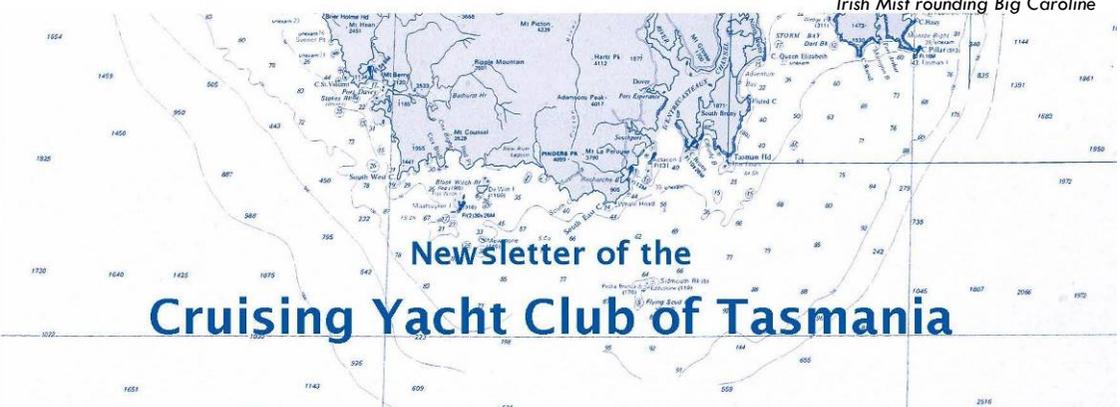


Albatross

Volume 39 No 3 April 2013



Irish Mist rounding Big Caroline



Newsletter of the
Cruising Yacht Club of Tasmania

 THE CRUISING YACHT CLUB OF TASMANIA INC.

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Cruising Responsibilities

Members and others taking part in CYCT events are reminded that the decision to participate in any cruise or event rests with each boat’s skipper. Information supplied by the Club or its officers is intended as a guide only. The Club does not ‘control’ or lead events and neither the Club nor the event coordinator is responsible for the safety of any boat or person.

Regardless of information supplied by the Club or its officers the skipper is solely responsible for the boat at all times.

Skippers are encouraged to keep Coast Radio Hobart informed of their location, destination and plans during the course of any cruise.

	CYCT CALENDAR
APRIL	
Tues 9 th	General Meeting @ DSS at 8pm Speaker: Wayne Wagg: Photography
Wed 10 th	Committee meeting @ Mariner's Cottage 7:30pm
Fri 12 th to Mon 15 th	Cruise to New Norfolk
Tue 16 th	Women on Boats @ DSS 5:30pm
Wed 17 th	Midweek cruise: @ 10:00am from Kettering/Hobart
Thu 25 th to Sun 28 th	Cruise to Nubeena and Port Arthur
MAY	
Sat 4 th	Donald Sutherland Memorial Cruise followed by dinner at Pasha's Turkish Restaurant, Kettering
Tues 7 th	General Meeting @ DSS at 8pm Speaker: TBA
Wed 8 th	Committee meeting @ Mariner's Cottage 7:30pm
Wed 15 th	Midweek cruise: @ 10:00am from Kettering/Hobart
Tue 21 st	Women on Boats @ DSS 5:30pm
Sat 25 th to Sun 26 th	Cruise to North West Bay

Visit www.cyct.org.au and click on the Calendar tab for more info on all events.

Not a CYCT Member?

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

Contact any CYCT Committee Member (details inside the front cover of this magazine) for more information.

WE LOOK FORWARD TO WELCOMING YOU TO OUR CLUB

Editorial



Since the last issue of the Albatross Alex and I have finally made it through the Denison canal for the first time. Those who know me know that this was a big achievement for me - I had the responsibility of being the lookout person and I didn't want to send us aground! I'm pleased to say we eased through, with only a couple of alarms from the depth sounder! A delightful surprise on this trip was meeting two prospective members, Mark and Russell, in East Shelly Beach, who then sailed in company with *Chaika* and *Westerly* for the rest of our cruise up to Schouten Island and back.

I can assure you that Mark and Russell were initiated into the club ethos with many a happy sundowner enjoyed!

This month in the Albatross we've got an in depth trip report from *Irish Mist* and *Andromeda* about an extended cruise to Macquarie Harbour, an article on provisioning for longer cruises and tips on fitness on board as well as a brief report from the Brewers on the 50th Tasmanian Scout & Guide Regatta. Please take note of the many notices and announcements throughout this issue – there's lots going on!

Sadly, Alex and I will be missing the next few club cruises due to travel, but I hope and expect to receive trip reports and Albert Ross sightings from all who are out and about in local waters in April!

See you in May.

Jackie Zanetti

A mate's lament

It's not my job to drive the boat, the horn I cannot blow.

It's not my job to say how far the yacht's allowed to go.

It's not my job to throttle down, nor even clang the bell -

But let the darn thing hit the dock and see who catches hell!

Commodore's Report

**Another summer is over....**

But just because autumn is here doesn't mean that things grind to a halt in the CYCT. Vice Commodore Alan has a number of cruises organised for the next few months, including what promises to be a very interesting trip up to New Norfolk. And of course, the Easter cruise is always a big event – this year a Bruny circumnavigation. As if that wasn't enough, Alan is planning to re-introduce monthly mid-week cruises, probably out of Kettering.

So, no excuse to not be on the water. And as we all know, autumn often gives us superb weather – maybe a little cool and yes, the days are getting shorter, but long periods of settled weather have a lot to be said for them.

Donald Sutherland Memorial Cruise – 4th May 2013

An important event in the Club calendar, this cruise has changed its name this year – we have dropped the word 'Navigation' from its title. As I explained in an earlier email to all members, your Committee thought we should enlarge the scope of this cruise to include other activities relevant to competent and responsible boating. We have also changed the method of organising the cruise. Instead of it all falling to last year's winner we are setting up a small group of four (one of whom will be the previous winner) which will add some consistency to the process. If you would like to be one of these cruise planners, please let me know. It should be a bit of fun, involving as it surely will a lot of discussion around a table (with a glass of something to hand, perhaps) and some time on the water checking the course.

The venue for this cruise's prize-giving dinner has also changed. We will be holding it at Pasha's on Ferry Road, Kettering. The cost will be significantly less than previous years, which we think will appeal to all those planning to come. More details elsewhere in this newsletter.

The Commodore is travelling

Margie and I will be away enjoying a different kind of boating for the next few months, navigating the canals of Holland, but thanks to the wonders of modern electronics I hope to still make my monthly contribution to 'Albatross'.

Your Club will be in the very competent hands of Vice Commodore Alan and Rear Commodore Kim while I am away.

Cheers,
Chris Palmer

Vice Commodore's Report



This edition of the Albatross goes to press at the time of the **Bruny Island Circumnavigation Cruise** scheduled for the Easter break. Early indications were for a fleet of possibly a dozen boats but of course, the weather will determine the final numbers and cruise planning.

As the cruising season presses on into Autumn there are indications of several encouraging trends in the make-up of the cruising fleets and determination of crews to sail rather than rely on engine power.

The fleets of the past cruises this year have had a good mix of more recently registered boats and boats with longer associations with the Club. This mix allows more experienced members to encourage and offer friendly advice to those still coming to grips with the mysteries of sailing. The encouragement takes many forms, from the joking and ribbing around a BBQ fire or in the cockpit of a boat, to a more serious and in-depth discussion at days end. All good stuff and the essence of what the Club does so well.

As Club boats turned for home at the conclusion of the **Recherche Bay Cruise**, all boats were under sail making the most of the fickle conditions. This determination to sail whenever conditions allow is another trend that has characterized recent cruises, and seems almost to be a matter of pride. To resort to the iron topsail calls for an apologetic explanation!

The weekend 12th April to 15th is the **Nant Distillery New Norfolk Cruise**. Confirmation of Bridgewater Bridge opening times on Saturday and then again as we return on Sunday, will be advised nearer the time. Needless to say all boats will need to be ready to pass under the bridge as a group to minimize road traffic disruption. As the times are likely to be around midday, boats from far afield might consider overnighing in Hobart on Friday. The Nant Distillery is very pleased to be associated with the Club and as previously mentioned, the company has generously donated three bottles of their award-winning whiskey for various Club events, one of which will be the prize for the best entry in the Nant Distillery New Norfolk Cruise **River Life** competition. Other entries will receive local produce prizes. More detail can be read on p18 of the Cruising Calendar. All entries must be gathered/made/written/rehearsed/photographed during the cruise but start thinking about your entry now. You just might need something essential from home. Entries will be judged by members at the Saturday night dinner. A full statement of the arrangements will be emailed a week or so ahead. The cruise was planned to take advantage of the Autumn colours for which the valley is renown. It should be a relaxing and colourful cruise and one steeped in maritime history and nostalgia. Definitely not to be

missed. However, firm numbers of participating boats will be required, possibly a week ahead, for Saturday's dinner arrangements and for overnight berthing.

At a recent Committee meeting, The Commodore suggested we reinstate the monthly **mid-week cruises**. The previous arrangements worked well for those free to simply turn up on the day, with lunch and any personal gear that would be needed, perhaps even a bottle of something to have with lunch. Sailors can then hop on board one of several available boats and enjoy a sociable cruise. It is proposed that every third Wednesday of the month throughout the year available boats depart from Kettering and possibly Hobart at 1000 hours and return at about 1500 hours. Destinations can be agreed amongst those present on the day. I will be happy to advise members of the available boats and departure points, if interested skippers let me know a week ahead of time. The first mid-week cruise will be on 17th April.

See you on the water.

Alan.



THE NANT
Distillery

New Norfolk Cruise

The Nant Distillery – a producer of premium whisky and supporter of premium experiences.

The maker of one of the world's finest single malt whiskies is proud to support the Cruising Yacht Club of Tasmania and its event, Cruise New Norfolk.

The Nant Distillery, at Bothwell in Tasmania's Central Highlands, now has a Nant Whisky Cellar & Bar in Salamanca, Hobart.

Order Nant online <http://nantdistillery.com.au>



Rear Commodore's Report



Don't forget – April's General Meeting has been put back a week to give everyone a chance to enjoy the Easter break a bit longer. We will meet at DSS on Tuesday **APRIL 9TH**.

Senior Constable Tim Traill entertained us in March with a presentation about the Marine Police: their craft, training and the job they do (and what is outside their responsibility – like delivering fuel when you run out!!). His humorous, professional talk was very well received.

Coming up in April, Wayne Wagg, of the Hobart Photographic Society, offers advice on photography in the marine environment. Wayne will look at the different types of cameras, basic operation and how to take the most effective pictures in the typical conditions we sail in – bright, reflected light and salt spray, long distance shots and shooting from a moving platform. Whether you use an iPhone, a basic point-and-shoot or a sophisticated SLR, Wayne can offer tips on understanding different modes and settings and how to compose a memorable shot. If, like me, you have never been brave enough to get your camera off “auto”, then here's your chance to take the plunge. I know Wayne has put a lot of effort into this talk so bring your camera along, ask questions and aim to take some amazing photos for the Albatross! Once again, a meal will be available before the meeting. Please RSVP rearcommdore@cyct.org.au by **FRIDAY 5TH APRIL**.

The Donald Sutherland Memorial Cruise is to be held on Saturday May 4th and the dinner afterwards will be held at Pashas Turkish Restaurant in Kettering. The restaurant is located on Ferry Rd, halfway between the two marinas and those who have not dined at Pashas are in for a treat. See the ad on page 9 for menu details.

RSVP to rearcommdore@cyct.org.au by **WEDNESDAY 1ST MAY**. Payment is required in advance (\$25 p/p) and a Paypal facility will be found on the CYCT website.

Our speaker in May is Kasey McAllan-Browne from Akzo Nobel Paints, the largest paints and coatings company in the world and parent company of well-known brands such as Dulux, Sikken and International. Kasey will give us a talk entitled “Antifouling 101”. He has requested questions in advance so that he can ensure that he covers topics of particular interest to members. Please send me any queries you may have about antifouling paints.

See you on the water at Easter! And please join us for dinner on the 9th.

Kim

**Donald Sutherland Memorial Cruise
Prize Giving Dinner**

@ Pasha's Turkish Restaurant

Ferry Rd, Kettering

4 May, 6:30pm

Set menu with:

Choice of 2 mains and salad with coffee and Turkish delight to finish.

Meals are generous and wonderfully fresh and tasty.

A vegetarian option will be available for those who request it.

\$25pp payable by Wednesday 1st May

on CYCT website (by Paypal) or to Rear Commodore

Pasha's is licensed and BYO (\$5 corkage)

All members welcome to join us for dinner, but please book early.

RSVP rearcommodore@cyct.org.au before Friday 26th April.



CYCT SALTY PHOTO COMPETITION 2013

A picture perfect day on the water? Stormy seas and wild weather? Breathtaking Tassie coastal scenery? Cocktails in the cockpit with friends?

Come along to April's general meeting to pump up your photography skills with a talk from Wayne Wagg and then put it to good use out on the water.

Send in your best photo of anything to do with boats or the sea (ok, it stretches to estuarine waters) to win a prize to be awarded at the annual dinner. Send in your entries (maximum two per person) as follows:

- One jpeg (~1Mb) to editor@cyct.org.au
- One print – matt, borderless, approx 8" x 12" with your name on the back, to Editor, c/o CYCT, PO Box 31, Kettering TAS 7155
- Submit by **2nd July 2013**.

Photos will be displayed at the annual dinner and as many entries as possible will be published in the Albatross from time to time.

First prize sponsored by The Nant Distillery.



Entertainment Books

Entertainment Books will be available during April, and orders can be placed now. Advance orders placed before 9th April, are also rewarded with additional vouchers worth up to \$200.

Orders can be placed

1. securely online by going to:
<https://www.entertainmentbook.com.au/orderbooks/242c666>
2. or Order form : (recently emailed to members) sent by Post to CYCT PO Box 605 Sandy Bay Tas 7006, email to treasurer@cyct.org.au, or bring to a club meeting
3. or Email : send name, address, and qty of books to treasurer@cyct.org.au, and make payment by cash/cheque/direct deposit to CYCT.

For those not familiar with the Entertainment Book, it's a discount offer for two for one offers and up to 50% off at hundreds of dining establishments, entertainment, retail & shopping and travel, leisure & accommodation businesses.

Books cost \$60, for which our club receives a commission. Typically the cost of the book can be recovered with just one or two restaurant or hotel meals.

Additional information can also be found at www.entertainmentbook.com.au



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Choose what you want to do and when you want to do it with hundreds of valuable offers. Entertainment™ Books are filled with **2-for-1 offers** and up to **50% off**, valid now until 1st June 2014!

Purchase a Book and at the same time, you will also be helping community fund-raising!

For only \$60 you'll receive over \$15,000 worth of valuable offers!

The new Tasmania Entertainment™ Book features many of the most popular businesses in the area like...

APPLICATIONS FOR MEMBERSHIP

Graham and Niki Breeze
KIAHLA

Mark Stephenson and Russell Withor
SPINDRIFT III

Kevin and Sharon Donovan
GAIL FORCE

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

Fiona Preston
(no boat as yet)

Stuart Mackley and Sally Holt
(no boat as yet)

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

Fiona Preston

I grew up in South Africa and my first sailing experiences were limited to messing about on family dinghies on the Kromme River at St Francis Bay when the surf wasn't good enough at the beach. My favourite was a Surfcat because with just the mainsail to worry about, and understanding little about wind direction and sailtrim I was able to explore the local river on my own and enjoy the sensation of flying a hull. There were many capsizes but although the river was sometimes muddy and a little too full of electric rays, at least it was shallow and warm and help was a quick swim away.

I followed Robin Lee Graham's circumnavigation around the world, read Joshua Slocum and dreamed of doing long distance cruising myself, but the most interesting sailing event that happened at that time was having the Hiscock's ground their yacht *Wanderer IV* in the Kromme after being misadvised about the depth. For several weeks they lived all heeled over, subject to the unwanted attention of holiday makers. They were the first blue water cruisers I'd met and I was totally in awe. They write about this grounding in their book *Come Aboard*.

Our first two years in Australia were spent living in a caravan on a small creek in the Kimberley. We bought a Scanoë (like an Indian canoe but able to accommodate a motor) and we used this boat to explore rivers in the Kimberley and also in Tasmania. Later we considered buying a yacht but settled on sea kayaks. Two years ago, given that opportunities to sail keelboats seemed to be passing me by, I took a Sailtrain course and have been sailing obsessively ever since. I've sailed the Thursday twilights, am currently sailing in the midweek series and have also sailed in long distance races, including the 2010 and 2012 Pipe Openers. I've had two opportunities to do coastal sailing, one a delivery, the other the Beauty Point to Stanley leg of the Van Diemens Land circumnavigation cruise.

Having discovered the Women on Boats evenings after stopping by the CYCT pavilion at the Wooden Boat Festival, I'm keen to learn more about sailing through this forum and the club as a whole.

Q: Why don't sardines swim past Rockhampton?

A: They don't want to end up in Cairns.

Westward for *Irish Mist* and *Andromeda* R. Locke & P. Kerrison

Late one night during winter, somewhere in Barnes Bay, Patricia suggested that 2013 would be a good year to go to Port Davey. Paul agreed and added that he wanted to get as far as Macquarie Harbour. Diaries were consulted and a window of February 1st to 24th determined to be available. The date was set.

Andromeda needed a new suncover for the jib to replace the one reducing every time it was furled in wind, and a new life raft to replace the one which expired due to age. Both were ordered in early December for delivery at the end of January.

January 28th turned out to be a public holiday, but by the Thursday everything had been collected and fitted, tanks filled and supplies stowed, so we moved on board and the crews of *Andromeda* and *Irish Mist* dined at the Oyster Cove Inn to get in the right mood.

Forecasts suggested Monday as the earliest time to get around the south coast, and so a leisurely trip down included nights at Rabbit Island, Deep Hole Southport and the Coal Bins. Monday morning saw an early start with main hoisted and an uncomfortable punch into the dying southerly down the coast. Conditions improved slightly across the bottom with the mains drawing and *Irish Mist* carried a jib for a while, but had to give it away before De Witt Island.

After the wash cycle off South West Cape, and continued bumps up the west coast, now without wind, *Andromeda* called off the possible night passage to Macquarie Harbour and turned in to Bathurst Channel, anchoring in Schooner Cove 10 hours out of Recherche.

A few hours in Schooner Cove presented a better view of the world and so a 4 am start for Macquarie Harbour was set.

We found our way down the channel and south of Breaksea and were 7 miles to seaward by the time the dawn had provided enough light to see the coast and the fishing boats working in amongst the “unsurveyed” areas of the chart. Their bright white lights had given evidence of their presence but no indication of what they were up to.

Steady progress north all day with no appreciable wind, and swells 2 to 3 metres, found us entering Devils Gates with good daylight and anchored in the Back Channel 14 hours out of Schooner Cove. After a good nights sleep, there seemed no point in returning to civilisation too soon, so we headed down Macquarie Harbour, and up in to Kelly Basin, there to stay for 4 nights.

East Pillinger was explored the first day. The brainchild of James Crotty, Pillinger was the port operation for his mine at Linda, and smelter at Crotty. Unfortunately Crotty died in 1898 and the vision for the development went with him. Construction continued for a

few years, but eventually his North Lyell company was swallowed up by Mount Lyell, and the need for two port developments in Macquarie Harbour ceased to exist.

There are remnants of big jetties either side of Kelly Basin, with two rail lines on one of them, the remains of three large brick kilns and other signs of development including boilers, railway infrastructure and chimneys.

The last resident of West Pillinger left in the early 1940s but there is no easily found trace of the town.

After inspecting the kilns and infrastructure on the eastern side, we walked along the old railway alignment to the crossing of the Bird River, a 15 km round trip. Expecting a collapsed bridge, we found a good pedestrian river crossing using some of the original structure, and on the other side, a picnic area at the end of the road down from Crotty. So much for the wilderness and the possibility of tiger country.



Inside the lodge



Reindeer Lodge

The second day allowed visiting West Pillinger, where there is a camp using in part an old railway carriage. The actual camp apparently is well used however it is in desperate need of a clean out, whilst sitting out a heavy rain shower we found a lot of information

regarding Pillinger in the form of copies of old photos and reading material plus the obligatory visitors book.

We found the attraction of an old railway car with a large blackwood growing out of it, walked along the old railway alignment toward East Pillinger until stopped by a water crossing. Returning to the camp site we avoided two very large black snakes, living under the piles of corrugated iron behind the camp. The “railway car with blackwood” also has a large manfern growing close to the blackwood.

The third day it blew and rained so we declared a lay day.

Next day we visited Sarah Island and met the guide who was in between cruise boats. She invited us to join the guided tour which was very interesting. Kiah Davey is the daughter of the man who spent 12 years



The penitentiary on Sarah Island

researching the history of Sarah Island and then wrote a book about it, as well as writing and producing “The Ship That Never Was” which is now running past 25 years of continuous presentation and more than 5000 performances. (Believed to be the longest running show in Australia.) His company, the Round Earth Company, provides guides for Sarah Island, and produces the play, in addition to publishing books.

That night found us in the Hawks Nest in the northern end of Birchs Inlet before heading for the Gordon River. We had had time to work out the time tables of the tourist boats and so allowed one to pass at the entrance to the River before we followed him up and stopped at the Boom Camp for exploration and lunch while the remaining tourist ship for the day passed us by.

Boom Camp which was once a base camp for the piners, is now owned and maintained by Gordon River Anglers and it is a well set up camp with hut, permanent tent and power supply including a well lit path to the toilet on the hill. There is a large Huon Pine at the entrance, and a memorial to Reg Morrison.



Irish Mist and Andromeda at the Boom Camp

After the last cruise boat had departed, we moved up to Heritage Landing, which is the furthest point reached by the cruise boats, spending the night there after touring the boardwalk inspecting Huon Pines and others. There is a display of a Huon Pine showing growth rings to about 675 years. Clearly not the oldest one about as some are said to be 1000s of years old, but nonetheless impressive.

Next morning and another 10 miles or so upstream, trying to work out the distinction between real and reflection so that we were not dodging water, and marvelling at the limestone cliffs, sand spits, swans taking off in front of us and circling around behind until we reached Sir John Falls and rafted up at the jetty.

We were careful to leave the seaplane dock clear, which was wise as we had barely settled when there was a roar and a seaplane came down around the corner, opened his door to check that he was avoiding *Andromeda's* forestay with his wingtip, and tied to the dock. The pilot came to chat while his passengers



Seaplane arriving at Sir John Falls landing

were left on their own to visit Sir John Falls, a 2 minute walk away. The pilot asked if we were the yachts he had seen coming up the coast a few days earlier. It seems that he was on bush fire patrol and so our presence in the area was well known.



Sir John Falls

At about the same time a fast boat arrived, driven by a member of the Gordon River Anglers. He and his passengers had spent the previous night at Boom Camp, and he had also noted our visit. He offered a ride up to the Franklin but we, not knowing any better, declined as we were

taking the dinghies up. He made some disparaging comment about our outboards and disappeared at high speed, after telling us that Trevor was due up tonight and would be displeased to find yachts on “his” berth.

We visited the falls, lunched and after some discussion, decided that moving to Warners Landing during the day would be preferable to dealing with a 70 footer arriving at dusk, in the middle of dinner. Meanwhile a group of four rafters had arrived. They were the reason for Trevor’s later visit. Stormbreaker collects rafters for the trip back to Strahan, and when possible, takes the opportunity to bring a group up for dinner and a night on the boat. Trevor duly went past at 7.30 pm, and was gone by the time we looked out at 7.30 the next morning.

This was our day to traverse the rest of the Gordon, to the junction with the Franklin with any luck. Unfortunately a 2.3 hp outboard will only get you halfway up the rapids, and a 5 hp one will only get you to the last wave. Our friend in the high speed boat had been correct.



A resident near Sir John Falls

Back to Sir John Falls for lunch, a walk downriver to the hut carefully avoiding the black snakes in each direction, and back to the boats for another night at Warners Landing. The walk ashore there required high boots to negotiate the saturated moss and mud so we gave that one a miss.

Downriver the next day the reflections were even more impressive than on the way up, the sun was now shining. We passed cruise boats at convenient spots, and continued over and down to the south end of Birchs Inlet. The inlet is navigable for more than 4 miles but gradually shallows toward the south. We called it quits with 1.4 metres under the keel and anchored in a small cove on the eastern shore.

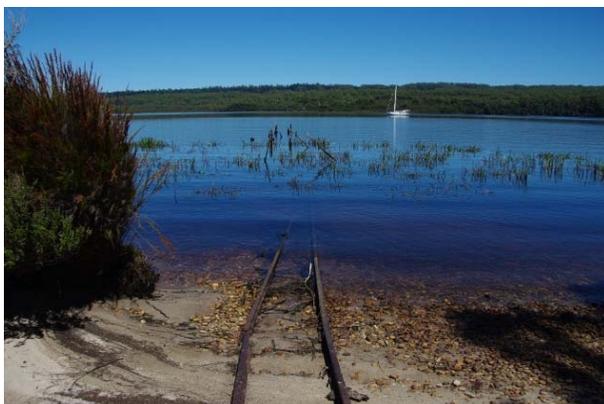


Butler Island in the Gordon

There followed another dinghy trip, up the Birchs River firstly to the landing for the bombardier track to Low Rocky Point, and then further up to the landing for Frog Lodge, the site of the release of Orange Bellied parrots. The lodge is in good condition and was used regularly by people counting parrots. These days there is no regular program, but the lodge still has some use. The lodge is equipped with gas facilities, VHF radio and phone aeriels. The track to Low Rocky Point passes by.

We did not attempt to enter the Sorell River which has two outlets into Birchs Inlet, to the east of Birchs River.

Other places to visit included the BHP Camp, site of some exploration not too long ago, and a light rail and lighter jetty on the eastern side with signs of buildings including



Light rail and light jetty

a generator shed. The purpose of all this was not identified.

A late run was then made to Strahan, in case the fuel supply closed up at 5 pm Friday and didn't reopen until Monday. It didn't, so we settled in for the weekend after negotiating with the lessee of a vacant berth alongside the main street frontage, directly opposite Banjo's (fresh croissants for breakfast), giving a great vantage point from which to observe the town's daily activities, and of course to be observed.



Strahan

Dinner ashore, food restock at the supermarket, a performance of *The Ship That Never Was*, (with a permanent cast of TWO and four or five drawn from the audience, it was the best belly laugh had for ages) a tour of the attractions, topped up water tanks and a last minute loaf of fresh bread from Banjo's saw us tied alongside a fishing boat to refuel on Sunday morning before returning to the Back Channel around lunch time. The fuel supply is controlled by a credit card machine although the limit seems to vary for individual cards.

It was our intention to have a good night's sleep and make a daytime 14 hour trip back to Bathurst Channel. *Irish Mist* had good radio reception and reported that the lunchtime report advised weather was deteriorating on Monday and so indicated an overnight trip. Hence a two hour rest and 5 pm departure.

Although quiet, there was more than 2 knots of current against us in Hells Gates and waves breaking closely on the port side in the Back Channel, and to starboard as we left the opening. The trip went to plan and 7.30 saw us rafted up in Wombat Cove, to save on space. A listen to the morning weather report, and then bed.

At 11 am I woke having heard what I thought was another vessel anchoring, (it was in fact *Irish Mist* pulling her anchor, appears we were dragging) A look out the window revealed

the shores of Bathurst Channel passing by. By the time I got on deck, we were almost to Schooner Cove.

The weather was gusty for the day but we managed a gas barbeque ashore and drinks with other visiting local and interstate crews, before separating the boats for the night before the rains came.



The crews of Irish Mist and Andromeda, Claytons Corner & Mt Rugby

On Tuesday we found Critchley Parker's grave, which had eluded us on previous visits. It is on the western side of the creek running in to Parker Bay. A trip up to Claytons Corner indicated that it was not particularly comfortable with a south easterly blowing, so we retreated to Lola Bay for the night. Another boat looked in but decided two was enough and kept heading west.

Claytons was better the next day and so we toured the Eco camp, before visiting the old house, which is in good condition, and climbed Clydes Hill. Nobody was enthusiastic to climb another mountain for the day and so back to Bramble Cove, ready for another coastal trip.

We left Bramble Cove at 6 am with reefed mains. The swell was around 1 to 2 metres, and there was little wind until we were past De Witt. Then it gradually increased to 10 to 15 easterly going north of east as we rounded South East Cape.



The East Pyramids and Big Caroline

The main was finally doing some work, but could not be eased until we cleared First Lookout Point. We were anchored in the Pigsties before 4.30 and spent the next couple of nights there as the north easterlies built and went further north.

A visit to Bennetts Point Observatory and dinner ashore on the mussels harvested, occupied Friday. The observatory is now only some rock walls sometimes almost covered in regrowth but was used twice by French expeditions. Some brick construction in the same area appears to be much more recent, and may relate to ship repair facilities in the 18th and 19th centuries.

Andromeda had to be home by Sunday and when Saturday dawned with low winds, we took the opportunity to leave at 7am, again with reefed main. *Irish Mist* had no urgent commitments and stayed on at Recherche.

The main held some breeze up the inside route out of Recherche, but north of there we drove steadily into a wind on the nose and adverse current of 0.5 to 0.8 knots. By Satellite Island the wind was around 20 knots and so I steered, tacking into the wind and keeping some pressure on the main. It was a slow trip, at 6½ hours for 34 miles, but the boat handles such things well and the crew were comfortable, if a little damp from steering with spray coming over the deck. The wet weather gear doesn't have to come out every year.

We had been on board 24 days, had 12 nights in Macquarie Harbour, four in Bathurst Channel and travelled around 500 miles. Only two or three days produced wet weather and we had been sheltered during any strong winds. A thoroughly enjoyable way to pass a February.

Words and photos, Roger Locke and Paul Kerrison.

Davy Jones' Locker

FOR SALE

Cray pot, cane, unused.	\$120.00
Stove, gas, 2 burner with oven and grill, all works but very slow oven, circa 1988 model Rinnai	\$50.00
12V vacuum cleaner	\$5.00

Roger Locke 0409 977 391

Catrina presented this talk at the February meeting of Women on Boats.

Create a menu

Know your crew and involve them in the choice. – you need to be aware of any food allergies, definite food dislikes and habits. The last thing you need is an unhappy, hungry or sick crew because of the food you have provided.



- When planning a menu, think about snacks as well as meals.
- You could even let individual members of the crew take ownership in the planning/cooking for a day.
- Make sure that fresh foods are used in the first section of the menu.
- Shop according to your menu, but have some provisions available in case fresh food goes bad or you do not reach your next provisioning stop at the planned time.
- Space is always an issue on a boat, so think about that when planning meals. (more about storage later).

Now you have your menu think shop accordingly, your list should be much easier now!

Types of Provisions

There are three categories for provisions; perishable, semi-perishable, and non-perishable. When you are making your provision list, it is important that the amount of time the items will be stored be taken into consideration. It makes no sense to load up on three months worth of fresh bananas!

- Perishables include fresh meat, vegetables, fruit, and dairy.
- Semi-perishables are time-dated items like mayonnaise, salad dressings, UHT milk, boxed juices, spices, and items that will go stale, like crackers, breads, cereals.
- Non-perishables include paper products, canned products, staples like flour, sugar, salt, liquor, and powdered drink mixes

Check out this website for some examples of provisioning lists:

http://cruisingresources.com/Menu_Planning_and_Provisioning

Fresh stuff that you can make on board:

- Yogurt EasiYo is a good way to make fresh yogurt. You can even make it without the packets, with full cream milk, water and about a tablespoon of the old culture.
- Bake your own bread. Buy the packet mixes from supermarket, throw out the outer box but remember to keep one lot of instructions in your recipe book.

- A soda stream makes soft drink instead of storing large bottles or cans, which can go rusty. Don't think that you are limited to the flavours used only for soda streams. Use any cordial mix. You don't have to make a whole bottle of flavour either, Aerate the water and tip into each individual glass. This allows for individual tastes in strength as well.
- Milk can be made up from powder. Keep a container for the milk. Nalgene containers are good as they have measures on side, pouring spouts and screw tight.
- Scones and cakes are easy to make onboard and always a hit. Fruit cake is always a favourite! Silicon tins stow away nicely. You really only need one cake size tin and this can double for quiches, frittatas, apple crumbles etc.

A bit of preparation helps preserve food longer:



Dehydrators are fabulous. If anticipating a long trip, buy things when they are on sale or in abundance in the garden and dry for use on board. When the fresh stuff runs out you have more on hand. You can even dry whole meals! Hint if doing that they do take some time to rehydrate, have a container you can fill with water to rehydrate during the day in anticipation of a meal for the evening. Make fruit leathers for snacks on the way. Dehydrated apples and custard make a great dessert! Snap lock bags with a label are great for storing dried

foods. Some things that dry well are:

- Onion
- Mushrooms
- Capsicum
- Herbs of any sort
- Tomatoes
- Carrots
- Apricots
- Apples

Check out this web site for more info:

http://www.ehow.com/about_5378688_foods-dehydrate.html

Vacuum package your fresh stuff. There are many uses for vacuum packing in many parts of the boat. It saves space in more ways than one and keeps things together. I have heard of people vacuum sealing their bandages and screws etc, keeping the moisture away from things is often good. It's a handy machine to have on board, just keep a good supply of bags for use if doing that!

Check out this website for a table of times foods will last for! It also has lots of info on the types of machines that are available:

<http://www.fantes.com/vacuum-packaging.html>

Freeze some meals etc in readiness. Containers can take up valuable space in the freezer, so think about snap lock bags these can be frozen flat to take up less space. You don't have a freezer? Here are some tips: Buy an insulated bag or esky which will fit somewhere and fill it with your frozen food. Stack it carefully with the first to be used on top so you don't have to go fossicking. Dry ice will stay frozen for up to 5 days - pack some of this round your contents.

Keep the freshness longer by:

- Green bags keep vegies longer, these can be bought in most supermarkets, but keep a few on board for times when you can't find any.
- To keep fruit and vegies fresh longer, wrap individually in chux or paper towel, then place in sealed bags. No moisture – no mould.
- Hang citrus, potatoes and onions in string bags and check regularly
- Place fresh bread in a paper bag basted with vinegar to prevent mould.
- To keep cheese for a short time, wipe with vinegar and wrap in paper towel and seal in plastic, re-wipe each time it is used.
- To keep cheese for longer, cut into chunks, pack into a jar of olive oil. It keeps a couple of months before taking on the oil flavour. Feta will keep like this for a year!
- Small waxed cheese will keep for months as long as the wax is undamaged.
- Cover lemons in silver foil, they last for months
- If planning to store vegies whilst in the tropics, make sure you check for bugs before stowing! Washing and drying on deck before stowing will help. Pumpkin, potatoes, onions and cabbage last well if stored well.



Hints for storage:

- Dry Bags – work well for keeping things dry (duh!) - ideal for tools etc.
- Cans go rusty when stowed for a long time, especially in the bilge.
- Cans might also lose their labels if the label gets wet. Varnishing the labels is one way of making sure the label doesn't come off
- The bilge is often a good place to store things. Find a basket that will keep food away from the floor of the bilge. Never store food wrapped in paper in the bilge, if it gets wet it makes a mess and could potentially block pipes etc.
- Remove all outer packaging before setting sail, this saves a lot of rubbish.
- Keep a snap lock bag on the sink when preparing food and put all food scraps, peels etc into this bag. When out at sea dispose of this decompostable rubbish over board. This not only saves space in your rubbish bin, it saves smells as well!

Cruise of the Year Award: Call for Nominations

The following information details the requirements of the 'Cruise of the Year' award and eligibility for Cruising Plaques. These awards, when given, are presented at the Annual Dinner. Members are invited to nominate themselves or another Club member for either of these awards. **Nominations for the 2012-13 year are due by 1 July 2013.**

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 un-seamanlike;
5. The crew capability should be sufficient to undertake the cruise in a seaman-like manner but it is envisaged that providing this criterion is met then a weaker crew be more favorably 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, but is NOT mandatory for the award. This is the case where an article in Albatross has not previously appeared;
11. Nominations should be sent to the Secretary.

Cruising Plaques

It is proposed that Cruising Plaques be awarded to Club boats doing significant cruises. It would be an automatic award to those who fulfill the following criteria.

1. The boat must cruise beyond the state boundaries or circumnavigate Tasmania;
2. The plaque is only awarded when the boat returns to her home port. (Note - this does not include a boat purchased interstate and delivered to her new home port in Tasmania);
3. Only one plaque is awarded for any particular cruise irrespective of the length of time taken to complete the cruise or the distance sailed;
4. The plaque is only awarded after the owners have written an article(s) for the Club journal or spoken about the cruise at a Club meeting;
5. The plaques are not awarded for events organised by other clubs, nor are they awarded retrospectively;
6. It is feasible that a boat winning the Cruise of the Year could also be eligible for a cruising plaque.

ANSWER TO LAST MONTH'S MARITIME MYSTERY OBJECT



New Era Rope Making Machine (patented 1911)

This machine was used to twist and wind the strands of rope together.

Do you have a mystery object you'd like to share? Send a picture (and the answer!) to editor@cyct.org.au

MARITIME MYSTERY OBJECT #2



What was this tool used for?

Here's a brain teaser to test your knowledge of maritime history.

Answer in next month's Albatross.

Object courtesy of the Maritime Museum of Tasmania.

According to the early 18th century poet Keats, autumn is the ‘Season of mists and mellow fruitfulness’. Well, there were mists aplenty during the weekend at Recherche thanks to a low pressure system finally displacing what seemed like weeks of constant highs. As to the ‘mellow fruitfulness’, I found that made its appearance after the second glass of shiraz most evenings.

It was in some ways disappointing that many days of sunny weather finally gave way to low cloud and drizzle on the weekend of a cruise, but that didn’t stop half a dozen Club boats making their way to the southernmost bay in the Channel.

Wayfarer II left on Thursday before the weather turned and from Gordon onwards enjoyed a pleasant sail to Deep Hole at Southport where we anchored for a very quiet night. Deep Hole is a great anchorage – well protected from SE to W at least, with an excellent beach a dinghy ride away.

Lunch time the next day saw us sailing out of Southport and into the path of *Fleur de Lys*. The two of us made our way under sail, then power, to the Pigsties where *Alida* was already anchored. Drinks were held on board *Wayfarer* and a convivial couple of hours elapsed before crews retreated to their own boats for their evening meal. We also enjoyed the company of American visitors Jim and Anne from *Insatiable II*, preparing to make their way to Port Davey some time in the next day or two. Our group was joined by *Nyanda* shortly after and later by *Honeywind*.

Saturday was, to use a technical Bureau of Meteorology term, a ‘bleah’ day. Drizzle and low cloud, with occasional dollops of proper rain, made for a ‘stay on board and read’ day, which is what everyone did until 3.00pm when, to alleviate signs of imminent stir craziness, *Fleur de Lys* invited everyone on board for a cuppa – an event which proved that you don’t need alcohol to get nine people to make a lot of noise on a boat.

A plan was hatched for the next day that involved heading across from the Pigsties to the Coalbins area to spend the day in some different rain, but come Sunday, with a forecast of southerlies that day and northerlies on Monday, most boats decided to head at least part way home. *Honeywind* however headed to the south of the bay and in the process managed to find an apparently uncharted rock near the entrance to Pigsties – but then she does draw 7’6”. She was joined shortly afterwards by *Serida* who had left *Cygnets* the previous day.

Wayfarer II headed out about the same time as *Nyanda* and *Fleur de Lys* into a very unpleasant slop, and with only a light breeze, having sails up made very little difference to

either progress or comfort. This did not apply to *Nyanda*, of course, who in Stephen Newham's skilled hands can sail perfectly well in all conditions known to man.

After sailing in company with *Fleur de Lys* for a few hours, *Wayfarer* decided to have a night at Little Fancy Bay, only to find *Alida* already there! So too, was *Riverdance*, and our Treasurer Wayne and partner Helen were happy to spend a bit of time on *Wayfarer* discussing important Club matters (we think) while enjoying a glass or two of something or other.

Came Monday and we found ourselves 'alone and palely loitering' (Keats again) as everyone else departed the bay. We were treated to the rather surreal sight of boats sailing out in a mist towards a sharply defined horizon (which sounds contradictory, I know), then suddenly disappearing as though they had dropped off the edge. Tasmanian weather conditions can certainly provide some interesting effects.

Eventually after a pleasant couple of hours finishing our books, we gently motored back to Kettering and our berth. The end of yet another enjoyable CYCT cruise.

Club boats at Recherche – *Alida*, *Fleur de Lys*, *Honeywind*, *Nyanda*, *Serida* and *Wayfarer II*.



Fit for Boats, Part I

Kim Bambrook

Having trouble getting up and down that companionway? How are your knees? Can you get into that engine room with relative ease (given the small confines)? Do you 'seize up' after being in the boat for a couple of days? Is your lower back in great shape? Can you leap, with confidence, from boat to deck to secure that line in foul weather? How do you go in the dingy? Comfy? How about standing at the helm for hours on end; do your legs go to jelly, back ache and your arms lock up? Perhaps a little 'fit for boat' training would help!!! Read on.

My partner Kerry and I sailed our boat *Yarrakai* up the East Coast of Tassie over Christmas/New Year. I learnt lots! I certainly did not expect my reasonably fit body to get as 'stiff' as it did (unbeknownst to me until we tied up at our berth in Kings Pier Marina again and I jumped on land.) I am a bit of an exercise junkie, these days more from necessity and just to keep my 50 year old body going strong (and it is, mostly). I like the mental equilibrium that exercise gives to me, and I live on a boat. Need I say more!!

Kerry and I have great plans to cruise beyond the East Coast of Tassie and to tackle the East Coast of mainland OZ. How then to maintain boat fitness?

Firstly, NEVER just kick back day and night when cruising. DO do your stretches and when you can get off your boat and get to land, DO IT. Walk, swim, snorkel. MOVE. We all like our 'sundowners' but how about a walk or swim before the sun starts to set.. If going to land is not an option, and it usually is (I am amazed how many people do not get off their boats at anchorages), work out a little exercise routine on your boat. Perhaps you could have a warm up swim first? Hey, Kerry and I swam around *Yarrakai* most days on our 12 day voyage up the East Coast and, honestly, the water in Tassie is not that bad in summer and it surely wakes one up and invigorates! Most importantly, it stretches our bodies out. A brilliant way to get ones daily stretch when cruising.

To finish with (for now), here are a few ideas to stretch that body out when on board:

- At the helm: get up on those toes, then plant your feet firmly on deck again (do not hold). Repeat several times each hour (you can also try resting back on your heels, toes up, repeat, or, heel/toes!)
- Overhead reaches- yep, stretch those arms up over your head and reach for the sky (lovely for the back and body generally)
- Grab hold of a winch (if you have one atop the companionway like we do), the Nav Pod or something appropriate for your height, now hold your tummy tight, plant your feet forward and wide and push your chest out (great for upper backs/shoulder/arms). Do not forget to change sides.
- Shoulder rolls and shrugs (not hard and oh so beneficial in negating those headaches/ aching necks and shoulders)
- Finally, core muscles. What are they, you ask? Our deep stabilising muscles, below our perceived '6 packs'. They are what we utilise for good posture and balance (and they support our lower backs). How to exercise our deep tummy muscles (which is what 'core muscles' are)? OK, try this, in your bunk, NOT standing, at least until you get good at it lying (!!!). Draw your pelvic floor muscles up towards your navel (do not expand rib cage), now suck your navel towards your back bone and hold for 10 seconds. Repeat x10 daily.

Okay, that's a start (Core strength is a whole 'blurb' in itself and we haven't even started on those knees yet). Good luck and niggles free (and safe), sailing.

Kim Bambrook
Exercise and Rehabilitation Therapist
Yarrakai, Kings Pier Marina



Congratulations are in order for Club member John Greenhill. The new UTAS Greenhill Observatory at Bisdee Tier, about 60 km north of Hobart, has been named in his honour. With its centrepiece, a powerful four-tonne telescope donated by generous Canadian amateur astronomer, Caisey Harlington, they hope to continue the search for new planets. (*Sunday Tasmanian* Feb 24 2013)



Welcome Home to the following boats and members who participated in some or all of the Van Diemens Land Circumnavigation Cruise (apologies to anyone who was missed):

- *Fordplay*: Grant & Sue Ford, Amberly Ford
- *Minerva*: Lew Garnham
- *Mistral*: Geoff Rosen, Brian Walpole
- *Pandora*: John & Helen Bridgland
- *Westwind*: Tony & Lyn Peach, Damien Hope, Ottmar & Elizabeth Helm

This brief report on the trip came from Lew Garnham:

It was an excellent trip with good weather most of the way, but this meant a lot of deadline motoring. The Gordon River and first days in Port Davey were brilliant.

We suffered a broken whisker pole, torn mizzen leach, almost swamped while returning in the Aquapro from Old river, and 65+ knot wily willies while anchored in Eds cove that put the gunwales well under. The surface of Bathurst harbour was a dense white 'fog' of lifted spray. Many boats dragged anchor. Some members also encountered mechanical, electrical and medical and crew problems.

The trip back from port Davey was exciting with westerly winds of 30 – 35+ knots and a long swell of 6 m plus. That day more than 22 yachts were seen (almost as a fleet) from Maatsuyker light as they sailed past.



On duty at the 50th Tasmania Scout Guide Regatta

When I answered Andrew Boon's request for a Mark Boat for the Scout & Guide Regatta, I had no idea what would be involved, but I was happy to volunteer Tony's services as a race starter. Unfortunately, after the phenomenally lovely summer weather we have had, the weekend of March 9th was overcast from start to finish and the tents were packed up on Monday in pouring rain. None of this of course dented the high spirits of the 1500 Scouts and Guides camped out on Snug Oval. The whole weekend they swam and kayaked, sailed and competed enthusiastically in beach sports.

Soon after *Vailima* took up station on the start line, *Egeria* steamed into the anchorage, carrying the Governor and a host of dignitaries including the Mayor of Kingborough and Guide and Scout officials. This was the signal for a sail/row/kayak past with many troops having decorated their vessels in the theme of "Gold Regatta". There was



A golden crew

much boisterous joking but when an over-enthusiastic lad squirted the Governor with a water-pistol there was a bit of serious talking!

Yachts raced in three divisions but a severe lack of wind on Saturday curtailed the action. These calm conditions were perfect for a fleet of nine Pacers which were available on a "Try Sailing" basis. Julie Creed and Tony Brewer operated the Race Starts very efficiently on both Saturday and Sunday and in quiet moments, Julie (a veteran of 49 of the 50 Regattas) told us



Tony Brewer signalling a race start

of the history of this wonderful event, which has been held at various venues all over the State.

We were invited ashore on the Saturday evening to see the Regatta Marketplace, an event organised by the Scouts and Guides themselves. Each participant had been issued a certain number of regatta dollars and these were to be spent at the sideshow events that each Troop or Patrol had devised. In the centre of the Oval under floodlights, hundreds of kids were having a great time throwing wet sponges at faces poking through cut-outs, competing to see how many dice they could balance on a popsicle stick held between their teeth, slipping and sliding with on a home-made slippery slide towards a pole and other really ingenious sideshow challenges. My favorite was “Whack the Rat”. Beanbags were dropped down a piece of downpipe mounted on a board and contestants armed with rolled-up newspaper batons had to whack the “rat” as it emerged. Kids paid for a turn with their regatta dollars and had the chance to win more dollars. The whole scene was one of excited kids having a whale of a time with the most simple of activities that they had put together themselves. If you think that kids these days have no imagination or have lost the ability to have fun without a computer – don’t despair! It was a scene of sheer fun and we couldn’t stop laughing.

More serious activity awaited as it got really dark. The huge crowd of kids and adults trooped down to Snug Beach to be addressed by Ian Ross of MaST on the use of flares. Playing to probably the biggest and most appreciative audience of his career, Ian let off hand-held and orange smoke flares on the beach before we took him out a safe distance by dinghy, where he let go several parachute flares. Ian had a great PA system, so all onshore could hear his explanation as it boomed out over the whole of Snug and the mass chorus of “AWESOME!!!!!!” that greeted each detonation could probably be heard in Kingston!

And as ex-Sea Scouts and Guides ourselves, we were really delighted to see that these organisations are still offering kids wonderful challenges and fun. The superb organisation is a credit to all involved and the fact that the event has survived for 50 years (and no doubt will continue for many more) is a terrific achievement. We are very pleased that we had participated in this marvellous event. Thanks, Andrew for taking off to Tasman Island and giving us this opportunity!

- *Kim and Tony Brewer*

Recipe – Lentil Loaf

Here's a versatile vegetarian recipe that was shared during a recent Women on Boats session on provisioning

- 2 tins lentils, 1 mashed
- 1 cup rolled oats
- 150g mixed mushrooms
- 1 leek, chopped (or any vegetable)
- ¼ cup ricotta cheese (or any cheese)
- 1 egg
- herbs



Mix all together. Put into loaf tin and bake in moderate oven about 40 min.



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General Meeting held at the Derwent Sailing Squadron
on 5 March 2013

MINUTES

1. **Opening**
Commodore Chris Palmer opened the meeting at 8 pm
2. **Attendance**
47 members signed the attendance register, there were ten visitors and guests and we were later joined by a contingent from the Coast Guard, and there were eight apologies.
3. **Changed arrangements for DSS Security**
...mean that the bar is open longer than previously and we can “top up” after the formal business.
4. **Minutes of the last formal meeting (December 2012).**
Were in the February *Albatross*, and were confirmed and signed.
5. **Introduction of new members and presentation of burgee**
There were none present at this meeting.
6. **Long-standing members,**
John and Julia Greenhill, have been honoured by the University of Tasmania’s new observatory at Bisdee Tier being named the Greenhill Observatory. The Commodore congratulated them. The Greenhill Observatory is an impressive facility, in a dark location but operable from Sandy Bay. It will search, amongst other things, for earth-like planets. John has been in the School of Mathematics and Physics at UTas for many years and director of the (now light-polluted) Mt Canopus Observatory near Hobart.
7. **Vice-Commodore – Alan Gifford**
There have been good numbers at recent cruises: nine boats sailed to Dover 15-17 February, there were three boats at the additional cruise to Mary Ann, and so far 4+ heading to Recherche this weekend. Alan reported on the Australian Wooden Boat Festival (AWBF), which attracted some 200,000 people (It is now the biggest in the world if you don’t count Brest). Our club was represented by at least six boats, and gained some new members; there were at least 6 new attendees at Women on Boats (two of whom were visitors tonight). There was a strong attendance at our welcome barbecue on the Sunday evening. Alan thanked the numerous Club members who helped make the event such a success, especially Chris Palmer, Julie Marsaban, Ottmar Helm and Hans van Tuil who organized our stand, and Kim Brewer. [Note added by Secretary: there is a nice video of the AWBF at <http://vimeo.com/61607870>]. For forthcoming cruises, see *Albatross* and the website; the Nant Distillery New Norfolk cruise is coming up; one of several events that will have prizes of Nant Distillery’s whisky.

Alan asked for volunteers to provide two (possibly more) boats, with female skippers, for Women-on-Boats on-water exercises.

8. **Rear Commodore – Kim Brewer**

Kim reiterated the success of the AWBF. There were 114 people at our BBQ (about 60 visitors) and this netted some \$470.00 for our coffers. Normal meetings will now resume, and Kim outlined the guest speakers for the next few meetings (see *Albatross*).

9. **Treasurer – Wayne McNeice**

The Treasurer was an apology, but the Commodore reported that the Club is still solvent. Both receipts and expenditure are down a little on budget.

10. **Editor – Jackie Zanetti**

Jackie (just back from a cruise) had nothing to report but requested that we keep those articles flowing in. Chris congratulated her on the quality of *Albatross*.

11. **Any comment from other officers.**

There were none.

12. **Commodore – Chris Palmer**

- The AWBF: enough had already been said by Alan and Kim but Chris thanked all contributors.
- The Donald Sutherland Memorial Cruise (formerly the DSM Navigation Cruise). As already communicated to members by email, following a membership survey, the cruise is to be renamed by dropping the “navigation” and broadened a little in its coverage; it will be organized by a rolling subcommittee (including the previous year’s winner). This year’s will be on 4/5/13; the clash with the RYCT event is acknowledged, and is unfortunate, but there are strong reasons for retaining this date.
- The Annual Dinner. Whilst there is some support for combining it with the DSM Cruise, Committee felt that this is too difficult to organize in the time available this year. This year’s Dinner will probably be held on 3/8/13 at a location to be confirmed very soon.
- TasPorts will no longer allow us free berthing overnight in Constitution Dock for the Dinner. They urged us to apply for “sponsorship” (providing free berthing) but our application was rejected. They will allow us to berth (for a fee) for one night instead of the usual minimum of seven. Chris proposes that the Club, not individual boat-owners, should pay for this.
- Meeting with MaST and other yacht Clubs. Chris attended a meeting which was mostly about racing and its interaction with large vessels. He notes that there is an approach route used by large vessels approaching the Tasman Bridge and they have to line up a surprising distance back. MaST will send a chart showing this route, and also

showing the escape routes to Port and Starboard which large vessels will turn hard into if there is a problem in their approach to the bridge. If yachties see a ship turning into one of these escape routes, it would be as well to keep very clear! Chris suggested that we may seek a Pilot to speak at one of our meetings.

- MaST Recreational Boating Fund. Chris asked that if any members have suggestions for applications to this fund, they either apply directly, or let him know and the Club can apply. If no other suggestions, we will re-submit our proposal for moorings at Lady Barron.
- Chris Palmer (Commodore) and Margie Benjamin (Membership Officer) will be away overseas for the next four meetings. The Club will be in the capable hands of Alan Gifford and Kim Brewer. But this also raises the matter of ...
- Succession. We are now half-way through the Club year and the AGM will be in September. A number of positions on the Committee will become vacant at that time and it is now time to think about replacements. Chris pointed out that being on the Committee is enjoyable and rewarding, and urged anyone who is interested in contributing, to contact him; he will be happy to spend some time, perhaps over coffee, explaining what is involved.

[Note added by secretary: The positions we know are being vacated this year include: Commodore, Secretary, and possibly Membership Officer.]

13. **Other business**

- It was queried whether the Club will be offering Entertainment Books this year – answer, **yes**. This is in the Treasurer's hands.
- A member warned that because of the construction of a new fish farm, there is much activity between Butler's Beach and Taylor's Reef – there are many temporary white buoys with ropes trailing, constituting a navigational danger, especially at night. Avoid the inside passage.
- There was a question about takers for the Easter cruise, and strong advocacy for swimming noodles!

14. **Next Meeting.**

The next meeting will be on **9 April** – note this is the second Tuesday of the month, not the usual first (to avoid the Tuesday immediately after Easter).

15. **The meeting adjourned** to move furniture and charge glasses before ...

16. **Guest Speaker**

Kim Brewer introduced Senior Constable Tim Traill who spoke about the role of the Marine Police.

Tim discussed the group's roles, their assets, emergency procedures, some examples of rescue incidents, and gave contact nos.

Tim has been with the Police for 18 years, a Search Controller for seven, and with the Marine Police for 6. He is also a recreational sailor.

In this State (the NT is the only other one) the Marine Police have Fisheries enforcement duties, as well as Safety duties, and Search and Rescue duties.

They have four large vessels, a fleet of smaller boats, and helicopters. Tim discussed each of these. The van Diemen is their biggest boat and can work 200 NM offshore. Vigilant, 40 years old and built of Huon pine, is still an excellent boat

Emergency procedures. Tim outlined ways in which people can help the Police in their work:

- The most important thing in an emergency is to give them your LOCATION.
- Knowing how many POB, whether there are injuries etc., will help but POSITION matters most.
- He stressed the need for mooring maintenance (some boats break away in every significant blow!)
- Vessel ID is often poor on yachts.
- Have a Plan, a Backup, and Final Contingency ... after those three, the next is “activate the EPIRB”.
- Be realistic about what they can do (they are not a towing service, unless towing is really warranted by the circumstances, and they will not pull a wrecked boat off the rocks).

Tim outlined several rescues, including events recently at the Dunalley bushfire.

Contact Numbers

- Fish watch 0427 655 557 for reporting inappropriate fishing activity.
- On call water police 0418 125 138
- Search and Rescue 0418 348 899
- There is of course also your EPIRB,
- and it's also OK, in emergency, to call 000 or 131 444

Tim answered a number of questions, and was warmly thanked by Kim and the audience.

17. Close

The meeting closed about 10 pm.



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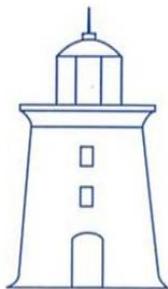
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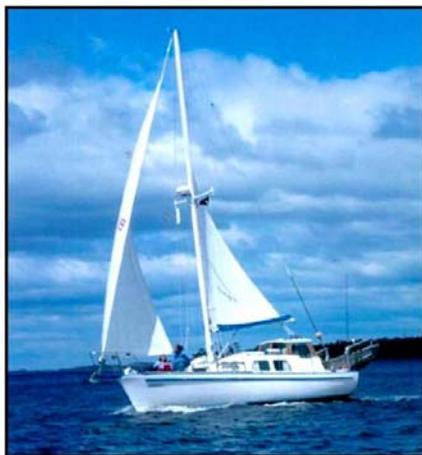
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