

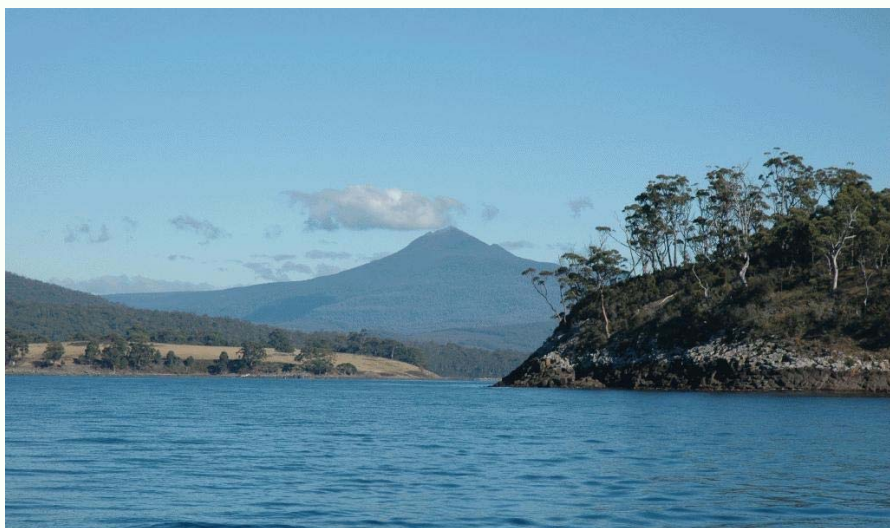


# Albatross

Volume 33

No 08

September 2007



*Adamsons Peak from Port Esperance Photo: Dave Davey*

***Newsletter of the  
Cruising Yacht Club of Tasmania***



# THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay Tas 7006

[www.cyct.org.au](http://www.cyct.org.au)

## Commodore

David Bryan H 6239 6679 *Freelance*

## Vice Commodore

Andrew Boon H 6228 5807 *Reflections*

## Rear Commodore

Milton Cunningham H 6247 6777 *Boots 'n' All*

## Treasurer

Dennis Lees H 6229 7603 *Kiap*

## Secretary

Margaret Jones H 6272 5660 *Lalaguli*

## Editor 'Albatross'

Chris Palmer H 6267 4994 *Margaret Ellen*

## Committee

Chris Creese H 6223 1550 *Neptune*

John Skromanis H 6267 2766 *Rhona Marion*

## Membership Officer

Annick Ansselin H 6267 4852 *Windclimber*

## Warden

Keith Wells H6267 1168 *Windrush*

## Quartermaster

Barry Jones H 6272 5660 *Lalaguli*

## Albatross mailing

Chris Creese H 6223 1550 *Neptune*

## Webmaster

Dave Davey H 6267 4852 *Windclimber*

## Life Members

Erika Johnson

Ken Newham Doris Newham

---

Send all material for publication in 'Albatross' to:  
The Editor PO Box 340 Kettering Tas 7155  
[editor@cyct.org.au](mailto:editor@cyct.org.au)  
(electronic copy preferred)

---

## Contents

Editorial .....	4
Commodore's Report .....	5
Vice Commodore's Report .....	6
Rear Commodore's Report .....	7
<i>Aurielle</i> in Vanuatu .....	8
<i>Pendulum Voyages - II</i> .....	13
Going About.....	17
Welcome – New Members .....	19
New Members' Profile – Quentin & Fiona Tuxen .....	19
Electrolysis.....	21
Lightning Protection.....	25
CYCT Calendar.....	27
<b>32nd ANNUAL GENERAL MEETING</b> .....	<b>28</b>
<b>Minutes of 2006 Annual General Meeting</b> .....	<b>29</b>
<b>Members' Advertisements</b> .....	<b>31</b>
<b>Minutes of General Meeting – 07-08-07</b> .....	<b>32</b>
<b>Inaugural Mid-Week Cruise</b> .....	<b>34</b>

### **CYCT Membership Subscriptions**

There are a number of Members who have not yet paid their 2007-08 membership dues. If this copy of 'Albatross' has a red dot on it, you are one of those people.

Please ensure you don't miss out on future issues of 'Albatross' (as well as the other benefits the CYCT has to offer) by sending a cheque for \$55 to the address shown at the top of the previous page.

The Club Constitution states that Members who are not financial at the end of September automatically cease to be members.

## Editorial



A recent incident after a pleasant Channel cruise on *Margaret Ellen* with a few friends brought home to me the fact that when you are boating, you can never afford to be complacent. Having successfully berthed at the marina and gone through the usual shut down check-lists, the guests started to leave the boat. On *Margaret Ellen*, this has to be done over the bow – usually pretty straightforward unless the tide is particularly high, which was not the case at this time.

Without warning, there was a loud splash and I ran to the bow to see one of our number in the water. It was a horrible sensation to be suddenly faced with what could easily be a life threatening situation. Fortunately, the person concerned had not incurred any injuries during the fall and was able to swim to a neighbouring boat which had a duckboard that, together with some help from other members of our party, assisted in getting them out of the water back on land. With the water temperature down in single figures, there was general relief that the incident had a happy ending - although 'happy' is probably not the best word to describe the state of mind of the dripping person on the marina jetty.

A number of issues became clear immediately after this incident, the two main ones being the absence of any nearby ladders from the water to the marina jetty, and the fact that the person in the water could not have got out, even via the neighbouring boat's duckboard, without help from other people.

For much the same reasons that most vehicle accidents happen within a kilometre of one's home, statistics also tell us that the majority of boating accidents take place on or around a boat's normal mooring location. So the lesson is, be prepared to deal with an emergency until everybody is off the boat. I now have two high priority tasks: to build a couple of steps to make getting on and off *Margaret Ellen* a little easier, and to have a boarding ladder available at **all** times – even after the boat has been locked.

On to something cheerier.

In 'Albatross' this month we have the second parts of two cruising articles – one from Pat Price (who will be telling us about this trip in more detail at the October General Meeting) and the other from John and Sue Cerutti in Vanuatu.

Lastly, don't forget the AGM on 4<sup>th</sup> September. No speaker – instead tradition decrees that members bring a plate to help make the event one of fellowship and conviviality.

**Chris Palmer**  
[editor@cyct.org.au](mailto:editor@cyct.org.au)

## Commodore's Report



Spring weather is just around the corner, the days are starting to lengthen, there is a bit more sunshine and once again it is time to start thinking and planning for weekends away and for getting those jobs done on the boat that have been identified over the winter period but could not be tackled then.

On the evening of our Club dinner I was very suddenly struck down with the typical flu going around and have been bedridden since almost with pneumonia and a had relapse on Friday.

Those that attended the dinner at the DSS had a great meal and a great night there. About a dozen members joined us on board Freelance for pre-dinner Gluevine and nibbles prior to the dinner. For us it took just over two hours to travel up from Kettering to the DSS and we picked up Hans Van Tuil at Kingston so he could have a dose of sea air and feel his sea legs again. It was great to catch up with him and hear of his and Jackie's escapades whilst traveling throughout Europe on bicycles.

I heard from Yarandoo II. Mike and Sue said their Pacific passage from Tasmania to New Zealand (NZ) took 1,287 nms x 10 days, NZ to Raiatea took 2,483 nms x 17.75 days, Raiatea to Hawaii 2,838 nms x 22.25 days and Hawaii to Washington State 2,462 x 19.5 days, a total of 9070 nautical miles and 60 days, leaving Tasmania on February 14th and arriving at Port Townsend Washington State at the top end of the Juan De Fuca Strait on July 24th. The scenery there is stunning. They were getting a sail repaired and were going to head up to the San Juan and Gulf Islands and meet up with Duncan and Audrey around Desolation Sound in British Columbia. Apparently they have missed the window of opportunity to gain maximum benefit for traveling to Alaska this year.

We were saddened to read of the death of Vera Houdek recently. Vera and Zen have been Club members since 1981 and we express our sincere condolences to Zen.

As this is my last report as Commodore, and before the AGM, I would like to sincerely thank all members of the CYCT for their support and advice over the past two years. My special thanks to all of the Committee members for their continued and truly valued support. Without this support the CYCT would not be the Club that it is today. Please continue your support for the incoming Committee as I found there was a lot to learn. The Committee members really work hard for you.

Keep the interesting articles coming in - especially those who are fulfilling their lifelong cruising ambitions. We have so much enjoyed reading the articles in Albatross.

Thanks to all those people who have sponsored the CYCT in the Navigation Cruise and who advertise in the Albatross.

Thank you Andrew Davidson and the DSS for your help in making our transition from the Regatta Pavilion to your facilities. It has proved a great move.

Once again, thank you one and all.

Yours in safe boating,

**David Bryan AFSM**

## Vice Commodore's Report



Spring is here and our cruising calendar has more on-water activities on it. The first of our mid-week cruises out of Kettering was a success and more have been organised, at this stage on Wednesdays once a fortnight. We have also discussed varying the day based on the weather forecast and advertising it via email 2 or 3 days in advance. Another idea is to keep it on the same day and if the weather is inclement, retire for lunch at a local eating house. If you have any ideas about the organisation of mid-week cruises (which day, how often, etc), please let me know.

### **Anniversary Dinner, August 11<sup>th</sup>**

The Commodore brought *Freelance* up from Kettering and tied up alongside the DSS jetty. Gluhwein and nibbles magically appeared and 20 or so members were easily accommodated on board for an hour or so before the Dinner. *Asterix* also tied up alongside for the night.

### **Picnic, Sunday August 12<sup>th</sup>**

From the DSS, *Asterix* headed into Watermans Dock and went ashore for a cup of coffee while *Reflections* made her way to Mary Ann Bay. When we were within 15 minutes of the Bay, *Asterix* left the Docks and managed to get there before us. Hot water boats do have something going for them! We enjoyed a short walk to the historic Gellibrand grave (which is in need of maintenance as the sandstone is fretting away behind the paintwork and lettering on the front), then collected two bags of rubbish before having lunch. The forecast showers didn't amount to much so we had a pleasant day.

### **Weekday cruises Sep 12, 26**

Five members turned up at Kettering on Wed Aug 15<sup>th</sup> and headed off on *Margaret Ellen*. It wasn't really warm enough for swimming, but the sun was shining and we

---

motor-sailed to Snake Island where we were joined by *Ilinga*. A few shortcomings were discovered in *Margaret Ellen's* inventory which the Editor assures us will be rectified in the near future – I mean, you just shouldn't have to drink tea from a wine glass! A convivial lunch was followed by general discussion of the world's problems and a motor sail back to Kettering. We agreed to do the same again at fortnightly intervals.

The dates for September are Wed 12<sup>th</sup> and 26<sup>th</sup>. Meet at the Oyster Cove Marina Meeting Point (Chandlery/Marina Office) at 1000. Details are finalised on the day: destination, whose boat and duration. If more people turn up than can comfortably fit on one boat, we'll take two. Bring lunch and a drink (as well as warm clothing, wet weather gear, etc). If your boat is moored/berthed at Kettering, be prepared to be the host for the day. Any queries, ring me (0400 651 532) or call *Reflections* on VHF 16 (I'll have a handheld only, so don't try calling from outside Little Oyster Cove).

### **Other September Cruises**

September 9 is a day trip to the Duck Pond and The Quarries is the destination for the weekend of 22/23 September.

### **October activities**

Saturday October 6<sup>th</sup> is the combined clubs opening day of the new sailing season, marked by a sailpast in the Sullivans Cove area. All Club members are invited to join in the sailpast.

On Sunday October 7<sup>th</sup>, a picnic will be arranged for those boats returning to the Channel.

On the Hobart Show long weekend (Oct 25-28), we might try for Norfolk Bay again.

The Cruising Calendar is available on the website.

**Andrew Boon**



## **Rear Commodore's Report**

### **7 August 2007 – General Meeting**

After the general meeting Andrew Boon spoke to members about marine radio licensing requirements and some of the practical aspects of VHF radio operation. This was followed by a practice session where members could try operating a range of somewhat different radio sets. Thank you, Andrew, for organising the session and Ian Fletcher for assisting.

**11 August 2007 – Annual Dinner**

Thirty one members of the CYCT gathered at the DSS for the Club's annual dinner. Many of those attending joined the Commodore aboard *Freelance* for Glühwein. Thanks the Andrew and Judy Boon and Glenys Cunningham for preparing the mulled wine, members who provided some pre-dinner nibbles and to David and Joy Bryan for having us aboard.

Those who attended the dinner had an enjoyable three course meal and evening largely thanks to the DSS resident chef. Thank you to the members that attended and making the Annual Dinner a very enjoyable event.

**4 September 2007 – Annual General Meeting followed by September General Meeting**

The Annual General Meeting will be held at the DSS at 8 pm. This will be followed by the September general meeting.

There is no guest speaker in September, however the meetings are followed by supper. It is normal for members to bring a plate of food to share for the supper.

**2 October 2007 – General Meeting**

The October general meeting will be held at the DSS at 8.00pm. The guest speakers are Pat and Penny Price

**Milton Cunningham**

---

***Aurielle* in Vanuatu****John & Sue Cerutti**

Since the events in the last 'Albatross' article, we have completed a ten day loop trip out to Ambae and Maewo Islands and then a four week loop up and around the Banks and Torres Islands, a total distance of 520 miles. The winds have been predominately South East trades at 20-25knots which was fantastic for the trip out but not so good for the returning sections as the waves created by the winds seem to have no pattern to them at all. In the interests of crew comfort we sometimes chose our island destination by easing the sheets and heading to a different anchorage to the one planned the night before!

It is interesting to note that we have only seen one catamaran since we left Brisbane and that was the big one that sailed on the rally with us.

---



Ambae was a novel experience as the anchorage was inside an extinct volcano. There were supposed to be leads on the shore to guide us in over the shallow lip of the crater but the jungle had grown up over them. Another yacht had arrived the day before us and he came out in his dinghy to lead us in. He had checked it out in his dinghy before he went in yesterday. One of our jobs before we left was to hike up the hill and clear out the leads. It sounds impressive but we actually asked one of the locals if they could come with us and help, and he did most of the work with his bush knife. Almost every native you come across, including the little kids, carry one of these knives. They are really sharp and lethal looking but boy! are they good at clearing the jungle foliage.

Our next stop was Ansavari on Maewo Island. This is one of the anchorages that is featured in advertisements for Vanuatu. It has a waterfall just at the edge of the beach with a lovely big pool at its base. It was heavenly to be able to stand under the fall and wash and rinse our hair with as much water as we pleased. We stayed for a few days as the water in the bay was crystal clear and the snorkelling on the fringing reef was fantastic.

We made it back to Luganville again with two days to spare so that Gyles, one of Claire's visiting friends, could sample the delights of the shops before he had to catch his plane back to Brisbane. I say that very tongue in cheek because Luganville only has one street and most of the shops have been closed down. The remaining ones are run by the Chinese and mostly cater for the Ni-Vanuatu's. You really have to experience it though. To buy meat you go to the back of the hardware section of one store and to exchange Aust dollars for Vatu you go to the back of another store which looks rather like a really dusty Chicken Feed shop. Every shop sells an odd assortment of haberdashery, hardware, kitchenware, baby clothes, thongs, dress material and grocery items. Sometimes, if you are really lucky, you can even come across fresh eggs and bread.

Claire's other friend, Emily, was keen to stay for a few more weeks so we decided to head up to the Banks and Torres group of islands. This was a bit of a challenge, stores wise, as there are no shops at all so once we ran out of fresh veggies and fruit we had to rely on trading with the locals. It was a case of eating what ever they were willing to trade. I quite liked their grapefruits. They were really big and really sweet. It took me a lot longer to enjoy paw-paw. The first few that we were given were really ripe. Claire likened it to eating mashed pumpkin, and I had to agree with her but lately we have got them green and been eating them just as they turn colour and they are much more palatable, especially with the juice of a lime squeezed on them. Now island cabbage, or slippery cabbage as most of the yachties call it, is quite a different matter. As soon as it is cut it oozes out a juice that is quite sticky and no matter how you cook it, it tastes really slimy. We have eaten it at village feasts and it tastes quite OK (sort of). I think that perhaps they cook it without washing it first, but I am not game to do that yet.

---

From Luganville we headed up the coast of Espiritu Santo, stopping at Lannock Bay and Port Orly. Lannock Bay is just around the point from Champagne Beach, which is another bay prominent in advertisements for Vanuatu. The beach has



pure white powdery sand, crystal clear waters and a good snorkelling reef. The only trouble is that the chief who had tribal rights to the beach has cottoned on to how good it is and charges everyone to walk on the beach.

Lannock Bay is almost as nice and they welcome yachties at the guest house and as a bonus

there is a fresh water stream at one end of the beach where you can do your washing or fill up your jerry cans. Port Orly wasn't very impressive but you anchor at the other side of the bay behind Thion Island and once again the water is crystal clear and the snorkelling is fantastic. As an added bonus Thion Island has a lovely sand spit at the end where Claire and I found some really beautiful shells.

From Port Orly we headed across to the Banks Islands and our first stop off was at Lakona Bay on the island of Santa Maria. This was where our adventures really began because the people on these islands still live the traditional life. We were met by a guy in a canoe who introduced himself as Christophe. He was the secretary to the chief and came out to welcome us to the village. We were invited to come ashore and have a look around and if we liked he would organise some of the village ladies to perform traditional water music for us. The cost would be a little gift for each of the eight ladies. This was our first introduction to trading and we spent the next half an hour agonising over what would be appropriate.



Our next anchorage was on the island of Vanua Lava at a place called Waterfall Bay. This was another spectacular anchorage and very appropriately named as there was a twin waterfall tumbling down from a great height right onto the rocky foreshore. Once again there was a big pool underneath which we could use as our own spa bath. The chief of this island invited us ashore

to share a welcome meal with his family. When we arrived he sat us down and then he and his wife and two daughters sang us a welcome song in Bislama. I had trouble hiding my smile as it was to the tune was 'God Save the Queen'



After Vanua Lava we spent two days at the Reef Islands before heading to Ureparapara, the last island in the Banks group. This anchorage was similar to Ambae in that it was an extinct volcano, but this volcano had blown a chunk out of the north east wall so we were

actually anchored in the base of the volcano. It was similar to sailing into Port Arthur or Fortescue Bay with really, really high mountains all around you.

We became involved in an arranged marriage on this island. The chief of this island had organised for his son to be partnered with a girl from another island. They had not met yet, but had spoken on the phone. I am not sure why but both these villages have a satellite phone that is provided by and paid for by the Vanuatu government. Anyway, when the chief found out that we were headed for the Torres Islands and then planned to return to Luganville he got us to take photos of his family, print them out and deliver them to the bride-to-be's family on the island of Hui. We then had to take photos of the girl and her family and bring them back to the chief. Our payment was to be a meal of coconut crabs prepared by the bride-to-be's



mother. We managed all of the above but we didn't realise that the only good anchorage on Hui was on the opposite side of the island to the village! It was a good hour's walk up and over the hill, which was OK, but it took us a full day to find the track in the first place!

When we got to the village we were welcomed like royalty and the meal of coconut crabs was well and truly worth it. The other thing that the chief omitted to tell us was that we were to transport four live coconut crabs back to him as well!

The other island that we anchored at was Tegua and I really enjoyed this anchorage. Apart from the fact that it was secure and non rocky, the snorkelling was good and the family that lived ashore were really delightful. They lived a true subsistence lifestyle but were totally happy. Johnny, the head of the family was well educated and had worked in the government in Port Villa for quite a few years but had chosen to return to Tegua and the traditional way of life. They asked nothing of us but were really happy to sit in the shade and just talk. The grandfather, Jonah, had worked on a cargo ship in his early years and had spent quite a bit of time in Sydney. He had a great time reminiscing with us.

Well that is a very brief description of the last six weeks happenings. I could write heaps more about each place and the people we met but it would end up more like a book. We plan to head out to Ambryn soon as there is a three day festival of traditional culture being held there in the middle of August.

---

## Coast Radio Hobart New Members' Night

There will be a New Members' Night for new and prospective members of Coast Radio Hobart on **Tuesday 18<sup>th</sup> September** at **7.30pm**. It will be held at the Coast Radio Hobart headquarters at the Domain.

Anyone interested in hearing more about the work of Coast Radio Hobart is welcome to attend.

Membership of Coast Radio Hobart costs \$30 per year (plus a small joining fee) and entitles members to full participation in the valuable services provided by the organisation.

## ***Pendulum Voyages - II***

### **Pat Price & Penny Lade**

Richard left for Australia after nearly a month with *Pendulum* and Penny returned. She, too, enjoys Savusavu, but we wanted to circumnavigate Vanua Levu. We left Savusavu travelling west and again *Pendulum* overnighted at Navatu, but we did not go ashore. Next day it was back to Nabouwalu where we called upon further payment for the GT at the Indian restaurant. (Penny still corresponds with the owners daughter.)

Spectacular scenery up the west coast of Vanua Levu and around the top, all the while travelling inside offshore islands and extensive coral barrier reefs. Day after day we moved on, overnighting in secure anchorages until we arrived at the busy port of Malau, built to serve a sugar mill and a timber mill. The major town of Labasa, by far the biggest on Vanua Levu, is about 15km inland. We enjoy the bustle of Fijian towns and Labasa has a large Indian population and Indian restaurants.

There is virtually no formal ship radio service in the Pacific that suits yachties and the task is taken up by volunteers such as Russell Radio in NZ, and in Fiji a daily schedule run by Jim Bundy on HF radio from an extremely remote location on the NE coast of Vanua Levu. Jim and his Japanese wife Kyoko live on Also Island and have set up a small boat building business providing craft for the local villages. Nice to meet them after so much radio talk. Typically each year only a handful of yachts visit this remote area of Fiji.

We travelled on around the spectacular Udu Point that is the NE tip of Vanua Levu. We overnighted at Albert Cove on Rabi Island, all very beautiful after a somewhat blustery day sailing largely hard on the wind.

Next stop was the Island of Taveuni. This island atypically lacks good anchorages but we left *Pendulum* at Somosomo, virtually straddling the 180 deg meridian, and bussed up to Matei, a spectacular coastal vista. It is a beautiful township – a fact obviously recognized by the rich and wealthy looking at the five star resorts being built in the area.

The circumnavigation of Vanua Levu took us about three weeks and the final passage along the south coast was in very strong trade wind conditions - wind about 35 knots and a 4 metre swell. We were glad that as we rounded the Naviavia Island and came up into the wind for the last few miles into Savusavu past Jean Michel Cousteau (son of that diver Jacques Cousteau) resort, we were in the lee of the land. Again we tied up to the Copra Shed Marina and no doubt were in good time for happy hour. Penny returned to Tasmania and I was alone for the first time in months.

---

Foreign yachts can stay in Fiji for 4 months at a time and my time was nearly up. I wanted to depart from Fiji at Lautoka so made a quick retrack back along the south coast of Vanua Levu, with an overnight stop at Nabouwalu to call on more Indian food for the GT. Left very early for the north to south crossing to Vitu Levu and into Nananu-I-Ra for the night. Then west and south around Vitu Levu to Vuda Marina and a bus ride into Lautoka to clear Customs!

After four months of the lazy life in Fiji I was frankly not looking forward to hitting the high seas and on to the next stop, New Caledonia, about 600 miles south west. Under time pressure, I cleared Customs at Lautoka and departed singlehanded into boisterous tradewinds on route to Lifou Island at the eastern side of the main island Grande Terre in New Caledonia. Four days later we were hurled into the Baie Du Chateaubriand to make a landfall at We. I had little understanding of the harbour behind a breakwater at Honem, a misjudgement it appeared to me would give a rough landing on the reef immediately downwind. As it turned out, as I rounded the breakwater I found a small, modern marina and some fellow yachties.

We is a sort of port of entry into New Caledonia. One is given seven days after entry to report to the capital Noumea for a full entry and it is a direct upwind passage. Respite was found as a group of us paid the cost of flying an immigration officer from Noumea, giving us more time. This was great as I thoroughly enjoyed We and in particular, the passage around the northern end to some best diving in the world on the NW coast. Champagne water at 30 deg and great coral and fish. The passage across to Grande Terre took a long day, 3.00 am start, an entry through the barrier reef and into an anchorage on the coast of Grande Terre.

The trip down the coast to the reef entry at Canal De La Havannah at the bottom end of Grande Terre was a pain! Punching directly into a strong SE wind, no chance of sailing but motoring at about 2 -3 knots was the best we could do. Arrival at Canal De La Havannah, which has a bad reputation for providing massive tide vs swell overfalls at times, though Pendulum has not encountered it here, was more than welcome and an anchorage at Bonne Anse before a passage through Canal Woodin and up to Port Moselle Marina in downtown Noumea. Pendulum's diesel decided to stop 100 metres short of the marina but a very quick air bleed at the fuel filter had her going in no time. Second time this has happened since the engine replacement. I suspect an air intake at the primary filter. Noumea really is little France. The town is little like other Pacific capitals, Noumea is a rather modern and bustling metropolis.

Entry formalities are a breeze in Noumea. A call on the VHF radio to the marina management leads to a free berth for the first night and within an hour or two Customs, Immigration and Quarantine have all been on board and one is free to roam New Caledonia.

Noumea can be rather expensive in many aspects. The better French restaurants are prohibitive, though the Vietnamese and Asian eateries are affordable. Even beer is costly over a bar but is reasonable bought in the supermarkets, though wine

---

is costly here too. Excellent French cheese is very cheap. The town markets next to the marina provide most of one's fresh food needs.

Penny arrived and we spent an absolutely enchanting couple of weeks exploring the most beautiful Ile des Pins which lies about fifty miles SE of Noumea.



*Cruising heaven?*

Spectacular scenery, good anchorages, crystal clear water for snorkelling, lazy days with walks ashore, socializing and sundowners and keeping a watch on a cyclone that had formed in Vanuatu.

It is now late in the Pacific cruising season, not a place to be later than November when cyclones are common. Back in Noumea I met up again with Freddie and Rick aboard their Peterson 44 *Moire*. I had first met them in Rabaul in Papua New Guinea where I lived in the late 70's. At that time I cruised with them in the Solomons and into Cairns when I had my first yacht, a Nicholson 32 called *Rozinante*. Freddie and Rick have been in the Pacific ever since and an insight to their life is available at [www.log-of-the-moire.com](http://www.log-of-the-moire.com), which is fascinating reading, if a bit left field.

Graeme, a friend from the sixties, flew into Noumea to join for the passage to Coffs Harbour. The first few days were typical downwind trade wind sailing but the weather deteriorated as we approached port and we made it into harbour as darkness fell, minutes before a 180 deg wind shift with a gale arrived. Two other yachts 100 miles behind us, also having travelled from Noumea, took three days to get in and were more than happy to do so as this coast does get rough at times.

Graeme got a midnight train home to Brisbane and I headed south for Hobart alone. First leg was to Coasters Retreat inside Broken Bay for a couple of days rest, then on to Eden, bypassing Sydney and friends as I was determined to get home by Xmas this year.

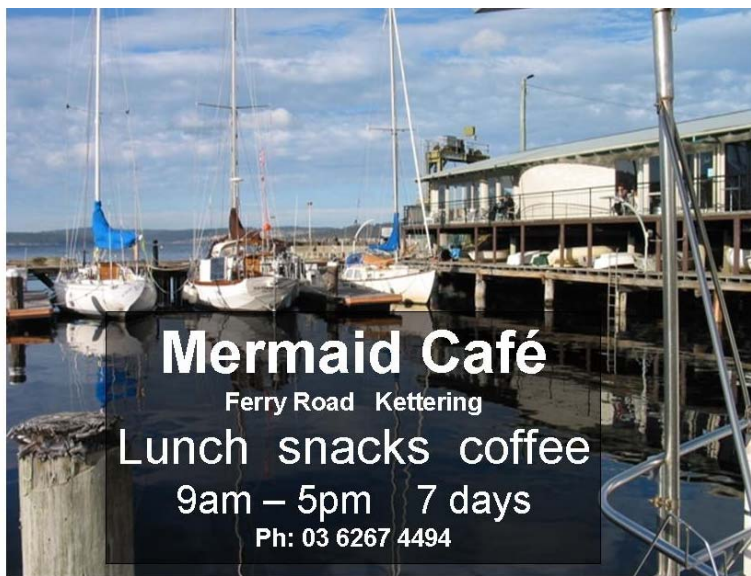
Besides the Fleming steering vane, Pendulum has two autopilots, but the old one gave up in Fiji and the newer one about 20 miles out from Eden where I was motor

sailing into slop. At Eden I had a new unit sent down from Sydney, a Raymarine unit, which I jury rigged before leaving.

In Bass Strait, as ever the weather was bad, and though there was a storm warning out for Victorian and Tasmanian waters, in the middle was gale force warning, so once again *Pendulum* was reduced to just a triple reefed main but more or less laying a course for Maria Island, as I intended to go straight home to Howden without stopping. My humour was reduced to negative readings when, for the first time ever, an overfull cockpit of water poured through the companionway and landed on the end of the port side quarter berth and drenched the course computer, part of my new autopilot, lying there. Brand new and wrecked.

I chose to travel inside Maria Island as it was at night, the wind had dropped right out, and motoring with no autopilot and hand steering ensured the tight navigation here kept me awake. Though only just - my eyes were that heavy near Sloping Island that I was unable to sit down - if I did I fell asleep.

We had an easy early morning passage through the canal and *Pendulum* found her mooring mid afternoon. This voyage was shorter than the 2005 trip, but we travelled 10,000 miles and had a ball. And arrived home for Xmas and in time for a couple of old friends, Graeme from the Noumea to Coffs passage and Bruce, Commodore of the Mersey Yacht Club, to join *Pendulum* for the RYCT circumnavigation cruise held in February this year.





## Going About

*This section of 'Albatross' is devoted to news items, snippets and short articles relevant to members' interests. All contributions gratefully received. Ed.*

### Life Member Ken Newham – 90<sup>th</sup> Birthday

Ken Newham will be celebrating his 90<sup>th</sup> birthday on Saturday the 6<sup>th</sup> of October 2007.

There will be an open house at Ken and Doris' place on the afternoon of the 6<sup>th</sup>, at

Unit 2  
19B Emmett Street  
Smithton

All past and current CYCT members are welcome



### From John Brodribb

I have a Brydon marine toilet with hand pump that I removed from *Foxy Lady* a few years ago when I installed an electrical powered replacement.

It is available without cost to anyone wanting a traditional marine toilet first installed around 40 years ago. It was in reliable working order when removed, other than minor leaks around the pump shaft.

My contact details are:

Telephone 6261 2659

Mobile 0427 612 659

E-mail [brodjin@bigpond.net.au](mailto:brodjin@bigpond.net.au)

**Recent MAST Notices to Mariners – Southern Tasmania**

**Notice No.** M87-07 **RYCT Marina**

**Valid From:** 08/08/2007

**Valid Until:** Perpetual

**Notice:** Mariners are advised that two new navigation lights have been established to mark the outer ends of the marina breakwater.

Details are as follows.

Positions are to the WGS84 datum.

Northern End - Character: FIR 4S 1M  
Position: 42° 53.8059'S, 147° 20.1117' E

Southern End Character: FIG 4S 1M  
Position: 42° 53.9140'S, 147° 20.0916' E

**Free Grog!!**

Do I have your attention? Thought so.

Usually, at the time of compiling the current 'Albatross' I am sitting on at least one article for use in the following month's edition. Right now I have nothing in reserve for the October newsletter, and this may be more of a problem than usual as I will be away for a few weeks and managing its production by remote control.

What's this to do with free grog? Well, remember the Editor's Prize. A bottle of decent port for the article the Editor judges the best during the current Club year (July to June).

So please, consider putting pen to paper or finger to keyboard, and make a contribution to this worthy journal. We have been spoilt recently with excellent articles on cruising in exotic places, but this does not mean that all articles have to cover this subject. On the contrary, variety is what will help make 'Albatross' more interesting. Be it a Channel cruise, a memorable picnic or other meal on a boat or beach, an article relating to boat maintenance, navigation, weather forecasting, boat handling, you name it - it will be more than welcome, especially if accompanied by photos.

Please don't make me spend part of my holiday trawling websites for content. The home grown stuff is much more interesting.

*Ed*

## Welcome – New Members

←————→  
Brendan & Catrina Boon

*Two “B”*

Philip & Jane Mason

*Athena*

Quentin & Fiona Tuxen

*Sunbeam*  
←————→

On behalf of all 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.

## New Members' Profile – Quentin & Fiona Tuxen

Quentin and Fiona have 70 years of Yachting experience between them.

Quentin has been involved with Racing Yachts since he was twelve. In the many years since, he has been involved with 'off the beach' boats to Maxi Ocean Racers. Quentin's experience includes World Championships, many offshore races In Victoria, South China Sea Race and Sydney Hobart Races.

Sanity had to overtake him sooner or later, so after the 2005 Sydney - Hobart he decided give up competitive sailing for pleasure boating and purchased *Sunbeam* for that purpose. Quentin's love of the ocean is met by the many boat deliveries he is employed to do - anything from small yachts to luxury power vessels.

Quentin and Fiona are both members of the Sandringham Yacht Club in Victoria, where for many years they raced their Thunderbird, won many races and became Club Champions on two occasions. Since moving to Tasmania seven years ago they have purchased a Huon Pine motor sailer which they are slowly renovating – slowly, as they have been building a house at the same time.

Fiona has raced competitively in Victoria and the Brisbane Vanuatu Race. Prior to Racing she had a 'Top Hat' which she cruised extensively in Victoria and Tasmania. She then built an H28 (Karn Walker Design) and continued cruise in Victoria and Tasmania.

Fiona and Quentin look forward to exploring Tasmanian cruising grounds further and meeting new friends in the CYCT cruising fraternity.

---

# **D'Entrecasteaux Marine Electrics**

## ***Kettering***

The electrical systems on your boat are a vital part of your safety equipment. Can you afford to have them operating at anything less than 100%?

**TROUBLE-SHOOTING**

**REPAIRS**

**REWIRING**

**Campbell Gregory**

**Ph: 03 6267 4980**

**Mobile: 0400 871 332**

# Electrolysis

The following article has been reproduced, with permission, from the website of a Danish company, Jefa Rudder Systems, that builds and sells steering systems. The web address for this article is [www.jefa.com/install/electro.htm](http://www.jefa.com/install/electro.htm). Copyright is owned by Jefa Rudder Systems

## Different types of corrosion:

Corrosion is one of the biggest enemies of a yachtsman. There is a lot of misunderstanding about corrosion. One often mistakes the corrosion taking place under water for the corrosion taking place above deck. It's very important to identify two types of corrosion:



*Example of electrochemical corrosion caused by an electrical connection of the rudder stock with another underwater object like the propeller shaft.*

This electrical element is built by two different metals with an electrolyte in between. The best example for such an element is a battery as used in every yacht or car. This electrochemical corrosion is also known as electrolysis or galvanic corrosion. As this corrosion is the biggest danger for all underwater metals we will go into depth how avoid this.

### **Chemical corrosion or dry corrosion.**

This type of corrosion takes place when metals are attacked by certain elements or combinations of elements. This type of corrosion takes place above deck. A well know type of this corrosion is rusty iron. The protection against this type of corrosion is achieved by surface treatment.

### **Electrochemical corrosion or wet corrosion.**

This type of corrosion arises from the creation of an electrical element

## The principle of electrolysis:

The principle of electrolysis is based on the fact that when a metal is put into water it will create a non neutral voltage. On the surface a very small quantity of positive charged metal ions will break out leaving the negative charge in the form of electrodes behind in the metal. The reaction is (Me=metal)  $Me \rightarrow Me^{z+} + z e$ . The metal will be negatively charged. As long as this metal is not connected to another object with a different charge, nothing will happen and a balance will have been reached.

The reaction as described above is not enough for electrolysis to arise. The problem starts because all existing metals have a *different* charge when put underwater - some positive, some negative. The absolute charge varies and

increases when the temperature rises, the amount of salt in the water is higher and if more oxygen is present in the water. The absolute worst place for electrolysis is the Mediterranean as all factors are on it's worst.

The phenomenon described above is still not enough for electrolysis to arise. Only when the two different metals are electrically connected, electrolysis can start. One metal (the one with the most negative charge) will act as anode and sacrifice itself. The other metal will act as cathode. As the anode is electrically connected to the positively charged cathode, it can't reach it's natural negatively charged balance as described above. But it will constantly try to reach it. To get a more negative charge, the metal will split constantly into positively charged metal ions breaking out of the surface and leaving behind the negatively charged electrons. The electrons will be transported through the wire connection the two metals to the more positive charged cathode, and the whole process will start over again. It will only end when the complete anode is dissolved.

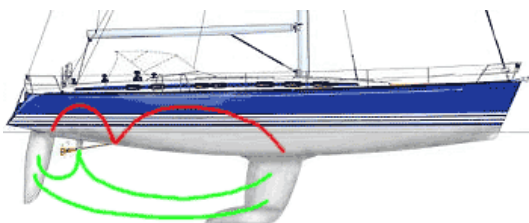
### Electrolysis on GRP and composite yachts:

Let's now project this theoretical phenomenon to your sailing yacht. First we have to determine which metal will start acting as anode. The following list is of metals in order of electro negativity, starting with the most negatively charged metal: Magnesium, Zinc, Aluminium, Steel and Iron, Cast Iron, Stainless Steel (active) , Lead, Brass, Copper, Bronze, Stainless Steel (passive), Carbon. (One can make Stainless Steel passive by chemical treatment after machining). Second, the hull material is important. Let's start with composite hulls.

Typical rudder stock metals are aluminium and (active) stainless steel. Typical propeller shaft metal is (passive) stainless steel.

Typical propeller metal is bronze. Typical keel material is lead or cast iron or a combination of both. (The propeller shaft can be made out of passive stainless steel as the geometry is often very simple; no welding will have to be done and can be ordered as passive stainless steel).

Let's take a yacht with an aluminium rudder shaft, standard propeller drive system and a cast iron keel. Some boat builders choose to connect all three parts with a copper wire (see red line in illustration). They protect the complete system with a zinc anode on the propeller or propeller shaft. The zinc anode has the lowest electro negativity and will act as anode. The propeller shaft, made of passive stainless steel, will act as cathode. As long as the zinc anode is present, it will all go well. Problems will arise when the zinc anode either is completely dissolved or falls off. The new anode will be the aluminium rudder shaft, which will start to



sacrifice itself. Even if one had chosen to use a stainless steel (active) rudder shaft, the same would happen: The rudder shaft will start to dissolve in the water. A typical example is a Scandinavian boat owner, having sailed years without any problems, now take's his yacht to the Mediterranean and is confronted after one year in the water with the fact that the zinc anode has been completely dissolved in the water and his rudder shaft shows signs of electrolysis. The extreme salty and warm environment highly increases the electro potential difference between the different metals, making the reaction to go much quicker.

### **Solution to avoid electrolysis:**

This is the reason that we can only advise to make sure the rudder shaft is completely electrically disconnected from the rest of the vessel. Often this connection is made without the awareness of the boat owner. Other parts on the yacht, like the steering system and autopilot drive, are linked to the rudder shaft. Parts like the engine control and instruments are again linked to the steering system. Without any precautions a connection to the engine and propeller shaft is easily made. As the general negative pole of the power supply on the yacht is mostly connected to the engine, every electrical function on board is connected to the propeller shaft. (An exception to this is when a thrust bearing in combination with an electrically isolated flexible coupling is used in the propeller drive system). Let's closely look at the parts that could connect to your rudder shaft:

**Autopilot drive:** As the negative pole of the autopilot drive is mostly continuously connected to the battery and thus to the propeller shaft, we have a very dangerous potential connector. One should thereby always check if the housing and drive shaft of the autopilot drive is insulated from the negative pole (most autopilot drive manufacturers will not guarantee an electrical insulation!). Even when there is no connection (an infinite resistance on the resistance meter), eventually a connection inside the electrical motor could arise due to carbon dust, worn from the carbon brushes in the motor, connecting the negative pole to the housing.

The best solution for disconnection is to insulate the autopilot drive shaft from the tiller arm connected to the rudder. As most autopilot drives use a rose joint - pin connection, one should use an insulated rose joint. As most rose joints used in this application are standard industry products, insulation is not a subject. Mostly the housing and the ball are made of stainless steel. Between the ball one can either find a bronze bush or a thin Teflon layer. The first one is completely non insulation, the second is insulating up until the Teflon is worn.

**Steering system:** If you use a hydraulic steering system, in combination with nylon flexible hoses, there is no problem. As the use of a hydraulic system on a sailing yacht is very rare, one should concentrate on mechanical steering systems. Two methods of steering can be used: cable steering or rod steering. Cable steering systems can't be electrically disconnected from the rudder. Rod steering systems always use a rose joint to connect to the rudder. The same rules of disconnection are valid as shown in the above section on autopilots. If complete

---

insulation of the connecting rod (draglink) is not possible, one should take the same measurements as on cable systems; electrically insulate the steering system and pedestal from the rest of the yacht.

**Engine control mounted on steering pedestal:** As the control cables of the engine control are made of steel and stainless steel one should carefully insulate the engine control housing from the pedestal.

**Various instruments and switches.** Often the pedestal is covered with instruments and switches. One should make sure the cables attached to these instruments and switches are not in contact with any metal parts of the steering pedestal.

**Compass wire:** In most cases, the compass wire will run through the pedestal. A cable joint will be made in the top of the pedestal or binnacle. Please check if no contact is made to the pedestal or binnacle.

### **Test methods:**

When the yacht is ashore, these connections can be tested by using an accurate resistance meter. One should connect one pole to the rudder shaft and the other pole to the propeller shaft or keel. The resistance should be infinite. If the resistance is less, one has a current leak and should test all above possible connections.

When the yacht is in the water, one can do the same test. A second test is to measure the voltage difference between the rudder and propeller shaft. Depending on the factors water type, temperature, used metals as described above, the voltage difference can vary from a couple of millivolts to tenths of volts. If a voltage difference is present, there will be no connection between the measured parts.

### **Electrolysis on aluminium and steel yachts:**

The rules for avoiding electrolysis on aluminium and steel yachts are the same as on composite yachts - disconnect the rudder from the rest of the ship. Mostly metal ships will have metal rudder blades. It's advisable to protect these blades with a separate zinc anode on the rudder blade, especially when different types of metals or metal mixture are used. For example a stainless steel rudderstock with a steel blade, or an aluminium rudder stock with an aluminium blade. The aluminium of the rudder stock is not the same as the aluminium of the blade. A small galvanic element is created that should be protected with an anode.

### **Electrolysis between the yacht and the outside world:**

This type of electrolysis is the most feared type. A complete aluminium hull can dissolve in one month making the yacht a total loss. Instances are known even on composite yachts that lost a complete stainless steel rudder in one month time.



As this explanation of electrolysis is mainly based on protecting the rudder system, and as long as the rudder shaft is electrically disconnected from the rest of the yacht, the rudder shaft can't suffer from electrolysis.

The only way to prevent electrolysis between your yacht and the outside world is to completely isolate the power supply via a galvanic isolator.

The following links provide more information on electrolysis and galvanic isolators.

<http://www.yandina.com/electrolysis.htm>

<http://www.boatsurveyor.com/corrosion.htm>

<http://www.islandnet.com/robb/marine.html#CorrosionProtection>

<http://yachtsurvey.com/corrosion.htm>

<http://www.boatelectric.com/corrosio.htm>

---

## Lightning Protection

Reproduced from [www.bayacht.com/aaa/nl-artic/lightng/lightart.htm](http://www.bayacht.com/aaa/nl-artic/lightng/lightart.htm)

Even though the odds are in your favor that your boat may never be hit by lightning, if it happens it can have devastating effects. Don't take a chance, **protect yourself**. If you are in a small boat and close to shore when a thunderstorm approaches, get in and off the water immediately. Better yet, don't go out if thunderstorms are predicted. But what if you are miles offshore and a storm pops up? Hopefully, you have prepared in advance.

The voltages involved in lightning are so high that even materials that would normally be considered non-conductive become conductors, including the human body. The voltages are so massive that if they start to travel through a boat's structure - say through its mast - then meet with high resistance (for instance, the hull skin) the current discharge, in its attempt to reach ground, may simply blow a hole in the non-conductive barrier. The safety conscious Captain should make sure that his vessel is properly protected. Reference should be made in detail to the standards for lightning protection as set forth by the American Boat and Yacht Council (ABYC) and the job should be performed by a licensed marine electrician.



In theory, a lightning protection system is used to create what is known as a "Faraday's cage," so called after the late nineteenth-century scientist Michael Faraday. The principle of a Faraday's cage is to provide a surrounding, well-grounded, metal structure, in which all of parts are bonded together and carry the same electrical potential. Such a "cage" attracts and carries any lightning strike to

ground much like lightning rods on buildings. In other words, you need to provide an unobstructed way for the lightning to dissipate its energy to ground (the water surrounding you). Faraday himself risked his own life to prove this theory. The additional benefit of a lightning protection system is that it tends to bleed off any charge build-up in the general vicinity, possibly averting a lightning strike in the first place.



So how does a lightning protection system work? In a boat, the "cage" is formed by bonding together, with heavy conductors, the vessel's mast and all other major metal masses. A marine electrician must tie in the engines, stoves, air conditioning compressors, railings, arches etc. with a low resistance wire which would ultimately provide a conductive path to ground (the water) usually via the engine and propeller shaft, keel bolts, or better yet, a separate external ground plate at least 1 square foot in dimension. It is important that you ensure that your crew fall within the protection of the "cage," something not always feasible when the vessel is not built of steel or aluminum. On fibreglass or wooden boats it is advantageous to have a mast or other conductive metal protrusion extending well above the vessel, creating what is known as a "cone" or zone of protection.

It is generally accepted that this cone of protection extends 45 degrees, all around, from the tip of the metal protrusion.

This means that if the aluminum mast of the average sailing vessel is properly bonded to the vessel's other major metal masses and is given a direct, low-resistance conductive path to ground, the entire boat should fall within the protected zone. If the vessel has a wooden or composite mast, a marine electrician can achieve the same effect by installing a 6 to 12 inch metal spike at the top and running a heavy conductor down the mast and as directly as possible to ground, usually through the engine and propeller shaft. **Note - this is not a do-it-yourself project.**



## CYCT Calendar

### Wed 29<sup>th</sup> August

Mid-week cruise – Kettering 10.00am

### Tue 4<sup>th</sup> September

Annual General Meeting - DSS 8.00pm .

### Sun 9<sup>th</sup> September

Day cruise – The Duckpond Barnes Bay

### Tue 11<sup>th</sup> September

Committee Meeting – 7.30pm

### Wed 12<sup>th</sup> September

Mid-week cruise – Kettering 10.00am

### Sat-Sun 22<sup>nd</sup>-23<sup>rd</sup> September

Overnight cruise – The Quarries

### Wed 26<sup>th</sup> September

Mid-week cruise – Kettering 10.00am

### Tue 2<sup>nd</sup> October

General Meeting – DSS 8.00pm Pat Price will talk about his voyages in *Pendulum* in the Pacific

### Sat 6<sup>th</sup> October

Combined clubs opening day of the new sailing season,

### Sun 7<sup>th</sup> October

Picnic for those boats returning to the Channel from the season opening day sail past

### Tue 9<sup>th</sup> October

Committee Meeting – 7.30pm

### Sat-Sun 25<sup>th</sup>-26<sup>th</sup> October

Weekend cruise – Norfolk Bay

*Note – up to date details of all planned cruises and events can be found on the club website. [www.cyct.org.au](http://www.cyct.org.au)*

---

---

# CRUISING YACHT CLUB OF TASMANIA INC

## 32nd ANNUAL GENERAL MEETING

TUESDAY 4 SEPTEMBER 2007 AT 2000 HOURS

DERWENT SAILING SQUADRON, SANDY BAY

### AGENDA

1. Opening and welcome
2. Apologies
3. Minutes of the 31<sup>st</sup> CYCT annual meeting held on 5 September 2006 read and confirmed.
4. Cruise of the Year and Cruising Plaque
5. Treasurer's Report
6. Flag Officers' Reports
7. Election of Office Bearers for 2007 - 2008
8. Election of Honorary Auditor
9. Vote on a Motion to change the Constitution regarding meeting times (see below)
10. Close

---

### Notice of Motion

That the existing item 23 of the Club constitution, namely

'A General Meeting will be held at 8.00 pm. on the first Tuesday of each month (excepting January) at a place to be advertised in the "Albatross".'

be replaced by

'A General Meeting will be held on the first Tuesday of each month (excepting January) at a time and place to be advertised in the "Albatross".'

---

*The purpose of this amendment is to allow the Club to hold a General Meeting under special circumstances at a time other than 8.00pm, e.g. when a meeting is planned at a venue other than the normal meeting place and other planned activities make holding the meeting at 8.00 pm. impractical.*

Margaret Jones – Secretary

---

# Minutes of 2006 Annual General Meeting

**Minutes of the 31<sup>st</sup> Annual General Meeting of the Cruising Yacht Club of Tasmania held at the Derwent Sailing Squadron, Sandy Bay at 2000 hours on Tuesday 5 September 2006.**

## **WELCOME**

Commodore David Bryan opened the meeting and welcomed 28 members.

## **APOLOGIES**

Malcolm and Wendy McDougall, Kevin and Chris Hussey, Wendy Lees, Rod Barnett, Bill and Anita Mills, Jo and Les Westman, Sally and Tony Creese, Dianne and David Catchpole, Robert and Margaret Grey and Milton and Glenys Cunningham.

## **MINUTES OF THE PREVIOUS MEETING**

Minutes of the 30<sup>th</sup> Annual General Meeting of 6 September 2005 were published in the August 2006 edition of the *Albatross* and ratified at General Meeting in September 2005. That the Minutes of the 30<sup>th</sup> Annual General Meeting be recognised. Moved Roger Locke, seconded Rosemary Kerrison, and carried.

## **ELECTION OF OFFICE BEARERS**

Commodore David Bryan declared the committee positions vacant and invited Roger Locke to conduct the election of office bearers for 2006-2007.

### **Commodore:**

David Bryan – nominated Dennis Lees, seconded Keith Wells and elected.

### **Vice Commodore:**

Andrew Boon – nominated Lindy Jones, seconded David Bryan and elected.

### **Rear Commodore:**

Milton Cunningham – nominated Lindy Jones, seconded David Bryan and elected.

### **Treasurer:**

Dennis Lees – nominated Lindy Jones, seconded David Bryan and elected.

### **Secretary:**

No nomination received. Position vacant.

### **Editor:**

No nomination received. Position vacant.

### **Committee Members:**

Chris Creese – nominated Lindy Jones, seconded David Bryan and elected.

---

John Skromanis – nominated Dennis Lees, seconded Pam Skromanis and elected.

**Membership Officer:**

Annick Ansselin – nominated Lindy Jones, seconded David Bryan and elected.

**Warden:**

Keith Wells – nominated Lindy Jones, seconded David Bryan and elected.

**COMMODORE'S REPORT**

David Bryan presented the Commodore's Annual Report.

That the Commodore's Report be accepted – moved David Bryan, seconded Margaret Jones and carried.

**VICE COMMODORE'S REPORT**

Rosemary Kerrison presented the Vice Commodore's Report.

That the Vice Commodore's Report be accepted – Moved Rosemary Kerrison, seconded Andrew Boon and carried.

**REAR COMMODORE'S REPORT**

David Bryan presented the Rear Commodore's Report on behalf of Milton Cunningham who was absent.

That the Rear Commodore's Report be accepted – Moved Stephen Newnham, seconded Pam Skromanis and carried.

**TREASURER'S REPORT**

Dennis Lees presented the Treasurer's Report.

That the Treasurer's Report be accepted– Moved Dennis Lees, seconded Rosemary Kerrison and carried.

That Peter Dawson continues as Hon. Auditor subject to his acceptance.

Moved Dennis Lees, seconded Roger Locke and carried.

**GENERAL BUSINESS**

A discussion took place that CYCT consider a proposal for courtesy moorings at Coles Bay as part of the 2006/2007 MAST Works Program. There was general agreement that reminders for submissions for MAST Works Program be advertised in the Albatross, for future action by club members.

**MEETING CLOSED**

The meeting closed at 2045 hours.

## Members' Advertisements

### FOR SALE VENTO - 30 FT DOVEN

20 hp Bukh diesel, furler, electric sink, wash basin and head.

Equipment includes sails, anchor, metho stove, ice box, lazy jacks,  
sail cover, auto pilot, radios, CD player

Very roomy main cabin & forward berth. Sleeps 5 plus 1 child.

Long history of successful racing.

\$50,000

Contact Geoff Rosan - 0438 362 266

### The Oyster Cove Marina, Chandlery, & Brokerage

If you are...

Slipping	6267 4418
Chandlery	6267 4300
Rigging	0419 497 850
Buying or selling	6267 4259

Come down and see us at Kettering. Open 7 days.

Our hours are: Monday - Friday: 0830-1700 h  
Saturday: 0900 - 1600 h  
Sunday & Public Holidays: 0930 - 1230 h      Phone 03 6267 4300

Email: [oystercovechandlery@bigpond.com](mailto:oystercovechandlery@bigpond.com)

## Minutes of General Meeting – 07-08-07

**Minutes of the General Meeting of the Cruising Yacht Club of Tasmania held at Derwent Sailing Squadron, 7th August 2007 at 8.00pm**

### **WELCOME:**

Commodore David Bryan opened the meeting welcoming members and guests; Dennis & Jenni Walker, Paul Smeelie

30 Members were present.

### **APOLOGIES:**

Joy Bryan, Dennis & Wendy Lees, Annick Anselin & Dave Davey, Chris Palmer, Lindy & David Jones, Paul & Rosemary Kerrison, Sally & Tony Creese, Rod & Rosemary Barratt, Wendy McDougall, Phil Hebblewaite & Helen Stewart, Chris & Kevin Hussey

### **ACCEPTANCE OF PREVIOUS MEETING:**

Moved Barry Jones seconded Jose Navarro that the minutes of the General Meeting 3 July as printed in the June Albatross is a true and accurate record. CARRIED

### **BUSINESS ARISING:**

Nil

### **COMMODORE'S REPORT:**

David Bryan reported that the submissions to MAST for future works will be meeting 5<sup>th</sup> September at the Motor Yacht Club, Lindisfarne. There have been over 100 submissions from all regions.

New Members night on 13 July was well attended with a highlight being the presence of Peter & Barbara Willson from Melaleuca. It was enlightening to listen to tales of how they provide for their daily lives.

A warm welcome was accorded Caroline Dutton, the interim treasurer appointed by the Committee for the remaining financial year. We look forward to her nominating and continuing in this role in the future.

### **VICE-COMMODORE'S REPORT:**

Berths are available on the jetty at Derwent Sailing Squadron for the night of the Dinner 11 August. Would those requiring berths see Andrew Boon.

Sunday 12 August will be a picnic between Hobart and Kettering.

Wednesday 15 will be a midweek cruise from Kettering. Meet at the Oyster Bay Chandlery at 10 am.

September 9 will be a day trip to the Duck pond.

---



22-23 September is a trip to the Quarries.

### **REAR COMMODORE'S REPORT:**

A reminder that the Annual Anniversary dinner will be at D.S.S. at 6.30 pm for 7 pm. Pre-dinner drinks on board at an unknown craft. Please pay \$ 38 per person tonight.

### **GENERAL BUSINESS:**

#### **Cruising News:**

Jo Westman reported that Phil Hebblewaite and Helen Stewart are now in Timor. They have found people very friendly and enjoyed company of dolphins and other sea life. [VJT5585@sailmail.com](mailto:VJT5585@sailmail.com) will reach them but please no jokes or photographs. Mike and Helen Powell are in Vancouver.

#### **Burgees:**

Secretary, Margaret Jones reported that a quote for new Burgees was \$16 each for a quantity of 100 but more quotes are to be sought.

Moved Jo Westman seconded Bill Wright that if the cost of commercially produced burgees is about \$16 the Committee approve the ordering of such.  
CARRIED

#### **Artist news:**

David Bryan reported that he had encountered member Graham Brownell painting in the Duck Pond and that Terry Houghton had pictures in the Upper Deck at Muirs.

Leo Foley encouraged members to attend the D.S.S. for Dinner and Guest Speaker's night on 23rd August at 6.30 pm.

#### **Annual General Meeting**

followed by supper, is to be held on 4 September at 8pm. at Derwent Sailing Squadron, Marieville Esplanade, Sandy Bay.

### **RADIO DISPLAY AND PRACTICE**

A session of VHF radio use followed, led by Andrew Boon.

The meeting closed at 8.40 pm.

**Margaret Jones - Secretary**



## Inaugural Mid-Week Cruise



*'Ilunga of Derwent' and 'Margaret Ellen' rafted at Snake Island on the inaugural mid-week cruise on August 15<sup>th</sup>.*



### **Caption required**

This picture by Vice Commodore Andrew Boon of two CYCT members on board *Margaret Ellen* during the inaugural mid-week cruise in August is clearly in need of a caption. Send your suggestion to [editor@cyct.org.au](mailto:editor@cyct.org.au). The most amusing will be published in next month's 'Albatross'.

# LINDISFARNE BAY BOAT YARD

## FORD PARADE LINDISFARNE

- Slipping/Workshop Hire, Engine/Mast Hoist
- Jetty Hire Available
- Yacht Delivery/Raft Hire
- Boat Surveys
- Repairs/Fitouts to all types of craft
- Painting
- Engineering/Mechanical/Electrical

**MALCOLM McDOUGALL - MASTER 5 ENG. 2**  
**PHONE 6243 1321 MOBILE 0408 123 805**



**MOORING AND DIVER SERVICES**  
**CONTACT BEN WEST - PHONE 0421 443 003**

**SERVICING CHANNEL AREA EVERY 4 - 6 WEEKS**  
**SERVICING EAST COAST ANNUALLY NOV/DEC**

