in March 1799 before being sentenced to life for stealing one brown pony.¹³ He was transported in February 1802 on board the *Coromandel*, sailing direct from Spithead, arriving at Port Jackson just four months later.

It was here that he met Catherine Burn, also a convict. Their first son, also named Joseph, was born before they were again transported – this time to Norfolk Island - arriving on board *HMS Buffalo* on 9 May 1803. Joseph then changed his name to Chipman before he and Catherine were officially married. Within two years he had been made a Constable and lived in a small thatched cottage on 25 acres of land.

The Chipmans, along with other settlers, were transported, yet again, this time to Van Diemens Land on board the *City of Edinburgh*, arriving after a protracted 32-day voyage, in September, 1808. They were given land at Clarence Plains and by 1809 were growing wheat on their 75 acres which they called Clarendon Vale. The four-room brick house they built from clay quarried nearby is still inhabited, possibly the oldest such house in Tasmania. The family became quite prosperous, buying

¹² Alison Alexander, *The Eastern Shore: a history of Clarence*, Clarence City Council 2003

¹³ Kate Carlisle, *Island to Island: Hobart Town First Settlers Association*, 2007

up other properties, including land at Droughty Point, when less successful settlers gave up. When Joseph Chipman died in 1816, aged only 42, his wife Catherine had six young children to care for, as well as several farms to run. She must have succeeded as by 1819, the family is recorded as owning 375 acres and 2400 sheep.¹⁴

Memories of life on the farm at Droughty Point were recorded by Basil Chipman in 2004. He was, he wrote, ‘delivered in the south room [of the homestead] at Droughty Point’¹⁵ in 1930.

The homestead, built just above the sandy beach, was adjacent to a creek where a willow tree provided shade and a dam, water for sheep and cattle. As with many families at the time, theirs was a subsistence living, keeping ducks and chooks as well as growing all their own fruit and vegetables. When the larder was bare, they went fishing - rock cod, trumpeter, flounder, barracouta, mullet, garfish, leatherjacket and skate were plentiful at a ‘secret’ location – a reef just off the point. Crayfish were also plentiful. Basil Chipman also noted that seals would sunbake on the rocks at Trywork Point.

A trypot from the whaling station was still on site prior to 1947 and was used to store water for the steam traction engines used on the property.

While not officially named, the sandy beach between Trywork and



Cistern at Droughty Pt

G Fenton

Droughty Point acquired the name ‘Chinamans’ Bay’ in the 1850s. The 650 ton *Lady Montagu* had sailed from Canton bound for Lima with 400 Chinese labourers on board. However, a fever epidemic struck soon after sailing and by the time the ship was off Tasmania, 200 were already dead. Seeking help from Hobart, the ship anchored off Droughty Point, but despite being quarantined, several bodies were dumped overboard. It is said that, as a result, fish caught in the area could not be sold, or even given away.¹⁶

Droughty Point lies in a rain shadow with only three natural springs which yield a somewhat meagre flow. Any crops had to be dependent on a low seasonal rainfall. Over the years the farm supported a number of cattle and sheep and grew wheat, maize, oats and barley as well as vegetables such as potatoes, onions, tomatoes, pumpkin and beetroot. There were also plenty of

¹⁴ Alison Alexander, *The Eastern Shore: a history of Clarence*, Clarence City Council 2003

¹⁵ Basil Chipman, *Paradise Lost: Selected memories of Basil Chipman compiled and edited by Kate Chipman*

¹⁶ David Leaman, *Walk Into History in Southern Tasmania*, Leaman Geophysics, 1999

rabbits, perhaps descendents of the hares which had been introduced to the property by the Victorian Acclimatisation Society in the 1870s.¹⁷



Flagpole & possible house ruins on un-named point between Trywork & Droughty Pts
G Fenton

In 1944 the farm was reputed to be the largest wheat producer in Tasmania with an annual turnover of 3000 bushels.

When the property was sold in 1947, the land at Droughty Point had been farmed by the Chipman family for over 100 years.¹⁸

While the suburbs of the eastern shore have crept relentlessly south, the anchorage off the point, so far, remains inviolate. While still remaining private property, a proposal for a reserve and walking

trail at Droughty Point was outlined in an article in *The Mercury* on May 6 2003. The Kuyinah Bushcare Group indicated that they hoped to install interpretation signs which would highlight the original Aboriginal custodians of the land, the whaling station and the former Chipman family farm on the peninsula. However, to date, this idea seems to have fallen by the wayside.

So, next time you anchor off the beach between Trywork and Droughty Points, listen to the wind sighing in the sheoaks. What other stories could they tell of this area which Basil Chipman referred to as his *Paradise Lost*?

¹⁷ *The Mercury*, 31 March 1873

¹⁸ *Bellerive Historical Society Newsletter No 98*, 1 November 2000

With Salt on Our Lips: Language and the Sea

The edge of the sea is a strange and beautiful place ~ Rachel Carson.

So is the language evoked by the sea and sailing. Take 'feeling blue'. Who'd have thought it originated with captains lost at sea? To symbolize the loss, ships flew blue flags and banded the hull with blue for the return to port. Feeling down in the doldrums is intimately associated with the listless seas and absent breeze encountered near the equator, and next time you're feeling all flaked out know that you're inadvertently mimicking the anchor chain being flaked to avoid entanglement so that repairs can be undertaken.

Maybe you're not flaked out at all but simply feeling under the weather, like those who succumbed to seasickness because of heavy weather at sea were said to be – or perhaps you are fending off a cold rather like brandishing a fender to avoid being hit by something nasty looming out of the mist perhaps.

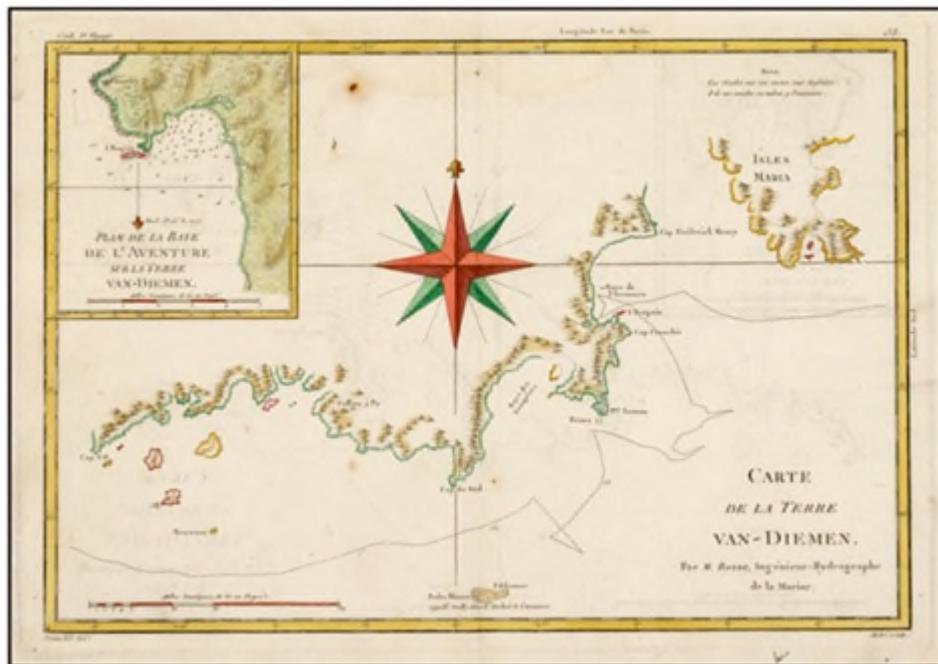
It's possible to have a field day with the full tide of nautical phrases we encounter in language, but once long ago a field day was the day set aside for cleaning all parts of a vessel. Far better than a filibuster in parliament, obstructing the passing of legislation. In earlier times they'd have been Buccaneers (or filibusters) stopping sailing ships. There was nothing flimsy about their methods – but the word 'flimsy' was once a paper certificate issued to an officer when leaving an appointment to provide evidence as to his previous conduct.

The word 'figurehead' has also spread its meaning away from the bowsprit and into the halls of power to describe leaders with status but little capacity to shape events. Floozies and flunkies also have nautical origins, the former being women let aboard when ships were in port, the latter a nautical nickname for an Officers' Steward, although now applying to subordinates.

These expressions may be first-rate similes, yet first-rate once referred to the largest and most heavily armed ship in the old system of grading English ships, and they are words that may also fit the bill, a term once used in connection with a Bill of Lading acknowledging receipt of goods and the promise of delivery in good condition that had to 'fit the bill [of Lading]'.

However, flog a dead horse, you may be interested to know that this once referred to the difficulty of getting any work done after British crews had traditionally celebrated being at sea for four weeks and had worked off their advance (usually an amount equivalent to a month's pay). Part of the celebration involved hoisting an effigy of a horse up into the rigging.

Before I fudge up, sneakily misleading you as was the wont of a certain Captain Fudge (aka Lying Fudge) notorious for this little habit in the seventeenth Century, you may want to check my source at See the Sea.org.



French chart: "First published in the Summer 2013 issue of the *Maritime Times of Tasmania*"?

This tale began at a regular Friday antiques and junk auction. Lying forlornly in a plastic envelope was a rather pretty little chart simply catalogued as "Early French chart of SE Tasmania". I was intrigued. The writing was in French, the chart was not as well drawn as d'Entrecasteaux's and I could not recall any French explorer who had charted that part of the coast before him. But I do not collect charts, so we moved onto the selection of needlework accoutrements that my wife collects. The turn came for that chart to be sold and nobody bid. The auctioneer cajoled the audience and still nobody bid. He worked the crowd and finally solicited a nominal bid. Nobody topped it and Lot 172 was mine.

But what precisely had I bought? The chart is on coarse pale beige-coloured paper marginally larger than A3, and seems to be a hand-coloured etching. It varies considerably from a modern chart and purportedly covers the coast from South West Cape to Maria Island with the track of a ship, plus an inset plan of Adventure Bay.



Chart 1. Compare with Charts 2 and 4

The title plate is simply:

CARTE DE LA TERRE VAN-DIEMEN.

Par M. Bonne, Ingénieur-Hydrographe de la Marine.

The inset:

Plan de la Baie de L'Aventure sur la Terre Van-Diemen.

Many names are still recognisable: Cap S O (Sud Ouest or South West), Cap de Sud, Mewstone, Pedro Blanco, Eddystone, Baie des Tempêtes (Storm Bay), Friars, Pte Tasman, I. Penguin, Baie de l'Aventure, Cap Fréderick Henry, Isles Maria, but it is the fine print scattered around the chart that is even more intriguing (See Chart 1). These notations include "Cook, 3^e Voyage", "Longitude Est de Paris", "138", "Bonne Fil, del?", "André sculp", "*appellé Swilly dans le Journal de l'Aventure*" and "NOTA. Les Sondes sur ces cartes sont Angloises: 8 de ces sondes en valent 9 Francoises". (My translation: Note. The soundings on these charts are English (fathoms), 8 of these (fathoms) are equivalent to 9 French.)

Next a visit to the Maritime Museum of Tasmania and a discussion with curator Rona Hollingsworth. Rona opined that the chart was on hand-made paper, consistent with a chart produced in the late 1700's. She noted that the edges had never been trimmed or guillotined, that the central panel of the paper had been impressed or flattened by the pressure of a copperplate printing press and that it had been hand coloured with semi-transparent pigment, probably watercolour. She said that the chart was almost certainly original and not a modern copy; it being exceedingly difficult to replicate the printing press impression.

Then I tried to determine its provenance. The chart is French, but it references Cook's third voyage.

Captain James Cook made three Pacific voyages of exploration: the first in *Endeavour* from 1768-1772; the second in *Resolution* and *Adventure* from 1772-1775; and the third in *Resolution* and *Discovery* from 1776-1780. Although England and France were almost constantly at war during the 18th century, there was much cooperation amongst their scientific communities.



Chart 2. Compare Cook's chart of SE Tasmania with the French chart

Joseph Banks gave la Perouse copies of Cook's charts and journals and some of Cook's navigation instruments including at least two inclining compasses before *Astrolabe* and *Boussole* departed on 1 July 1785. Both ships and all hands were lost on Vanikoro in 1788. When Bruny d'Entrecasteaux went searching for la Perouse from 25 September 1791 he also carried copies of Cook's charts and journals and made repeated references to them in his journal. Unfortunately he does not mention which charts he carried, or their source. Were they English or French copies of Cook's charts? A quick perusal of the charts drawn by the renowned hydrographer Charles-Francois Beautemps-Beaupre on d'Entrecasteaux's expedition indicates that Bonne's chart was drawn before this expedition.

So, onto Cook's journals. On the third and final voyage William Bligh held the rank of Master on Cook's ship, HMS *Resolution*. This was a non-commissioned rank with responsibility for the actual sailing and navigation of the vessel. During this voyage a chart was drawn, almost certainly by Bligh under the direction of Cook, and it shows the track of the *Resolution*. The *Resolution* arrived back in England in October 1780 after Cook's murder, and that chart was first published in 1785 in "Voyage to the Pacific Ocean" (see reference).

Adventure Bay on Bruny Island was discovered and named by Captain Tobias Furneaux of HMS *Adventure* on Cook's second voyage. Furneaux spent five days wooding and watering in Adventure Bay. He also produced a running chart of the Tasmanian coast from South West Cape to the Furneaux Group and named many features. I could find no evidence that he produced a plan of Adventure Bay. On his third voyage Cook visited Adventure Bay in 1777 on HMS *Resolution* and

an unattributed plan of Adventure Bay was drawn, possibly by Cook himself, or under his direction. This plan was also published in 1785 in “Voyage to the Pacific Ocean.”



Chart 4. Compare Cook's chart of Adventure Bay with the Inset in the French chart (Chart 1)

Thus we have ascertained that both the chart and the inset plan were drawn by Cook and/or Bligh on HMS *Resolution* in 1777 and published in London in 1785.

But who was M. Bonne, Ingénieur-Hydrographe de la Marine? M. Rigobert Bonne, 1727-1795, was the French Cartographer-Royal from 1773 until his death. He was renowned for the accuracy of his charts and for abandoning the elaborate decorative flourishes common on earlier maps.

He apparently obtained a copy of Cook's charts as published in the above *Voyage to the Pacific Ocean*, reorientated the longitude from the meridian of Greenwich to that of Paris, translated most English names into French, discarded the coastal silhouettes, and published it in the epic *Atlas encyclopédique contenant la géographie ancienne, et quelques cartes sur la géographie du moyen âge, la géographie moderne* by Rigobert Bonne and Nicolas Desmarest. Paris: Hotel de Thou, 1787. 2v.

This massive undertaking included 140 separate charts published in two folio editions (ie loose leaf) in 1787 and 1788. The atlas was engraved on copperplate by Gaspard André, printed in monochrome and some (deluxe) copies were hand coloured. The number “138” on Bonne's chart is the folio reference number from this atlas.

Finally, there is that reference “*appellé Swilly dans le Journal de l’Aventure*” which was on the Bonne chart adjacent to Pedro Blanco. Abel Tasman named Pedra Branca in 1642 and Tobias Furneaux, perhaps inadvertently, renamed it the Swilly Isles in 1773. Bligh’s chart has a note that Pedra Branca is “called Swilly in the *Adventure*” and Bonne basically translated this note. Essentially, Cook, Bligh and Bonne restored Tasman’s name of Pedra Branca and that name still survives.

Reference:

“Voyage to the Pacific Ocean, undertaken by the Command of His Majesty, for making discoveries in the Northern Hemisphere. Performed under the direction of Captains Cook, Clerke and Gore, in His Majesty's ships the Resolution and Discovery, in the years 1776, 1777, 1778, 1779 and 1780.” In three volumes. Vol. I. and II. written by Captain James Cook, F.R.S. Vol. III. by Captain James King, LL.D. and F.R.S. The second edition. (with Atlas) London: Printed by H. Hughs, For G. Nicol, Bookseller to his Majesty, in the Strand; and T. Cadell, in the Strand. M.DCC.LXXXV.” [1785.]

Tale of a Chart' by Graeme Cook was first published in the Maritime Times of Tasmania No 45, December 2013, pp 10-11.

Training Opportunities

Courses With Franklin Marine

Marine Diesel Engines for Beginners: 14th August 2016; 25th September 2016

This course includes:

- How a marine diesel really works
- Bleeding your fuel system and changing fuel and oil filters
- Easy ways to identify potential engine problems and avoid them
- Basic engine electrics – power and battery systems
- Understanding exhaust systems and why (and how) they are critical

Preparing your Boat for Cruising course 28 August 2016.

This course will cover:

- Marine Electronics
- Anchoring Systems
- Fastenings
- Setting up for Short Handed Sailing
- Tools and Spare Parts to Have Aboard
- Rigging Checks
- Pumps and Plumbing
- Safety Equipment for Offshore.

For more information see the website at <http://franklinmarine.com.au/training/>

41st Annual General Meeting of the Cruising Yacht Club of Tasmania Inc to be held on 6 September 2016 at the Derwent Sailing Squadron

AGENDA

- 1. Opening**
Scheduled for 7:30pm.
- 2. Attendance**
Members are asked to register their attendance on the sheet provided.
- 3. Apologies**
- 4. Minutes of the 40th AGM**
The minutes of the previous AGM were published in the Albatross in October 2015 and were ratified at the October 2015 General Meeting.
- 5. Business arising from those minutes (if any)**
- 6. Treasurer's Report and Auditor's Report**
- 7. Appointment of Auditor**
Confirmation of Auditor appointment for FY 2016-17.
- 8. Vice Commodore's Report**
- 9. Commodore's Report**
- 10. Presentation of Awards**
- 11. Election of Office bearers**
The following positions are to be declared vacant at the meeting, and re-filled by election:

Commodore	Vice-Commodore	Rear Commodore
Treasurer	Secretary	Editor
Membership Officer	Webmaster	Warden
Committee (1)	Committee (2).	
- 12. Any other business**
- 13. Close**

Recipe: Brussel Sprouts Medley

Dorothy Darden

I have finally concocted a recipe for Brussels sprouts that does not leave them a mushy strong-flavored mess. The *Victory Garden Cookbook*, 1982, says, "Brussels sprouts 'ripen', picking up a strong flavor during storage, so it's best to use them as soon as possible after harvesting to guarantee a delicate flavor.

Ingredients

4 tablespoons olive oil
1 lb. fresh Brussels sprouts
3 carrots
4 garlic cloves
1 onion
1/3 cup pitted olives (We prefer Kalamata olives.)
salt and freshly ground black pepper
1 14-oz can crushed tomatoes with juices
1/2 cup chicken broth flavor.

**Preparation**

Prepare the Brussels sprouts by trimming off the ends, removing loose and yellowing leaves, and cutting them in half, top to bottom.

Prepare the carrots by peeling, cutting off the ends, then cutting each carrot in half lengthwise. Next, slice each half into 1/8" thick half-moons.

Crush, peel and roughly chop the garlic cloves.

Peel and thinly slice the onion.

Place the olive oil and all of the ingredients, except the canned tomatoes and chicken broth, into a large wok or fry pan, over high heat. Sauté the vegetables for 4 to 5 minutes, tossing with two spatulas the entire time, to soften the garlic and onions and thoroughly heat all of the vegetables.

Pour in the canned tomatoes and the chicken broth. Stir well.

Cover the contents of the wok with a lid, and reduce the heat to Medium-Low.

After 3 minutes, remove the lid and stir.

Steam the vegetables until the Brussels sprouts are tender but still crisp and green. Remove the lid after 5 minutes, and remove a sprout to taste. Cook a few minutes more if necessary.

Serve *immediately*.

General Meeting held at Derwent Sailing Squadron on 5 July 2016

MINUTES**Opening**

Commodore Andrew Boon declared the meeting open at 7:35 pm and welcomed those attending.

Attendance and apologies

Forty five members registered their attendance. One guest and seventeen apologies were recorded on the attendance sheet which is filed with the official copy the Minutes.

Minutes of the last General Meeting (7 June 2016)

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 Phil Bragg.

Business Arising from those Minutes

There was none not already covered elsewhere in the agenda.

Introduction of new members and presentation of burgees

No new members were present. The burgee etc. for Phillip & Julie-anne Garlick (*Cleo*) was collected on their behalf by Darryl Ridgeway.

Rear Commodore's Report – Catrina Boon

Report as published in the *Albatross*. Catrina thanked those who provided back-up during her absence. Key points noted regarding future events were as follows.

- Next GM Speaker: Graeme Foale will be speaking about the *Egeria* (the Governor's launch), one of Hobart's grand old "Dames", including its recent refurbishment.
- Annual Dinner: The date for this event is 3rd September and the venue is the Old Woolstore Hotel. Details, including the guest speaker, will be advised shortly in the *Albatross* and on the Club's website.

Treasurer's Report – Alex Papij

Alex advised that the Club's interim accounts for Financial Year 2015-16 have been prepared. The financial outcome was very closely in line with budget after taking account of the changes to the timing of subscription payments. A copy of the interim Financial Report was made available at the meeting and a copy of the Treasurer's Report including the Financial Year interim accounts has been posted to the website. Alex also advised that Entertainment Books are for sale after the meeting – for the last time this year.

Vice Commodore's Report

Report as published in the *Albatross*. Lew made mention of a number of specific items as follows.

- The Kermadiec/Franklin cruise was a great weekend;

- Ozmas (Christmas in July) cruise: This is proposed for the weekend of 30-31 July at the Quarantine Station (Barnes Bay). Members should advise Lew by email if they plan to participate.
- Cruising Calendar for 2016-17: Planning for 2016-17 has commenced and suggestions from members for specific cruises are welcome. Lew also noted that volunteers are required to coordinate club cruises.
- The Combined Club's Open Day is scheduled for Saturday 8 October.

Commodore – Andrew Boon

Report published in the *Albatross*. Andrew highlighted of a number of specific items as follows.

- North East Tasmania and Furneaux Islands Group Cruising Guide: A team of volunteers has been established under Tony Peach to undertake this project. A decision from TasMaps is awaited to confirm their commitment to undertake the publishing (and provide mapping support). The team will hold an initial planning meeting on 19 July.
- AGM and Committee member nominations: All Committee positions will be declared vacant at the AGM on 6 September. While a number of Committee members are happy to continue in their roles, members are encouraged to nominate for Committee positions and to take an active role in management of their Club. In particular, nominations are being sought for the following key positions: Vice Commodore, Secretary and Editor.
- Post AWBF Cruise: Andrew attended a meeting with the AWBF (Chris Palmer) and the Commodores from CYCT, KYC, and PCSC related to this cruise. The AWBF proposal is for the yacht clubs to assist in the planning and implementation of a cruise for visiting yachts (AWBF entrants and others). Current plans are for a 4 day cruise to the Channel area, commencing on the Wednesday after the AWBF, with possible anchorages in Quarantine Bay, Cygnet, and Port Huon/Franklin. CYCT would be responsible for overall planning while KYC and PCSC would host evening events at their respective Clubhouses.
- Absence for August Meeting: Andrew advised that he is unable to attend the next GM. Consequently Lew Garnham will chair that meeting.

Women on Boats

Catrina advised that the next WOBS' meeting is next Tuesday (5:30pm, 12 July at DSS), and will be devoted to radio communications. Catrina also advised that WOBS wishing to undertake the VHF radio course should advise Kim as soon as possible.

Items from other officers/other business

- Winter Forums: Richard advised that the next Winter Forum will be at DSS on 26 July with Dr Brian Walpole talking about medical emergencies at sea.
- Fair Winds and Smooth Sailing: Copies of this CYCT 40th Anniversary publication are available for members. Those who have not yet collected their copies may do so after the meeting (from Margaret Jones).

Next Meeting

The next GM will be at 7:30 pm, 2 August 2016 at DSS.

Close

The formal meeting closed at 7:50 pm.

Guest Speakers

Catrina invited Tony Peach and other participants from the cruise to Port Welshpool in Victoria (February/March 2016) to make a presentation about their trip. Tony (Westwind of Kettering), Mike Ponsonby (Rubicon), Damian Hope (Westwind crew), and Chris Barwick (Wilyama) made the presentation on behalf of the 5 participating boats. (Kokomo and Nuage skippers were unfortunately out of town.) Lew Garnham presented the customary bottle of wine to Tony and thanked the team for their presentation.

Close

The meeting and presentation concluded around 9:15 pm.

Making Payments to CYCT

The club has endeavoured to make payments for various functions, subscriptions and items of clothing and other goods as easy as possible for members. Payments can be done by cash, cheque posted to the Post Office box, online using Paypal or your credit card or by direct bank transfer.

For those who make payments to the club either by cheque or using Bank Transfer please include (on the back of the cheque or in the Reference section with Bank Transfer):

- Your name (just surname is usually enough, although if you know that your name is not unique also include your initial.
- The reason for the payment.

If you use the online Paypal/Credit card facility no references are required because you always pay for a specific thing and that is noted in the transaction.

Thank you

Your CYCT Membership Details

It's simple to change your contact details or the way you receive information, such as the *Albatross*. Log on to the internet and go to:

- cyct.org.au
- *Select Member resources*
- *Then My Membership*
- *Check/edit your database entry*
- *Scroll to the bottom of the page and click Submit Changes*
- *Check your publication options then click the green button at the bottom of the page*
- *make your changes*
- *click Submit Changes*

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).

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..

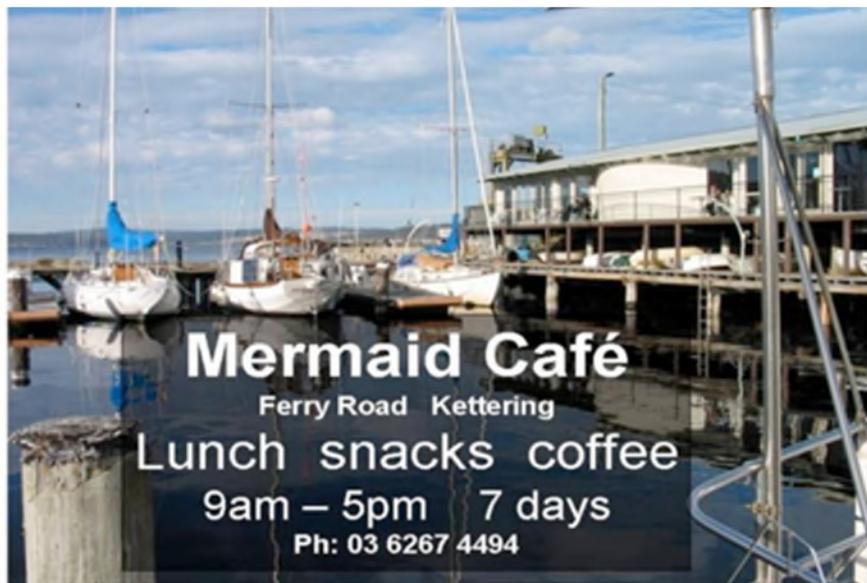
Barnes Bay: Mooring number **8584** at North Simmonds Bay is a Yellow buoy. The depth at MLWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6m of 2 inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8 inch chain. Simmonds Bay mooring is for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

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

**** When on a club mooring please fly the CYCT burgee ****

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 ViceCommodore@cyct.org.au



Mermaid Café
Ferry Road Kettering
Lunch snacks coffee
9am – 5pm 7 days
Ph: 03 6267 4494



PRINCE OF WALES BAY MARINA

MARINA BERTHS AVAILABLE NOW!
SHORT STAY OR LONG TERM.

20 BENDER DRIVE, DERWENT PARK TASMANIA 7009

THE MARINA BOASTS A 160 BERTH FLOATING PORALU MARINE PONTOON SYSTEM WITH STATE OF THE ART MARINE FACILITIES AND CATERES FOR VESSELS UP TO 35 METRES IN LENGTH.

www.princeofwalesbaymarina.com.au

☎ 0400 927 510
POWMARINA@GMAIL.COM

Find us on Facebook 



**240-BERTH FLOATING MARINA
50-TONNE TRAVELIFT NOW
OPERATING
ALL ASSOCIATED SERVICES ON-SITE**

7 Ferry Rd., Kettering
www.oystercovemarina.com.au
admin@oystercovemarina.com.au
Phone: 6267 4418

MMS
MOBILE MARINE SERVICES



- Specialising in all makes of Marine Diesels
- Repowers New Engines & Remanufactured Engines
- Generators, Marine Transmissions & Stern Drives
- 12 & 24 Volt Electrical • Refit Project Management



0407 919 474



STRAHAN HOLIDAY RETREAT

Phone
64717442
Special
Winter Deals

- 8 Acres of tall trees and meandering Platypus streams
 - Very Central. Easy walk to Cruise Boats
 - 19 Retreat Cottages from studio to 4 bedroom.
 - 40 Retreat Cabins plus budget cabins
 - On-Site Café , Bottleshop, Tour Desk, Free Wifi
- bookings@strahanretreat.com.au www.strahanretreat.com.au**



OYSTER COVE CHANDLERY

**THE BEST STOCKED LITTLE CHANDLERY IN SOUTHERN
TASSIE. COME AND SEE OUR BRIGHT NEW STORE,
RANGE AND COMPETITIVE PRICES**

**CYCT MEMBERS 10% DISCOUNT ON
MOST CHANDLERY**

OYSTER COVE MARINA
PO Box 47
Kettering, Tasmania 7155

Telephone: (03) 6267 4300
Mobile: 0419 277 702
0418 441 766

Email: oystercovechandlery@bigpond.com



ADAMS 42

\$149,500

- Fibreglass hull/timber cabin and deck.
- High quality timber interior.
- 45hp Nanni diesel.
- Furling main AND genoa.
- Webasto diesel ducted heating.
- Sleeps 6-7 (two double berths).
- Separate shower compartment.
- Inflatable dinghy on davits.
- Zeston 40 hull customised with flush deck and sugar-scoop stern.

Fast and comfortable passagemaker with an excellent pedigree. Built for the foreman of Zeston Yachts as his own boat, "Tara II" has a magnificent timber interior fitted inside a fibreglass hull. The Zeston 40 heritage ensures fast, powerful performance yet "Tara II" is designed for comfort, with a spacious, well-protected cockpit, open interior layout and practical amenities



MURRAY ST PIER HOBART www.boatsalestas.com.au FERRY RD KETTERING
Ph: 1300 288 007

KIM	BREWER	0428 937 358
PAUL	NANSCAWEN	0418 385 866
JOHN	NANSCAWEN	0409 433 547

