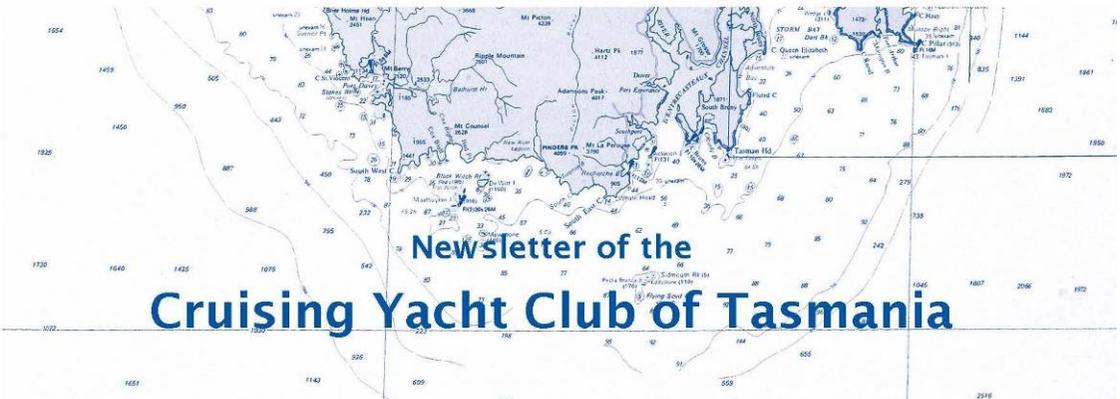


Albatross

Volume 35 No. 5 June 2009



Angela and Matt Kerrison-Smith - two of the volunteers who made the Navigation Cruise possible by sitting most of the day in the rain in a control boat - thaw out at the prize-giving dinner



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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Not a CYCT Member?

Then download an application form from
the Club website – www.cyct.org.au.

Contact any CYCT Committee Member
(details inside front cover) for more
information.

We look forward to welcoming you to our
Club.

CYCT Calendar

June – Mon 1st

Cruise briefing – Norfolk Bay cruise

Mariners Cottage – 7.30pm. Get the lowdown on the best mooring spots and any navigational issues from those who are familiar with this excellent cruising area.

June - Tue 2nd

General Meeting – DSS at 8.00pm

Malcolm Riley from the Bureau of Meteorology will talk about developments in weather forecasting, particularly the recently introduced wind maps that appear on the Bureau's website.

June – Weds 10th

Committee meeting – Mariners Cottage at 7.30pm

July - Tue 7th

General Meeting – DSS at 8.00pm

Details to be announced.

July – Weds 15th

Committee meeting – Mariners Cottage at 7.30pm

August - Tue 4th

General Meeting – DSS at 8.00pm

Details to be announced.

August – Sat 8th

Annual Anniversary Dinner

Details to follow, but the event is expected to follow the usual format of drinks aboard a Club boat in Constitution Dock, followed by dinner at a nearby establishment. **Put this date in your diary!**

Editorial



Another Navigation Cruise has come and gone, and in spite of some rather ordinary weather all participants had a great time testing their navigation and general knowledge skills. Congratulations to the winner, John Bridgeland and his crew on *Pandora*, who have the pleasure of organising next year's event. If you haven't participated in one of these Navigation Cruises, you are missing out. If you feel your navigation skills may need a bit of polishing, watch out for details of a de-briefing session for this last cruise which will be held in the next few weeks. The questions for this year's event have been reproduced elsewhere in this newsletter, so if you were not able to be part of the cruise, have a go at them using your 173 chart, and then come along to the de-briefing and see how well you did.

August is rapidly approaching, and that is the month of the annual Anniversary Dinner. See the Rear Commodore's report and 'Going About' for details. Saturday 8th August is the date to put in your diary.

Also rapidly approaching (September really isn't that far away) is the AGM and this year we have a few Committee members who have reached the end of their three year term of office. So the Committee will need people to replace them. If you think you could be interested, feel free to come and sit in on a Committee meeting. They are held on the Wednesday of the week following each General Meeting, and any Member is welcome to attend. Being on the Committee is an excellent way to get to know more members and have a say in the direction of the Club. Long term Club membership is certainly not a prerequisite for a Committee position – indeed, a fresh new view on things can be quite beneficial.

I will be away visiting family in UK and France for the whole of July, and plan to put the August 'Albatross' together from there. However, if there is anyone among our members who would like to be 'guest editor' for a month and allow me to enjoy my pub and café visits without having to worry about the burdens of editorial office, please get in touch.

Hope you enjoy this month's issue. All comments are welcome, as are articles and photos.

Chris Palmer
editor@cyct.org.au

Commodore's Comments



Scratching of heads, much frowning, and hopeful looks for non-existent checkpoints in deserted bays. That was the annual Donald Sutherland Navigation Cruise last week. Public doubts were expressed (unfairly, of course) about the sanity and ancestry of the organizers. But occasionally, these misgivings gave way to self-congratulations as we located a lonely dinghy flying the Albatross. That was all due to intelligence and knowledge bestowed only on superior beings – and lasted until the next clue was opened!

Navigator extraordinaire was John Bridgeland on *Pandora*, who improved from his runner-up result last year. Thank you to Paul & Rosemary for setting a compact but testing course, and particularly to their band of hardy helpers whom we met, sodden, in dinghies at various points around Barnes Bay. The weather gods were not kind.

Thanks also go to our sponsors. *Oyster Cove Marina* again provided a free slipping, so *Pandora* will be squeaky clean for next year's event. The *Oyster Cove Chandlery* offered a store voucher, and the *Mermaid Café* also donated a voucher. We are grateful for the support of all our sponsors, and also thank the Mermaid Café for a most enjoyable meal for the Saturday night function.

Nine boats entered the event. Not a bad rollup, but not as many as we'd like. Most of the entrants are regulars, so we need to do more to attract the 'non-starters'. And, to gain the most from the day, we need to understand what we did right, and particularly what we did wrong. That is all part of our training and learning. More on that later.

An extra gathering during the month proved popular, as around 40 members visited the Antarctic vessel *Aurora Australis* for a tour of the ship. We thank Captain Scott McLachlan for his generosity, and our Rear-Commodore, Merv Page, for arranging it at short notice.

Leo Foley



Vice Commodore's Report



The State Library subscribes to several yachting magazines which are available in the Serials section of the Reference Library, 2nd Fl, Murray Street Hobart (and possibly other branches). After the May general meeting, I had a look through the May edition of *Yachting Monthly* and found an article on cruising in Scotland, with many of the destinations sounding familiar after Jim and Rejine Duff's talk. It also contains information on a free, online almanac for the English Channel. Have a look at this at www.wileyalmanac.com and see what you think. It contains the following information:

- **Tides** – times and heights of high and low water, graphical tidal streams and rates
- **Weather forecast** – 1-7 days including wind direction and force in knots and Beaufort scale, sea state, air temperature, cloud cover, sun and moon rise and set
- **Ports & Harbour navigation** waypoints, aerial photographs, charts, navigation and pilotage notes
- **Reference section:** including information on Navigation, Communications, Safety and UK and Continental Weather sources
- **Local facilities:** contact details for marinas, fuel, restaurants, chandleries, marine engineers, etc
- **Notices to Mariners and Trinity House advice** updated on issue

Apart from the obvious observation that is largely an advertising vehicle, it does bring together local facilities and port, harbour and anchorage details. We might get a few ideas for an online supplement to *Cruising Southern Tasmania*.

Donald Sutherland Memorial Navigation Cruise, Sat May 9th

It was the best of days – it was the worst of days! For the competitors, it was a great day. For those poor sods who were sitting in tin dishes at the control points, it must have been miserable. Our thanks go to them as well as to *Irish Mist* for a most enjoyable Navigation Cruise. For the record, I noted *Lalaguli*, *Margaret Ellen*, *Pandora*, *Reflections*, *Stryder*, *Sunbeam*, *Talisman II*, *Windclimber* and *Windrush* chasing each other in the mist.

I put out a call on Sunday morning (May 10th) but had no reply apart from *Lalaguli* who was heading back to Hobart. Consequently, Judy and I headed

home and visited our mothers. It has been suggested that the Navigation Cruise might be held on a different weekend next year, to avoid the conflict with Mothers Day.

Briefing for Queens Birthday Long Weekend, Monday June 1

I will be at the Mariners Cottage at 7:30pm on Monday June 1st for a pre-trip briefing for anyone interested in marking up their chart (AUS171, Hobart to Norfolk Bay, Jan 06 edition), discussing plans A, B and C, anchorages, etc.

Queens Birthday Long Weekend Cruise – Norfolk Bay, June 6-8

Plan A is to head across to Norfolk Bay on Saturday and look for a comfortable anchorage. Reports from scouting parties who are able to leave on Friday are most welcome. Tony and Sallie Creese have extended an invitation to join them for lunch at Eaglehawk Bay, so that is the destination for Sunday. Then on Monday we will have a beam reach all the way home. I will send an email a few days before the weekend inviting opinions on Plans B and C.

Future Cruises

There are no on-water events scheduled for July and August, so that members travelling north in cars, campervans or caravans do not feel disadvantaged. However, if you are out and about, fly your Club burgee and look out for others.

Happy cruising,

Andrew Boon

Rear Commodore's Report



Our guest speaker for May, Jim Duff accompanied by his wife Rejane, gave us a most entertaining account of their cruise thru the Scottish Hebrides. These days they live near Coffs Harbour but have their boat *Dingo* moored in Oyster Cove and cruise these waters from December through to May. We may yet see them at our Xmas Party.

Our speaker for June, Malcolm Riley of the Bureau of Meteorology will explain the new wind charts and their derivation. Not to be missed.

On Wednesday 13th May we were given a guided tour of *Aurora Australis* by the skipper Scott McLachlan, assisted by Kate Keifer of the Antarctic Division, a previous guest speaker. It

was a great visit, with Scott and Kate enthusiastically showing off the ship of which they are very proud and our members just as enthusiastic to see everything. As an old codger, it made me feel confident about the future to see competent young people accepting such responsible jobs.

Thanks to our generous members who donated in excess of \$160 to the ship's favourite charity and thanks to Fiona Tuxen who produced the Club's first presentation wine label.

The anniversary dinner this year will be held on Saturday August 8th at the Blue Skies Restaurant. Arrangements are also being made for boats to overnight in Constitution Dock. More later

Regards

Merv Page

Navigation Cruise – questions and debriefing

At the last Committee Meeting the comment was made that the Navigation Cruise should not only be an opportunity for a bit of fun on the water, but also serve an educational purpose by helping members increase their navigational skills. To this end, Paul Kerrison, the organiser of this year's Cruise has kindly agreed to run a debriefing session at Mariners Cottage one evening at a date to be fixed. He will go through all the navigation problems and show how they should be solved.

If you were on the cruise and had trouble with any of the questions, or if you did not take part in the cruise but would like to test your skills with the questions, don't miss this opportunity. We expect to be able to announce the debriefing date at the June General Meeting, and will email all members as well.

Here are the questions. Have a go at them one evening if you weren't on the cruise. Much more challenging and satisfying than another 'Midsomer Murder' repeat.

Note: To avoid having boats simply follow each other around the Channel, the course was split into two parts for some sections. Each part was very similar in content, the only variation being a slight difference in a bearing. To avoid

confusion and to save space we have only printed one set of questions. If you detect a slight difference between the questions you attempted on the day and those below, that is the reason.

Start to Control 1

Leaving the start boat behind you proceed in a NE direction until you cross the western most point of the 9.7m depth contour. Then turn to a heading of 143°T. and proceed for a further 1.1nms. Your control is located along the transit line of Quarantine Pt. & Birchs Pt. In 4.6m of water.

Time allowed; 50mins.

Control 1 - Control 2

Leaving the “ a “ in Barnes to stbd. Proceed to your next control who is anchored 1.2nm distant from FL.5s 5m 4M and 1.55nm distant from FL.3s4M and from where Lookout. Fire-tower bears 200°T

Control 2 - Control 3

.There will be a lunch break of 90 mins. in the vicinity of control 3 and at some stage during this you will need to send a representative of the crew not the (navigator) ashore, to collect the afternoon papers, also to hand in your answers to the morning crew questions, as well as to take part in some frivolities. (THE WHOLE CREW MAY COME ASHORE IF DE-SIRED TO CHEER ON THEIR ELECTED RERESENTATIVE).

Again leaving the “ a “ in Barnes to stbd. and observing all the rules of avoidance of collision at sea, proceed to your next control which is positioned at the intersection of the extended lines of transit between

Stockyard Pt and Simpsons Pt, and Robleys Pt and Fl.3s 7m 8M

Along the way as well as trying to answer those awkward questions we suggest that some one keeps a eye on your surrounds.

Control 3 - Control 4

Hope that you have enjoyed a relaxing lunch break, and your navigator is now ready for the afternoon session.

A fisherman moored alongside the F. Bu near Margate was concerned about the weather which was forecast to come from the North during the night and he decided to seek shelter in the D' Entrecasteaux Channel. Shortly before dusk he observed that O'Briens Hill was on a Stbd Pelorus Bearing of 90°. Casting off and holding a course which maintained that Pelorus Bearing, he headed towards the channel.

After entering the channel he immediately changed course to 177°C as soon as he opened up the white sector of Oc.WR.8s87m14M. Holding that course he continued on for a further 1.6nm and again altered course by turning 6 Points to Port, continuing on for another 1.5nm he again altered course to Port, by 7 Points. 3..5 minutes later he dropped anchor. His speed from

F.Bu averaged 15kts.

Your control is where he anchored.

Time allowed.

Your time for this section is the same as, the elapsed time it took for the fisherman to reach his overnight position

Control 4 - Control 5

Your next control is to be arrived at by taking the shortest navigable route as per the chart at an average speed of 6kts.

Control 5 is located from where the following bearings were taken

Fl R 4s5m1M	248°C
Arched I	158°C
Blue Devil Rk	172°C

Control 5 - Control 6

Having had an enjoyable weekend on the water the skipper of a well known club boat who was anchored at 43°15'00S 147°18'.25E went to retrieve his net before heading up channel and home. Whilst on the way home there was an electrical malfunction onboard causing all electronics to act erratically. With night closing and an apparent sea fog descending on the channel the skipper managed to make a fix on his position using the following navigational aids.

3Fl.5s8m5M bearing 124°C

Q(6)+LFl.15s bearing 32°C

FL(3)14s11m11M bearing 345°

At this point he noticed he had been under way for 43 minutes. Happy with his position he decided to continue on at the same speed and without any course adjustments. Shortly after a heavy sea fog covered the channel obliterating all land and sea features noting that he had been steaming for a further 26 minutes without any outside influence on his course since getting his last fix prudence told him that he should drop anchor and await a change in conditions.

Your control is located where he dropped anchor. You should approach his position from a waypoint located at 43°09.00S 147°15'.40E

The Donald Sutherland Memorial Navigation Cruise 2009

A participant's impressions

From Chris Palmer

Clearly, the organisers of this year's Navigation Cruise had omitted to make the appropriate offerings to the weather gods. Sandwiched between Fabulous Friday and Stunning Sunday, Soggy Saturday did its best to dampen the enthusiasm of all competitors, but without success, I am happy to report.

The crew of *Margaret Ellen* comprised the skipper (yours truly), his long-suffering partner Margie, friends and Club members Alan and Susan and

David, a visiting friend from Dunedin, New Zealand, who found the weather much to his liking. With Alan's wide sailing experience and navigational skills, together with David's experience as a private pilot (they have to navigate too) we were convinced we had a great chance of winning, or better still, coming second and avoiding the responsibility of setting next year's event.

So with spirits significantly higher than the clouds, which for most of the day appeared to be at masthead height, we backed out of our berth at Kettering (remembering to disconnect the shore power lead this time) and made our way to the rendezvous.

We successfully collected our instructions from the control boat, *Irish Mist*, and opened them. A quick look at the crew questions and we knew we were in trouble. As if to reinforce our mood, the drizzle started, and continued for pretty much all of the day.

But no time to feel despondent – we had some navigating to do. The work was split evenly among all of us. Alan and David did the chart stuff and Margie and Susan got stuck into the crew questions. The skipper remained on watch in the cockpit awaiting directions and his wet weather gear, both of which took some time to make it through the companionway. "Never mind", thought he, "this won't be for long. We have a motor sailer. We can steer from the comfort of the saloon".

Time passed, a course was set, and the skipper retreated below to take advantage of the wonders of the electronic autopilot. But not for long. Maybe it was the drizzle, maybe the cold, or maybe just the volume of hot air being generated below, but the inside of the windows had become so fogged up that what little visibility there was in the conditions all but disappeared. So it was back out into the cockpit, where he remained for the rest of the day, not complaining, and grateful for the hot beverages and morsels of food that came his way when the crew remembered that the boat was not actually driving itself.

However, if the skipper felt hard done by, his heart (yes, he does have one) went out to the poor souls doing control duty in an open tinnie in unrelenting drizzle. What a way to spend a Saturday. Definitely beyond the call of duty.

After a couple of hours of this, it was time for lunch at The Duckpond. "At least I can stay warm and dry as I enjoy my hot soup", thought our skipper.

Fat chance. No sooner had he gobbled the soup than the call went out for each boat to nominate a representative to go ashore in the rain and do things at the bidding of the organisers.

Democracy on a boat is a big mistake.

Once ashore, *Margaret Ellen*'s 'representative' – guess who – was required to undertake a series of tasks designed for minimum dignity and maximum embarrassment, such as tie knots, hit a golf ball and play bocce. At least nobody pinched the oars from the dinghy this time.

The afternoon continued in much the same vein as the morning. Unfortunately, this is when we made our only (as far as we know) major navigational boo-boo and found ourselves creeping around Shelter Cove looking for a non-existent control point. At least we were not alone.

Eventually, we corrected our mistake and made it to where we should have been, but showing their devious side the organisers had cunningly placed a decoy control point close to the real one. I think we avoided that trap, though, and a couple more like it. (As an aside, the organiser-in-chief must have great charisma and personal magnetism to persuade **two** lots of people to sit for hours on end in the rain in a tinnie. I was impressed.)

The afternoon progressed, the clouds got lower (if that was possible), and the navigational instructions by now were taking so long to reach the cockpit that the skipper was forced to resort to the time honoured method of following the boat in front – a technique that should perhaps have been adopted earlier.

Eventually the last checkpoint with its waterlogged but still cheery crew was reached and *Margaret Ellen* headed back to the marina. A glass or two of something warming and some sprucing up put us in the right mood for an evening's jollity at the prize giving dinner at the Mermaid Café. Winners were announced and congratulated (oddly, we were not among them) and the answers to the crew questions given. There are obviously some very knowledgeable people in our Club, particularly when it comes to local knowledge and Club history. It was at this time that we were reminded that there were a number of 'unusual objects' that we were supposed to spot and note as we traversed the course. To our astonishment, at least one boat managed to get all of them in spite of visibility so restricted it left the location of the shore in doubt for large parts of the day. Radar? Night vision goggles? Young eyes? Whatever was needed, we didn't have it.

And so ended another Navigation Cruise. In spite of the weather, great fun was had by all, and the crew of *Margaret Ellen* join with all the other entrants in thanking Paul and Rosemary Kerrison and their band of helpers for all the work they did to make the day a success. It was a mighty effort, and greatly appreciated by all participants.

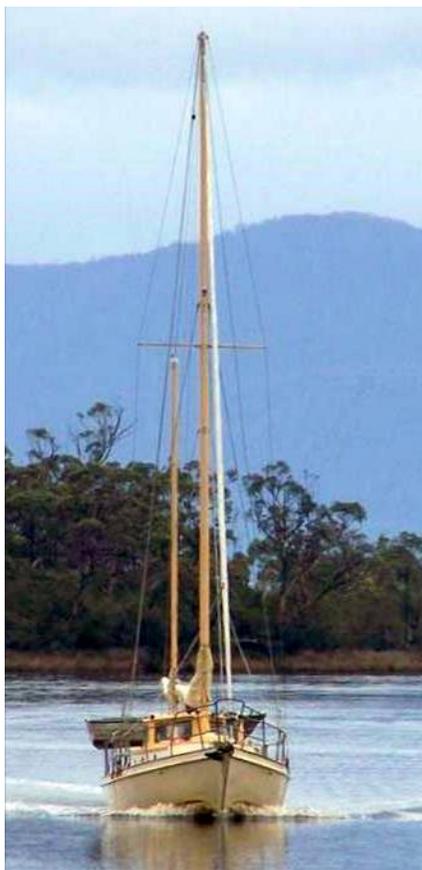
As to *Margaret Ellen*'s final placing, least said the better. There's always next year.



Stryder and Neptune explore the Huon River - Easter 2009.

From Nick Creese

We arrived at Kettering late on Friday morning, stowing the gear on the boat as we dropped the mooring and enjoyed the pleasant calm weather while motoring down the channel towards Gordon. We heard on the VHF other CYCT boats heading clockwise around Bruny Island, but we decided to enjoy the calmer climate of the Huon River for 5 days over Easter. The upper channel was glassy calm as we motored past yachts racing down stream but by the time we reached Gordon, a 15 knot southerly was on the nose. Passing Arch Rock and Huon Island to starboard, a rolly time was had until we reached the more protected portions of the Huon River. Under headsail and still motoring, we made our way up into Port Cygnet, anchoring in Copper Alley for the evening.



Neptune in the Huon

The following morning we woke to a cool overcast day and headed up the river towards Port Huon. Passing Shipwrights Point we followed the leads around Castle Forbes Bay to Franklin finding good depth all the way, dropping to 2.6 metres near the northern leads. Reaching Franklin we tied up to the Wooden Boat School marina in the early afternoon. The wooden boat school charges a fee for use of the facilities of \$15 per 24 hours. The convenience of the jetty and avoiding the sticky river mud was

worth it. Later that afternoon, Chris, Josh and I boarded the dinghy and explored the old canal which passes through the south Egg Island. The cut was constructed 10' wide and 4' deep in 1838 to facilitate boat transport between

Cradoc and Franklin. After this canal silted up, a new canal was constructed across the north Egg Island in 1870. After this canal also silted up, the



Egg Island Canal 1920

southern canal was re-opened in 1884, being widened to 20' wide and 8' deep. We motored through the canal, which is still around 6' deep in most places to the eastern side of the Huon River and then upstream, returning to the boats via 'the Cut', the natural channel passing between the north

and south Egg Islands.

Later that afternoon, we walked around the sights of Franklin, including the local 'antique' shops and the choice was made to forsake the on board catering facilities and walk along to the Petty Sessions Café for dinner. After a very pleasant meal and much too much to eat, we walked back to the boats for the evening.

Sunday began overcast and cool again as we headed off up stream to Huonville. An easy run was had, although



Egg Island Canal 2009

some marker buoys placed mid stream had us thinking for a while. We passed one buoy on one side on the way up and the other on the way down. We did not



'Stryder' at the entrance to the canal

until I went below and checked the engine. The 'dripless' stern gland wasn't any more, spraying a sheet of water through the engine compartment and filling the bilges, activating the automatic bilge pump when the depth got too great. Once anchored, it was found that the retaining screws holding the thrust washer in place had come loose,



The 'Belle Brandon' at Franklin

anchor at Huonville, instead returning downstream, stopping at Franklin for fish and chips for lunch! We anchored not far from the old *Belle Brandon* built in 1892 as the *Foam*, sadly now resting on the bottom of the river.

Before anchoring, we had investigated the canal further, nosing *Stryder* into the entrance. With the depth sounder continually sounding the shallow water alarm, we backed out and let *Neptune* have a go at getting stuck. Chris managed to get almost completely inside the canal, backing out before needing a tow. If it was not for the overhanging trees, it would make a very snug mooring.

After our sumptuous fish and chip lunch, we motored down stream, anchoring at Cairns Bay for the evening. On the way down stream, I kept on hearing a gurgling sound, but did not give it to much thought

which while out of gear provided enough of a seal not to leak, but when in gear provided interior irrigation! After some adjustment, the problem was rectified.

Chris needed to return to Kettering on Monday for work so in the morning we left Cairns Bay and set sail down river. Setting full sail, the wind picked up to a 20 knot westerly coming straight down the river. Running goose winged, *Stryder* raced along at up to 8.5 knots until the wind eased as we rounded Gordon. Lighter breezes continued with a pleasant sail until at Kinghorn Point the wind deserted us entirely. Motoring into Alexanders for the night we enjoyed a BBQ on shore that evening. After catching (and returning to the water) some of the smallest flathead I have ever seen we motored back to Kettering with a feed of four decent sized fish for tea, rounding off a pleasant and relaxing Easter cruise.

***Josida* bares her underbelly!**

**A woman's perspective of
slipping a boat!**

From Yvonne Trevaskis



Josida approaching the slip

The time had arrived for *Josida* to have her bottomed inspected and cleaned! So she was put into a cradle and hauled up onto dry land. Not a very comfortable place for a sea-farer to be at the best of times - not to mention the ignominy of having all her discreet undercover bits and pieces exposed to all and sundry to pore over. Of course Murphy's Law kicked in and after a spell of gorgeous weather things turned decidedly sour once she was up on dry land. Cold, wet and very muddy would at best describe conditions on the slip.

As soon as she was high and dry high pressure hoses appeared and the hull was cleaned off in preparation for wet and dry sanding before anti-fouling paint. It was at this point that I decided this was most definitely secret men's business



and left them to it - whilst I went off to pursue less strenuous activities like tennis and golf - with morning tea, gossip, and nice things like that.

As much as they moan and groan, I think men just love being up to the eyeballs in a complete shambles of spanners, paintbrushes, cans of diesel etc etc. The interior of the boat looked like a bomb - or tsunami - had hit very

I'm sure she's bigger than last time!

recently. Beyond description really, but they seemed to know what they were doing and where everything was.

Not only was the exterior repainted (after a solid week of sanding the below and above the waterline) but a holding tank for the toilet was installed (one cannot go North without one) as well as an 240-volt Isotherm water cylinder that has an internal coil that draws hot water from the engine to heat the water in the cylinder. One can use power or the water is heated whilst the engine is running - an energy-saving alternative to the instant gas system already installed. We now have both systems - but it is more economical to use the new one. The hull repaint looks terrific - so good that one can see one's reflection in it.

Of course, once everything is in bits and pieces, it is like opening a can of worms and one thing led to another, with this and that being revamped, renewed or replaced. Expensive toys these are, no question. A new anchor chain was



Up we go!

installed and the anchor locker was fibre-glassed as there had been a suspected leak somewhere. Somewhere in amongst all this activity the bilge pump blew up. There was a power overload on the slip and as a result there was a fire on



board somewhere! The wheelhouse filled with smoke, which was issuing forth from the batteries that had too much power running through them - voila, new battery required! An electrician was about to come in and rip out all the wiring but commonsense prevailed and next morning, when there was less activity on the slip and no power overload, all was okay. But it still cost a new battery! And so after a stay of two weeks, rather than the anticipated one week, *Josida*, looking lovely, was ready to go back into the water. As when she was raised out of the water, another session of manoeuvring, discussion, pushing and shoving back onto the main slip and a gentle lowering of the cradle back into the water.

Anxious moments as her belly hit the water - would she float after all that upheaval? But of course she did - and looking her normal elegant self she sailed off back to her mooring to recover. The interior is still a mess - probably a week's worth of cleanup ahead. Tennis and golf again this week interspersed with a little secret women's business - a.k.a. cleaning up after those messy men!

Cheers and bon voyage!

Around the world in 22 boats – Part 2

From Roger Locke

Munich had been chosen so that we could visit the Neuschwanstein Castle nearby, and Janet had booked all accommodation and travel. The plan was that after a day of sightseeing in Munich, we would collect a rental car late afternoon, drive to a small town near Neuschwanstein and be at the castle at

nine in the morning before the coaches arrived, see our castle and return the car late afternoon, but all within 24 hours.

The plan went astray when the rental car people couldn't provide the small Toyota which had been booked but offered an Audi A6 diesel as a replacement. We drove out of Munich in pouring rain using an A5 sized map out of Lonely Planet as our guide because we couldn't convince the onboard navigator of our destination. Pflach just didn't register.

The map and advice I had had from another renter turned out to be accurate and we found our town and accommodation. Discussion with the lady behind the bar while we calmed the nerves with a beer revealed that we were in Austria rather than Germany, hence the inability to enter the town name when we had chosen Germany as the country of destination.

Having sorted out the navigation problem and checked that accommodation was available for an extra night, I decreed a change in plans and called the rental office to tell them we were keeping their car for an extra day. Luckily it was an answering machine so there was no discussion over whether or not this was acceptable.



Neuschwanstein Castle

And the next day we drove over the mountains to Innsbruck, a delightful town on the Inn River funnily enough. Innsbruck is famous for winter Olympics but has good facilities for summer day tourists and a well restored downtown area.

Another night at Pflach and then on to Neuschwanstein, before 9 am. It turns out there are two castles, one at the bottom of the hill and another at the top. The higher one was never finished because 'Mad' King Ludwig passed away under what some say are mysterious circumstances, before it was completed. Since his death, in 1886, the castle has been open to the public, in part originally to pay off the debts incurred to construct the castle. Up to 600,000 people visit in summer. King Ludwig II had been building the castle as a tribute to Richard Wagner.

The castle is very imposing from the outside, and inside the tour includes one of the completed floors, and several other parts of the edifice. Very worthwhile, the effort to get there. Incidentally there are daily trips out of Munich if anybody was interested in such mundane travel arrangements.

We stopped at the White Church for lunch and then back to Munich with the navigator guiding us unerringly to the garage. Unfortunately we didn't see a service station in the past 100 km and so had to have the attendant fill the car. This didn't seem expensive as it returned about 8 litres per 100 km, not bad for enjoying a couple of mountain passes, and autobahns at speeds up to I dare not say, in a large 2.7 litre vehicle.

After a couple more days wandering the sights of Munich, Janet saw us off on a train to Salzburg before catching one herself to the airport.



Mirabel Gardens, Salzburg

We spent several days in Salzburg, visiting the Mirabel Gardens in front of the palace where the ruler kept his mistress, the castle on the hill where he kept his wife and family, and other interesting sights.

A day trip took us to the Eagles Nest, where Adolph Hitler planned his holiday retreat. He never got to use it for more than meetings, but Eva Brun used to enjoying hosting afternoon teas for the ladies. The Eagles Nest is accessed up a steep mountain road, the last 5 km being a grade of 1 in 4 which is only covered by a set of special high powered small buses. All the other coaches stay at the bottom of this section.



Castle at Czesky Krumlov

Nest, only 6 people were allowed to travel with him.

Final access is gained through a tunnel to an elevator which holds 40 odd people. If this breaks down there is an adjoining elevator, but it only takes seven people. When Hitler rode the elevator to the

The Eagles Nest has views all around including Salzburg in the distance.

An afternoon trip took us to Wolfgang Lake where we boarded the Wolfgang Amadeus (16) for a trip around the Lake, stopping off at St Wolfgang. Here we

had a beer and watched a parade of old tractors before rejoining the ship for the rest of the lake tour. Mozart's mother's house was a prime exhibit on the shore of the lake.

Next day we took a train, in fact three trains, to Czesky Krumlov in the Czech Republic. Here we were booked into a pension for a couple of nights. The first night we dined on the terrace of the Rose Hotel, overlooking the Vltava River which flows on to Prague. Next day allowed a tour of the town and the Castle above, before the rain came and sent us into a restaurant for lunch.



Resident of the bear moat, Czesky Krumlov

Chesky Krumlov is one of several towns and villages in the republic which have UNESCO Heritage listing.

Then on to Prague by train with more adventures along the way which caused us to arrive at the Botel Albatross (17) at about 10 pm instead of the intended 5 pm. The Botel is a boat which has been purpose-built as a hotel, and is moored in the river. The rooms are ship like rather than normal hotel size, but it was clean and perfectly adequate, with breakfast provided. Only the price of laundry was a surprise, as it continues to be throughout Europe. The week's laundry cost about the same as a night's accommodation.

Since that experience we have not tried to use laundries in Europe. The cost to launder a pair of socks usually exceeds the price of socks at the local market.

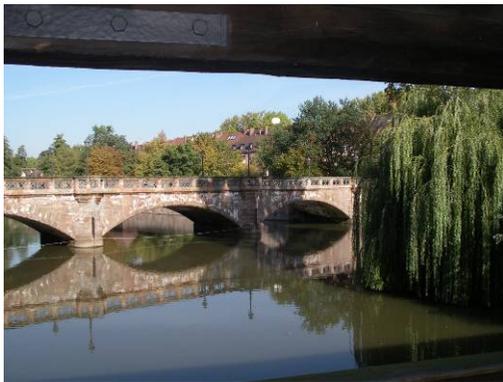
We usually find a boat trip a good way to get one's bearings in a new city, and so we joined the Jazz Boat on the Vltava River (18) for a morning cruise. This went from downstream of our Botel at the site of an international kayak slalom course, upstream to just below the city weir where the water level is controlled for the city water supply.

We passed under several bridges, the most famous of which is the Charles Bridge, now closed to traffic but completely packed with tourists, buskers and sellers of doubtful souvenirs. The bridge is of stone from the era of Charles IV, in the 14th century although the piers survive from the Judith Bridge built in 1158.

Prague is a city with many interesting areas including the Old Town, and the New Town, the New Town dating from the 14th century.

There is a castle and a cathedral on the western hill, together with a western Old Town. The town square of the eastern Old Town has a very well known astronomical clock which can barely be seen for tourists when it chimes the hour.

The New Town boasts a statue of King Wenceslas on his horse. It seems that Good King Wenceslas was in fact a prince who ruled until killed by his brother in 935, but small details cannot be allowed to ruin a good story.



Surviving stone bridge, Nuremberg

After three days in Prague, we joined a tour which included a further three days in Prague, 14 days on the cruise ship *Artistry* (19), and then a few days in Bucharest, Romania.

And so we left the *Botel*, and moved into the *Hilton*, since cruises of the type we were joining must cater for American tastes.

Our next three days included guided tours of the castle, cathedral and the old town. The guides provide much more information on the cities and features of interest than one can get by walking with or without a guide book. The one who took us around Prague that day must have been a school mistress in another life, because she was keen to correct our pronunciation of local words, and kept us out in pouring rain while she explained the external features of a building. She carried a large umbrella.

We took a day trip to Kutna Hora, another of the heritage listed villages. Features were the Church of St Barbara, a fine gothic 14th to 16th century construction with flying buttresses, and the nearby church of skulls.

The next day saw us on a coach through the Czech countryside to Nuremberg in Germany to join the *Artistry*. We passed Pils, the home of pilsner beer, and Skoda factories along with neat farmland and other industrial developments. No cows were



Sky deck rails down for bridges

seen grazing in the pastures, but we were told that they live inside year round and have their meals delivered.

The MS Artistry is 426 feet long, narrow enough to fit into the locks on the Main-Danube Canal with about 150 mm to spare each side, and carries up to 168 passengers and 43 crew. She has three accommodation decks and the open sky deck which has collapsible rails which, combined with water ballast allows her to fit under some of the fixed bridges, most of the time.

River cruises of this type can be shortened by either high or low water in the rivers. Our cabin was on the lower deck, and when full water ballast was taken on, water ran halfway up the window.

Nuremberg was largely destroyed in the 1939-45 war, but much of the old town has been restored. The castle now houses backpacker accommodation in what was the stable area. Parts of the city wall, built in 14th and 15th centuries still remain to provide some historical integrity to the city variously known as the 'Treasury of the German Empire', toy city, Mastersinger's City or gingerbread town.

Nuremberg is on the Main-Danube canal and it was along this waterway that our cruise began. The canal was only opened in 1992 being the final link in a water passage from the North Sea to the Black Sea.

Emperor Charlemagne first tried to open a canal in 793, but gave up after the sides of his 9 metre wide by 3 metre deep cutting kept collapsing. Some reports say that the project was completed, and Charlemagne's fleet was seen in Bavaria. About 500 metres of the original 3,000 metre cut survive to be recognised. There were no locks, and skids and rollers were used to traverse between ponds.

King Ludwig I tried again with construction commencing in 1837 after four years of planning and design. Thousands of men worked on the project to see it completed in a little over ten years. By this time Ludwig had abdicated because of the German Revolution at the time.

The canal, from Bamberg to Kelheim, was 172 km long, 10.5 m wide, and 1.5 m deep. It had 101 locks to raise barges over the hills. Each lock was 40 metres long and had a 4 metre lift. Although initially carrying a large amount of traffic, importance of the waterway reduced with the introduction of rail. The canal was abandoned in 1951 because of the impracticality of repairing war damage, although some of the channel and works remain to be seen.

A completely new canal was commenced after the Main River was dredged and controlled by a lock system between 1922 and 1962. Construction made construction of Ludwig's Channel look quick, as the various sections of the new canal took from 1960 to 1992 to complete, after delays by lack of funds, opposition from local and environmental groups, and construction problems.

The new canal is 171 km long, 4 metres deep, 31 metres wide and reaches a height of 406 metres above sea level. The rise is 175 metres from Bamberg to the peak, and then 68 metres down the other side to the Danube.

It passes under 122 bridges which have a minimum height of 6 metres, except for two near Bamberg which are 5.4 and 5.5 metres. There are 16 locks on the canal, all of them more than 190 metres long and are 12 metres wide. Three of the locks have a 24.7 metre height difference, said to be among the highest in the world.

Many of the locks are of water saving design, with water from the discharge being held in storage tanks for refilling the lock on the upstream cycle. The 25 metre locks are three stage affairs.

We passed through 10 of the locks on the section from Nuremberg to Kelheim. During this time, access to the sky deck was not permitted for most of the trip, as we passed under the low bridges. The ship's bridge is on a hydraulic ram, allowing it to be lowed behind the bar, so that the skipper looks out through a narrow slot to steer under the bridges.

After transiting the canal, our first stop along the Danube was Regensburg, still in Germany. Highlights of this interesting old town were the Thurn and Taxis palace and Old Chapel. Thurn and Taxis are families which had a monopoly on postal services in Germany for a century or so, and consequently were able to build an imposing home. The town boasts a stone bridge from the 12th century, Ross and Richmond have some way yet to go. There is a thriving university, the gothic Cathedral of St Peter, 1275 to 1524, and imposing patricians' houses from the 12th to 14th centuries.

Next morning we had arrived at Passau, the last town in Germany, at the confluence of the Inn, Danube and Ilf rivers. Such a site was of prime interest in past centuries, and so the town was very prosperous. Early history reveals a Celtic settlement, followed by a Roman camp. A feature is St Stephens cathedral, boasting an organ with more than 17,000 pipes (One reference says 17,774, but the local guide told us how many were added last year, so it is obviously a work in progress).. The cathedral dates from 1688, but incorporates part of an earlier gothic structure. This is not the oldest church in town as they have another dating back to the time of Charlemagne, 799. A feature not widely publicised is that Passau was the birthplace of Adolf Hitler.

By now we were in Austria and further down the river we stopped at Linz, an important industrial town on rail links and the Danube. We had passed through Linz earlier on our train trip from Salzburg to Czesky Krumlov.

An overnight cruise found us at Melk, to visit a Benedictine Abbey sitting above the town and then on to Vienna for a couple of nights. We did the customary tour of the city, and went to a concert in the evening. We didn't ride the Ferris

wheel because at that stage we didn't know the importance of riding every wheel in the world. I may have left my run too late to start collecting wheels.

We then cruised through the fruit growing valley of Austria and past Slovakia during the night before arriving at Budapest in Hungary for breakfast. A morning walk through the flat streets and boulevards of Pest was followed in the afternoon by a tour of the high hills of Buda. This included a walk around Matthias Church and a climb onto the Fishermens Bastion for great views of the Danube and the Great Plain stretching out to the east. At Buda there is also a memorial to the wars and Russian occupation with shell damaged buildings protected as a reminder of the futility of the aggressions.

A night time visit to Buda let us see the lights of the city below and of the several bridges across the Danube.

The first permanent crossing of the Danube was built in about 1849 and then the cities of Buda and Pest combined in 1873 to become Budapest, the "Paris of the East."

We didn't sample the Turkish baths, for which the city is well known, but spent a day visiting the Puszta, out on the



Five in hand

great plain, where horsemen were horsemen and there still remains a tourist venue showing off their skills and that of their animals. I had heard of horsemen riding "five in hand" but not previously seen the spectacle. The horseman rides standing on the buttocks of the back two horses, with reins to three leaders plus his pair, all of which he controls from his precarious position.

A day down the river was Kalocsa. A Paprika Museum is one of the attractions, where the history of the naturalisation of the Mexican pepper can be followed. Kalocsa was founded as a river port in the 11th century, but the vagaries of the Danube left it 6 km inland. Luckily the movement of the river left the town surrounded by fertile fields, well suited to agricultural pursuits.

Downstream from Kolocsa is the port city of Mohacs. It was here in 1526 that Sultan Suleiman the Magnificent overcame the Hungarian army and subjected the Hungarians to Ottoman occupation for the next century and a half.

It was from Mohacs that we officially left Hungary and so the Hungarian border guards decided on a complete individual passport check rather than deal with the purser as had been the practice in other countries. They were obviously enjoying the free beer with which they were being supplied, and had no intention of cutting short their time on board. One of the stewards was unhappy too as they had insisted that he count the number of individual tea bags on board. 20 full boxes and three part boxes was not close enough. Ah the remnants of state control.

We passed Croatia in the night and arrived early morning at Novi Sad in Serbia. The locals still can't understand why NATO bombed their bridges in 1999 and cut off the Danube crossing. Some bridges have not yet been rebuilt. When the bridges were bombed, the Serbians established a crossing with the use of barges, for some time stopping navigation on the Danube.

We crossed the river on a new bridge to visit Marshall Vauban's Petroveradin Fortress on the eastern side. The site was fortified by monks in the 13th century but fell to Suleiman three centuries later. After the Austrians drove out the Turks in 1716, they undertook construction of the fortress to plans provided by the French military architect, Vauban. When the armies of Napoleon later advanced on Vienna, the court treasures were buried in the fortress, which boasts many kilometres of underground tunnels and chambers in addition to above ground fortifications.

The capital of Serbia is now Belgrade, a city at the confluence of the Danube and Sava Rivers. The site is protected by the Kalemegdan Fortress, another Vauban fortress overlooking the mouth of the Sava. Unfortunately the fortress is no match for modern warfare, and the city has been destroyed 20 times. We visited Marshall Tito's tomb, driving past the bombed out remains of several downtown buildings, including the Ministry of Defence. One of the major hotel chains was trying to buy this site for a new hotel

There followed a day sail through the Iron Gates, a section of the Danube with a fearsome reputation until it was tamed by a series of dams, each with hydroelectric stations and locks to allow passage of ships and barges.

I had seen Mt Rushmore in the States with carvings of four presidents, and thought it unique, but on this trip we saw a carving of the Dacian King Decebalus from the 1st century, high on a cliff face above the river. He had committed suicide rather than submit to the Romans, but I don't know the circumstances of the carving.

On the other side of the river is a Roman memorial, relocated above river level when the dams raised the waters.

At this stage it was Serbia on the right and Romania on the left, but then Serbia gave way to Bulgaria, our next stop. We landed at the town of Svishtov.

First settlers in the area were there in 3000 to 2600 BC and it became a Roman Legion headquarters and developed as an important crossroads centre.

From Svishtov we took a coach tour to Veliko Tarnova, one of the oldest cities in Bulgaria dating back to the fourth millennium BC. In 1185 it became the capital of the restored Bulgarian state after the Bulgarian uprising against the Byzantine domination. The visit began with morning tea at a curious 1960's hotel built in the austere communist style, followed by a visit to the royal fortress on Tsarevits Hill, Patriarch's Church, and then lunch at another more modern establishment.

The afternoon coach tour then continued to Arbanassi to visit the ethnological museum and the Church of the Nativity dating from the 15th century, then back to Rousse where the ship was waiting. Rousse is one of the largest cities in modern Bulgaria. It too has a long history which includes being rebuilt in 250 AD after being ruined by raids of the Goths.

Our program then had us cruising to Constanta on the Black Sea. Unfortunately there was insufficient water in the Danube canal, for even our intrepid captain, and so we had to travel the last 100 km by road. Constanta, in Romania, was named by the Emperor Constantine the Great (274-337) after his sister. The city is a popular Black Sea seaside resort and there are excavations of Roman wharf facilities including paved terraces with such interesting decorations as swastikas.

Our landing spot for the trip to Constanta was somewhere in the country, and we ended the voyage next morning at Olanita, a small village with a connecting road allowing transfer to Bucharest about 30 km to the north. Some of the countryside of Bulgaria and Romania was a bit depressing with houses in poor repair and abandoned factories which had been constructed to make articles for which there was no market. The locals are hoping for a brighter future.

Bucharest is sometimes known as 'Little Paris of the East' (not to be confused with Budapest which is 'Paris of the East') because it boasts an *arc de triomphe* and an approaching tree lined boulevard. In the period between the two world wars, the city was transformed by architects trained in Paris.

We stayed near the old town, and the city tour took in the Peoples Palace built by Ceausescu, said to be second only to the Pentagon in size of building. A large part of the old town was demolished to make way for the Peoples Palace and associated buildings and fountain lined boulevards, although we were told that this work was planned by the last king, before Ceausescu came to power, so responsibility for the destruction of the old town goes back a long way.

What remains of the old town is being retained with a lot of restoration going on. Excavations for streets are revealing old foundations which in turn are being preserved, making it a long and painful process.

The new order in Romania allows ordinary citizens to buy cars without waiting 10 years or so, and the city is crammed with vehicles with nowhere to park and nowhere to drive. Innovation abounds, and woe betide the pedestrian who ventures too close to the edge of a footpath.



Bran Castle

Impaler, 15th century, as a model but there is no known association between Vlad and Bran Castle. Nonetheless it is an interesting building and when we were there was up for sale by the American owners. Romanians of course want it to remain as a tourist venue. The return trip included more historical sites including a church school with retired headmaster to give lessons and describe some of the artefacts.

Our cruise ended in Bucharest, but being so far east it seemed a pity not to continue on to Turkey. I had heard of a train running overnight from Bucharest to Istanbul, but had not been able to book from Australia, or Canada. The simple act of walking to the railway station and buying a ticket solved that, although some had warned against it.

Our train left around 1 pm with an expected arrival 18 hours later. It soon became apparent that the train had no buffet car although the guard had a supply of beer, nibbles and self heating coffee and chocolate, so we enjoyed the trip.

Customs out of Romania and

We stayed an extra day or two and took a one day tour to Transylvania. This took us past some of the Romanian oilfields where American engineers are assisting in restoring infrastructure, through the mountain holiday resorts to Bran Castle, reputedly Dracula's castle.

It seems that Dracula was a story written by an English writer in the 19th century. He used the character of Vlad the



Crossing the Golden Horn, Istanbul

Bulgaria was completed by officers boarding the train, but Turkish officials are not so obliging. We arrived at the border town at about 2.30 am and had to leave the train.

I found a guy who was happy to speak English and established that we had to buy visas using new USA \$20 bills, and then report to the police with our passports and new visas. Luckily I had read his somewhere and was prepared. The visas cannot be bought anywhere but at the border. We also helped out an American couple who found the 'We are American' routine wasn't getting them anywhere, I had an extra couple of new \$20 bills.

The police found getting up at that time of night not to their liking and so they didn't show up until an hour after the train arrived. It was 4 am by the time we were processed and back on the train. I had wondered why it was going to take 18 hours for the journey, but it took 20.

We had booked a hotel near the station for five nights, and even the taxi driver was happy to point us in the right direction rather than insist he take us the two blocks. Halfway there we met two West Australian couples who had been on the cruise with us.

We had organised a couple of day trips to get our bearings, one including a coach tour up the European side of the Bosphorus and then a Bosphorus cruise (20) on the way back. The Bosphorus is a channel joining the Black Sea to the Marmara Sea and separating Europe and Asia. Istanbul occupies both sides of the channel. Waterfront land along the Bosphorus is among the most expensive in the world and includes the 'new' sultan's palace built in the 19th century.



Medusa column foot, storage cistern

Many of the tourist venues are within walking distance of our hotel, and we spent several days visiting the Blue Mosque, the Grand Bazaar, the old Sultans Palace, the Great Mosque and such places. The harem was being renovated when we were there, and couldn't be visited, but the circumcision room was open for inspection.

There is an underground cistern which was part of the city water supply in Roman times when the city was called Constantinople. The cistern has been restored, and several others around the city have been identified for



Roman aqueduct, Istanbul

never been closer than the airport where we stayed in a reasonable hotel with good restaurant attached.

To break the return journey, we had a few days in Hong Kong. Shopping was good with new suits and spectacles at reasonable prices. As usual we arranged a city tour and found ourselves on a Sampan (21) checking out the crowded areas of Hong Kong Harbour.

This was good so we went for a more extensive Hong Kong harbour cruise (22), around some of the islands and past bridges under construction, hundreds of container cranes lined up serving more hundreds of freighters, some ocean going, some carrying 5 or 6 containers.



Live aboards, Hong Kong harbour

preservation. The roof of the cistern is supported by a series of columns, each with a column cap, except in the case of the Medusa columns where the head is on the bottom of the column, turned sideways or upside down to ensure that she can't escape.

From Istanbul it was time to head home. We had to fly to Rome before we could resume our 'round the world tickets and so Patricia celebrated her birthday in Rome, but has

Hong Kong to Hobart was but a day trip, allowing us a good night's sleep before I was due at an Annual General Meeting the next day.



Application for Membership

—————
Tony and Kim Brewer

Vailima
—————

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



Going About

Barbecue for sale

The Webber solid fuel barbecue owned by the Club has been deemed surplus to needs, and takes up unnecessary space in our headquarters at Mariners Cottage, where every square inch counts, as most members would know.

For the princely sum of \$25.00, it could be yours. It's in good condition, and the purchaser will have to collect the item.

If you are interested, contact Warden Chris Creese on 6223 1550 (H) or 62218300 (W).

Activity at Oyster Cove Marina

As Rear Commodore Merv Page reported last month, numbers of pontoons have been delivered to the marina at Kettering. Things are moving on apace, and the arrival of a man with a laptop and fancy theodolite was the precursor to the sinking of the first piles that will be used to locate the pontoons. In the course of just a couple of days about six or seven piles have gone in – good news for those of us who have been waiting to move from our ever more precarious jetty berths to something more substantial.

I understand that most, if not all, permanent berths have been let, so if you want to reserve a spot there, you had better get moving, and maybe be prepared to try a bit of inducement (which I have been assured won't work!)

Anniversary Dinner

Merv Page has advised in his Rear Commodore report that the Anniversary Dinner will be on Saturday August 8th at Blue Skies Restaurant (next to Waterman's Dock). The cost is expected to be around \$40.00pp, perhaps a little less, for a two course meal.

Merv will announce how and when formal bookings will be taken, but if you are interested in going, please let him know by email so he can get some idea of numbers. Merv's email address is pagegroup@netspace.net.au.

More details in next month's 'Albatross'.



Members' Advertisements

For Sale

Autohelm Wind Vane model Z087. Apparent wind direction. **\$20**

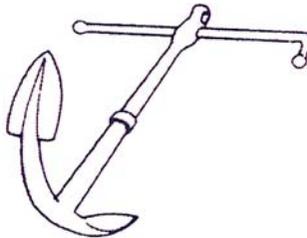
Autohelm Sea Talk and WindVane Interface to NMEA0183 model Z137.
Very useful if you have Raymarine instruments which use SeaTalk and wish to interface to/from a PC running navigation software. **\$40**

4 x PFD1 (good to make up the numbers for occasional visitors). **\$10 each.**

All in good working order. Inspection invited.

Contact Andrew Boon 0400 651 532.

For Sale



Admiralty pattern anchor

Shank – 900mm Crown – 600mm Weight – 18kg

Very good condition

Price - \$150

Stainless steel pulpit

Brand new Suit yacht approx 25 to 30 ft.

Price - \$250

Phone Hans 6229 1875 or 0417 511 240

Navigation Cruise Dinner

May 2009



Keith Wells shows off his 'T-shirt with attitude'.

Winner John Bridgeland receives his trophy from Paul Kerrison



The crew of *Margaret Ellen* accurately predicting how far away from winning they were.

Winners are grinners!
Losers – apparently not...



Aurora Australis visit – May 2009



Aurora Australis at Princes Wharf, Hobart

Captain Scott McLachlan explains the layout of his 'office' to interested Club members



Believe it or not, this tiny joystick is what steers the ship!

My Boat – *Margaret Ellen*

From Chris Palmer



Margaret Ellen was built by Geoff Hiscock at Tamar Marine, Launceston, and launched in 1971. Although advertised as being designed by Dick Thompson, the original owner (for whom she was built) told me that he designed the boat and that Thompson made the drawings for the builder.

The late Geoff Hiscock is not, it seems, a well known name in Southern Tasmania, but in the north he has acquired an almost god-like status amongst wooden boat owners. The yard he ran can still be seen behind the Tamar

Marine chandlery store.

Margaret Ellen is very strongly constructed of huon pine planks over frames made of two thicknesses of an unknown timber. Frames are at 8" centres – a remarkably high specification. The cabin is of King Billy pine and is over 1½" thick. The deck is two thicknesses of marine ply sandwiching a layer of some sort of tar-based roofing membrane. She is ketch rigged, with masts and booms made of Oregon. Originally she had a cutter rig with an inner forestay, since removed, probably when the electric anchor winch was installed. I have seen a photo of her with a mizzen staysail set.

Power is provided by a 4LW Gardner engine – four cylinders, all of 50hp and *huge*, turning a large two-bladed propeller. The engine was built in 1951 and still starts first time! While the Gardner provides reliable power, she actually sails very well considering she is a roomy, comfortable motor-sailer. Her rig is modest and very easy to handle.

The original owner had her for some 25 years before selling her to someone in South Australia. When I acquired here it was clear that little upgrading had taken place for some time. Over the last three years I have spent significant time, energy (and of course money) bringing her up to an acceptable standard. She is largely there, but there are a few jobs yet to do. Aren't there always?

May G M Minutes

Cruising Yacht Club of Tasmania General Meeting

Tuesday 5th May, 2009 8.00pm

Derwent Sailing Squadron, Sandy Bay

Commodore Leo Foley opened the meeting welcoming members and guests Lawrence Page, Julie & Paul Travers, Tony Scobie, Paul Webb & Pam Howle, Tony & Kim Brewer and speakers Jim & Rejine Duff.

Members Present:

44 members present.

Minutes of the previous General Meeting 7 April.

Following no voices to the contrary from members present, Commodore Leo Foley signed the minutes of the previous general meeting as published in the May 'Albatross' as a true and correct record of proceedings.

Business Arising:

Nil

Correspondence:

Inward:

Ebb Tidings
Squadron News
Mainsheet
Safety Lines

Commodore's Report (Leo Foley)

- Members were reminded that Club activities are all advertised in the monthly 'Albatross'.
- Committee Meetings held monthly are open to members.

Vice-Commodore's Report (A. Boon)

- Sunday 11 May is the Donald Sutherland Navigation Cruise. Details are in the 'Albatross'
- Long weekend 6-8th June is a planned trip to Norfolk Bay.

- Pre-cruise guide night will be on the evening of 1 June at the Mariner's Cottage at 7.30 pm. Bring the relevant chart and Cruising Southern Tasmanian guide.

Rear Commodore's Report (M. Page)

- Next meeting guest speaker will be Malcolm Riley from the weather bureau talking about the mysteries of wind forecasting.
- A visit to the Antarctic ship *Aurora Australis* will be on Wednesday, 13th May at 5.30 pm. Please arrive early and be sober for a tour of 45 minutes to 1 hour. Meet at the Princes Wharf.

General Business:

- Navigation Cruise - Please let Paul Kerrison know of your intentions to participate.
- Boats taking part must report to the stationary vessel flying a club burgee in Little Oyster Cove by 10.30 am on Saturday morning.
- First boats will be starting at 10.45 am.
- Kettering Marina - MAST has approved of a lease area extension and owners of moorings affected by the clearway will be contacted by mail with options of relocation or purchase explained.

2009/2010 Subscriptions

The committee recommended that the annual subscriptions be increased to \$60.

It was moved, Leo Foley and seconded Roger Locke that the annual subscriptions for the next financial year 2009/2010 be \$60. **CARRIED**

Guest Speakers:

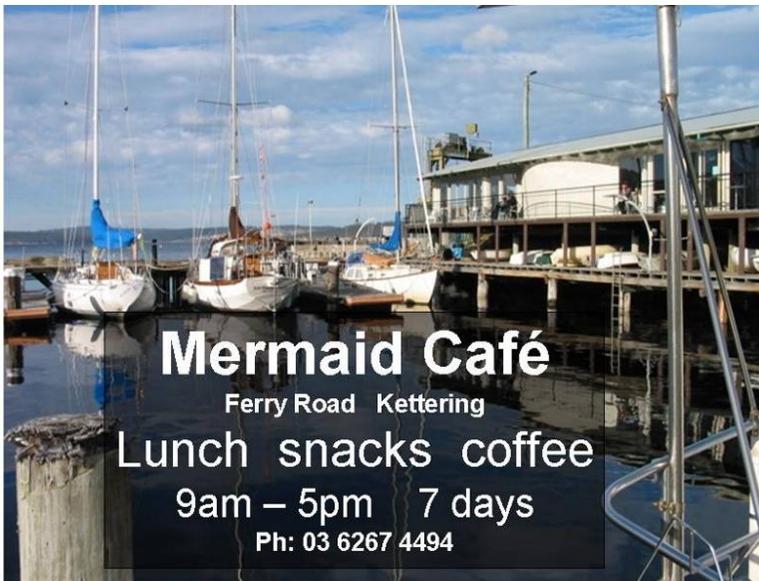
Rear Commodore Merv Page introduced Jim & Rejine Duff who entertained those present with an interesting illustrated talk on their trips in their boat along some of Scotland's western coastline including the New Hebrides to the Orkney Islands and return via the lochs and Caledonian Canal from Inverness to Oban.

Meeting closed at 9.30 pm.

Next General Meeting: Tuesday 2nd June, 2009 at Derwent Sailing Squadron at 8.00pm.

Margaret Jones
Secretary





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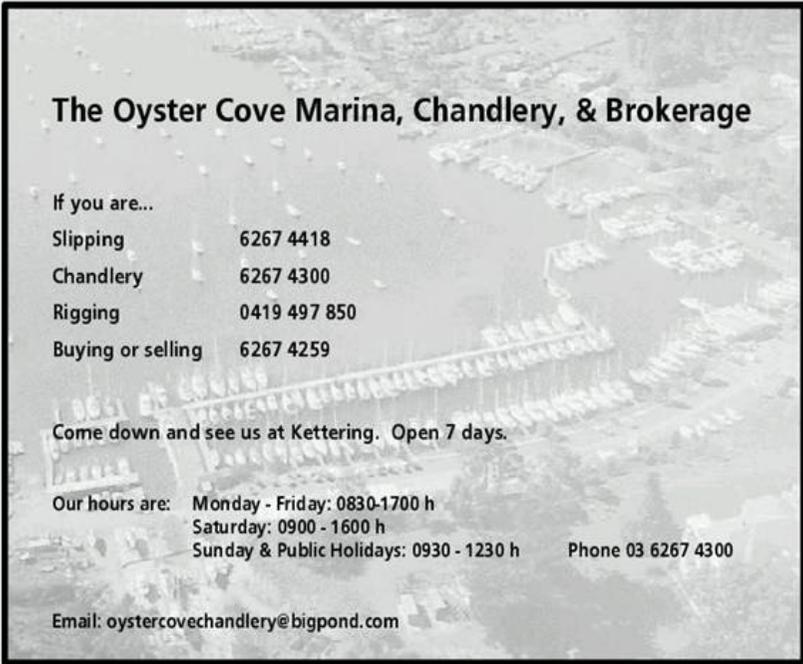
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