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Huon reflections

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

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THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay Tas. 7006

www.cyct.org.au

Commodore	Leo Foley	H 6228 6486	<i>Talisman II</i>
Vice Commodore	Andrew Boon	H 6228 5807	<i>Reflections</i>
Rear Commodore	Milton Cunningham	H 6247 6777	<i>Boots 'n' All</i>
Treasurer	Caroline Dutton	H 6224-3229	<i>Sagres</i>
Secretary (Acting)	Margaret Jones	H 6272 5660	<i>Lalaguli</i>
Editor Albatross (Acting)	Neil Crollr	M 0417 572 473	<i>Thowra</i>
Committee	John Skromanis	H 6267 2766	<i>Rhona Marion</i>
	Mike Temple-Smith	H 6247 3969	<i>Minder</i>
Membership Officer	Annick Ansselin	H 6267 4852	<i>Windclimber</i>
Warden	Chris Creese	H 6223 1550	<i>Neptune</i>
Quartermaster	Ian Fletcher	H 6229 8189	<i>Asterix</i>
Albatross mailing	Chris Creese	H 6223 1550	<i>Neptune</i>
Webmaster	Dave Davey	H 6267 4852	<i>Windclimber</i>

Life Members

Erika Johnson

Ken Newham

Doris Newham

Send all material for publication in *Albatross* to:

The Editor PO Box 2002 Kingston Tas 7051

editor@cyct.org.au

(electronic copy preferred)

Huon reflections

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Franklin reflections

CYCT Calendar

Tue. 5th August

General meeting – Derwent Sailing Squadron at 8pm

Guest speaker Jack Woodward will talk about building model Yachts and their restoration.

Sat. 9th August

2008 CYCT Anniversary Dinner

Sun. Sept. 14th

Cruise to Little Fancy Bay

Sat – Sun 27-28th Sept

Cruise to Adventure Bay

Sun. 5th Oct

Picnic somewhere near Mary Ann Bay

Show Day long weekend, Oct 23-26

Cruise to Nubeena



Editorial

Again, my apologies for the lateness of the last *Albatross*—most of the glitches have gone now, thanks to some long-distance communication with people who better deserve to have been left to cruise in peace. The only remaining glitch is that the 'upload' facility on the CCYT web page still seems to be faulty, so the electronic copies may not be able to be loaded for a while.

This month's edition features a new part in Roger Locke's valuable series on batteries, several parts of which were published in *Albatross* some four years ago. Roger has sent me copies of the previous articles, so let me know if you would like them republished in the near future. The story of *Aurielle* in the Pacific continues, and there is some interesting information about jetty developments in Kettering. Then Roger Locke, our major contributor for this month, comes back with a run-down on the cruising activities undertaken by some of the hardest members during June. No running to the tropics for this mob—thanks again Roger.

Neil Croll

editor@cyct.org.au

Commodore's comments



As our Anniversary approaches, it is worth reflecting on the CYCT's origins and objectives. The Club was formed to fill a void in the yachting fraternity, attracting members with little interest in racing and the commitment of regularly scheduled events. It was built on the sharing of knowledge between members, mostly in an informal manner.

In the early days, there were dreams of owning large premises, but these have given way to the reality of today's financial constraints. Our links with the Derwent Sailing Squadron for our meetings benefits both clubs, bringing together people with a common interest and shared experiences. Likewise, accredited training courses, once conducted by CYCT, have given way to the Sailtrain program, which provides a level of professionalism above the resources of a small Club. It is particularly pleasing to see the involvement of CYCT members in that programme.

Our monthly meetings continue to surprise—we have retained that friendly coming-together of people with a shared interest. Even members who we rarely meet on the water regularly attend meetings, enjoying the presentations of the guest speakers, and maintain enduring friendships. The camaraderie between members is, I believe, where we, the Club, is able to offer a unique experience.

Our flagship magazine, *Albatross*, is a wonderful example of cooperation. It requires a considerable joint effort each month, led by the Editor, but supported by printing and distribution efforts, and would be impossible to produce if it were not for the articles provided by 'we, the members'. Particular thanks go to Neil Croll, who has taken over as Editor while Chris Palmer is away cruising. The Club is indeed fortunate to have people willing to step forward when required. Please help Neil by providing him with your cruising or technical articles—or even snippets for Albert to report on.

Talking of stepping forward, the Annual General Meeting is scheduled for September. All Committee positions are vacant and nominations are very welcome. Newer members, with fresh ideas, are particularly encouraged. It is a great way of getting to know other members, and influencing Club activities. Please consider!

I hope to see you all at the Anniversary Dinner.

Leo Foley

Vice Commodore's report



This month's report comes from Ulmarra, on the banks of the Clarence River about 35 nautical miles from Iluka/Yamba and five miles from Grafton. We added another town to *Alamak's* cappuccino survey of the east coast this morning and are now trying to decide whether to move up to Grafton today or tomorrow. The tendency to procrastinate on fine, sunny days will probably mean that we'll stay at Ulmarra until tomorrow!

Alamak's progress can be followed on Chris Palmer's blog (www.alamakheadshome.blogspot.com). We have recently been in company with a cruising yacht heading to New Caledonia and another couple who are bound for the Louisiades in PNG. It's not that far from here, you know...

Speaking of far away, we have heard *Aurielle* and *Pendulum* calling in to Tas Coast Radio fairly regularly on 4483 kHz from Tonga.

Anniversary Dinner, Sat Aug 9

If anyone would like to bring their boat into Constitution Dock for the night of the Anniversary Dinner, please contact the Rear Commodore. There will be a charge for staying the night (\$17 or so).

Little Fancy Bay, Sun Sep 14

Head for Little Fancy Bay for lunch. Listen for the cruise leader calling on VHF 16 at 1105 for confirmation of the destination. I hope to be back in Hobart by this date, and if anyone wants extra crew, please let me know. It's a bit far for a day trip from Hobart on the day after returning from Cairns (that's my excuse anyway).

Adventure Bay, Sat/Sun 27/28 Sep

The days will be getting longer so we'll have another attempt at getting to Adventure Bay for the night. I will put out a call on VHF 16 at 1005 and 1105 to see who is around and confirm the destination. *Reflections* will definitely be out for this one and I would encourage other boats from town to come along (as well as those stalwarts from the Channel, of course!).

Combined Clubs Opening Day, Sat Oct 4

Be part of the sail-past in the traditional opening of the yachting season. I will give more details as I get them, but work on a 1400 start somewhere near the Regatta Grounds.

Picnic, Sunday Oct 5

Somewhere near Mary Ann Bay so that those boats returning to the Channel as well as Hobart-based boats can attend. Listen to VHF 16/77 at 1105 for details.

Show Day long weekend, Nubeena, Oct 23-26

I have never sailed to Nubeena, so that's where we are headed for the Show Day break. If you have to work on Friday, consider a Friday evening getaway—call *Reflections* on VHF for directions. If you can get away on the Thursday, listen at 1005 and 1105 on VHF 16/77 for details (I'll be looking for some guidance from those who have been there before).

Mid-week cruises out of Kettering

These are still on the Cruising Calendar, although with the Editor and Vice Commodore absent, we might be a bit light on for promoters. If you are going out for a cruise on these days, call by the Oyster Cove Chandlery at 1000 or so and see if there are any fellow members looking lost.

Members' Cruising Plans

These are cruises which individual members are planning, so that other members who are interested in visiting the same areas can make contact and possibly sail in company (or as additional crew).

If you are planning a cruise, please keep me up to date with your plans and I'll list them. The usual caveats apply, ie, listing a proposed cruise is not an offer to take any responsibility for others tagging along, but the usual flow of information between members may help you make your own decisions.

406 MHz EPIRB Bulk Purchase

If you are interested in being part of a bulk order, please contact me as soon as possible, by phone (0400 651 532) or email (aboona@bigpond.com).

Pre-Cruise Briefings

I'm floating the idea of having a short session prior to overnight or longer cruises, to discuss anchorages, charts, notices-to-mariners, distances and times, etc., particularly for new members but available to all. If you have any suggestions or comments about the idea, please let me know. We could run a short session at the general meeting prior to the cruise, or go to the Mariner's Cottage for an hour or so in the week preceding the cruise. A summary might also be added to our website for those unable to attend the live event.

Andrew Boon**Rear Commodore's Report**

This is my penultimate report as Rear Commodore of the CYCT, a role that I have enjoyed filling over the past three years. I would like to thank members for their assistance and support over that period.

Regrettably, our scheduled guest speaker for July, David Gillespie, was unable to attend and asked that I pass on his apology to members. In lieu of the guest speaker a number of subjects of general interest were discussed. Thanks to all for your participation.

5 AUGUST 2008—GENERAL MEETING

8.00pm - DSS

Guest Speaker: Jack Woodward

Jack is a member of Australian Society of Marine Artists. Before coming to Tasmania he set up and run the Model Shipyard in Balmain, Sydney. He restores antique model yachts; he also builds modern racing yachts. The models he builds are constructed from Red Cedar, Kauri and Huon Pine. The Model Shipyard is now at Franklin, close to the Wooden Boat School.

Jack will talk about building model Yachts and their restoration. He is also very interested in Radio Controlled Sailing so I am sure it will get a mention. He will bring a few of his models for display and also may show a video or slideshow.

9 AUGUST 2008—2008 CYCT ANNIVERSARY DINNER

6:30 p.m. for 7:00 p.m. - Salamanca Inn

This year's Anniversary Dinner will be held at the Salamanca Inn. Please support your club by attending this important event.

The cost of the dinner is \$39.50 per head. Please pay Caroline Dutton, Treasurer, by 1 August. Your early attention to this would be appreciated. It helps with the organisation of the event if we know our numbers early.

Thank you in anticipation of your support.

2 SEPTEMBER 2008 – Both GENERAL MEETING and the 2008 CYCT ANNUAL GENERAL MEETING—8.00pm - DSS

There is traditionally no guest speaker on this evening because of the two meetings being held. Members are asked to bring a plate of super to share with other members after the meetings.

Milton Cunningham

r

Batteries, Part 7: 240 Volt Charging

Some years ago I wrote about the choices of battery: type, size and charging options for boating. You may recall that I settled for 440 amp hours worth of absorbed glass mat (AGM) sealed lead acid cells as main batteries to serve both the house and engine requirements. Another 110 amp hour battery of the same brand is kept as a reserve.

Batteries on *Andromeda* are charged by the engine alternator and two solar panels. One panel is wired permanently to the main battery bank, and the other can be switched between the main bank and the reserve battery.

This system works well except in the dead of winter when the solar panels don't always bring the main batteries back up to full charge during the week. The solar irradiance (number of watts hitting a surface on a daily basis) in Hobart during July is about 22% of that available in January, on average. A week of overcast weather can mean that very little power is produced by the solar panels. This means that on a boat which is used almost every weekend, the battery charge can slowly deplete over the winter months.

After noting this phenomenon for a year or two, I have bitten the bullet and obtained a proper 240 volt charger to provide a boost to the system when required. Now that I am retired from full time work, I can put the charger on for a day and not have the problems associated with leaving it on all week.

In the previous series of articles, I noted that my 4 amp charger didn't want to know about the new batteries, and went into overload cut-out in about 20 seconds. The

new charger is rated at 40 amps and is a multistage electronically controlled device.

To prolong the life of batteries, it is important that they can be fully recharged soon after discharge. To achieve this, it is necessary to charge the battery in stages.

The first stage is called bulk charging, in which power is returned to the battery at a rate of between 10% and 30% of the rated amp hour capacity. A charge of about 10% rated capacity, or in my case 40 amps, meets this requirement, almost. This brings the batteries up to about 80% of full charge, after which the rate of power absorption decreases. The charger then has to decrease the rate of charging in order to get the last 20% into the battery. This is called the absorption stage.

Once the batteries have reached full charge, the charging voltage must be reduced to avoid overheating the batteries, but at the same time maintaining the batteries at full charge. This is called the float stage.

The charger I have installed can be set to provide the proper charge rates for wet cell, gel or AGM batteries, all of which have different requirements. There are seven different combinations available, which also caters for the difference between lead/antimony and lead/calcium battery charge rates.

The period for absorption charging can also be set for 4, 8 or 12 hours. Based on having to achieve 80 amp hours (20% of 400), I set the time to 8 hours, as the charge rate is reduced during this period.

Some chargers also have a pulse charging stage. Pulse charging is recommended for open wet cell batteries, as it provides a higher (more than 15V) voltage for short periods to help break up the deposit which forms on plates and gradually reduces the capacity of a battery. Pulse charging is not always recommended for sealed batteries, as it can produce gas which, if vented from a sealed cell, cannot be replaced.

Pulsing has a similar effect to providing an equalisation charge, which is used to restore the capacity of a battery, but is done in short bursts to avoid overheating. Some sealed-cell manufacturers recommend equalisation as a last resort, but only when carefully controlled. Manufacturers of open cells usually recommend equalisation either regularly or as a rehabilitation method.

Good multistage chargers also have a temperature sensor which is installed on the battery. This ensures that overheating cannot occur during charging, because the sensor causes the charger to cut-out if the temperature gets too high.

I mentioned above the problem of having to leave a charger on all week. Long-term connection of a boat to an AC electrical grid can lead to stray currents, which may

cause electrolysis. The effect is particularly severe in a marina, where there may be several boats connected to the same grid. The result is a rapid use of any zinc anodes connected to the boat electrical system, usually followed by pitting of the propeller. This can render a propeller useless in a few months.

The remedy is the installation of a device to ensure that there is no stray current, and that the boat ground is at the same ground voltage as the environment. Such a device can be installed by the marina, but it is still recommended that each boat have one.

Roger Locke
Andromeda.

No 6 *Aurielle* in Tonga: May-August 08

As May sped upon us, preparation and regular maintenance was high on our list of daily activities. With final provisioning, motor service, sail inspection, rigging check, route planning, weather reviewing and plan departure for customs clearance, etc, the time to leave had arrived, but not without a few surprises. We have checked our rigging bi-annually since our departure from Tassie in 06 with the renewing of our lower main shrouds last year in Vanuatu. This year on inspection we found our port cap shroud had two broken strands, so with our hands in our pockets we renewed the caps, D2S and lowers.

Our final provisioning was done in Whangarei where access to the supermarket, butcher and all marine or mechanical spare parts are within easy walking distance of the marina. Whangarei is the major cruising servicing centre on the NE coast of NZ. All facilities are available with three major boat yards and sail and spar-makers. Cost of labour is generally cheaper than Auckland and the tradespeople are excellent at repairing or improvising.

Marina costs were \$17 NZ per day for 16m raft-up berth on to a floating finger with access to shore.

The cruiser network works wonders in gaining knowledge of anything you wish to know and the regular barbeques held at the marina or the shipyards bond friendships for the coming season.

We left Whangarei for a NZ departure at Opuia in the Bay of Islands. This is the most northern departure port in NZ and because in excess of 150 cruisers per year depart from here. Customs have an office next to the Opuia Cruising Club. In Opuia you have a choice of either anchoring out or a marina berth. The marina is totally orientated to the cruising population and provides their facilities to all cruisers in the

bay. The Opuia Cruising Yacht Club is situated next to the marina and provides excellent dinner menu each night.

Opuia is also the departure port for those cruisers participating in the Island Cruising Rally, which leaves early May each year for Tonga or Vanuatu (see www.islandcruising.co.nz). This year 17 departed for Tonga and four headed to Vanuatu.

As weather-watching became our focus, we cruised the Bay of Islands in company with our NZ friends on *Cool Bananas* and *Pendulum* from Tassie, waiting for the right forecast for us.

With an unsettled low pressure system blanketing the North Island we waited 10 days for a high to move into the Tasman Sea which was large enough to influence the weather to Tonga. The envisaged wind pattern for the trip was for a following breeze from the SW rotating anticlockwise around to the east on about day six. The Grib files indicated a wind strength of 15-20 knots which, through our experience, translates into 20-30 knots plus rain squalls.

On May the 11th we departed in company with three other yachts, *Pendulum* having left the day before. Sue thought it was very appropriate date, as it was Mothers Day and she was off on an overseas trip! Well, the trip was foreshortened 80 miles out. We had just settled in the cockpit to enjoy our evening Milo together prior to starting the night watches when the mainsail back-winded as we ran down a wave then slapped forward again with a loud crack as the boom broke cleanly in half behind the boom vang. So with 980 miles to go to Tonga we turned around and motored all the way back to NZ, arriving in Opuia 30 hours after we had departed.



Boom bag saves the day as far as holding the broken boom from damaging the deck

On arriving back, customs cleared us in for repairs and the riggers met us at the slipyard dock. The diagnosis on the break was that it was caused by straight-out metal

fatigue, which fortunately meant we were able to sleeve the boom inside and outside as there was no wall buckling, probably creating a stronger section than we had before.



The repaired boom

The riggers were excellent, and 48 hours later we set out for Tonga still in the same weather window with the prediction of a low forming around Tonga about six to seven days out. Our track took us to the east of the rhumb line, 80 miles or so in

anticipation of the wind coming ahead of us initially from the north-east, and then going more north as we made landfall.

An unlucky fish!!!!

Our daily routines kicked in quickly, as we were keen to reach Tonga prior to the change. Night watches were rotated on a minimum of three to a maximum of four hours at a time, depending on weather conditions and sail changes. Daily watches were similar, but with additional activities of weather analysis via fax on the HF radio, a radio sked with Taupo Radio at 1610, a radio sked with fellow cruisers at 1800, and Tas Coast Radio at 2020 NZ time, meals and regularly checking of boat running systems meant time passed quickly, plus the odd fish or two to land and deal with. In addition to all this activity Sue managed to complete three knitted



baby jumpers. Reading whilst on passage makes her feel nauseated, but she maintains that she can knit without looking down much, and it helps to keep her alert on the night watches.

At dawn on day five the skies clouded over and the inevitable change in weather was arriving earlier than anticipated. So our five-and-a-half day passage soon turned into a very long five-to-nine day as the wind swung on the nose for the last 85 miles. The wind peaked at 27 knots but the seas were very confused, with a 2.5 metre swell from the south-east, not very comfortable after the down-wind slide of the last five days. It also meant a night entry via the Phia passage which is on the south-east side of Tongatapu Island. Talking with *Pendulum* on the sked we ascertained that C-MAP charts were accurate, with some strong currents through the passage. (This is not the case for the charts for the rest of Tonga. They are up to 0.5 miles displaced). What was a surprise for us though, when entering the passage, was the number of local, unlit fishing boats that were fishing the passage due to the rough conditions outside.



*Nuku'alofa
harbour
anchorage*

Once successfully moored, Mediterranean style, to the breakwater at Nuku'alofa, we celebrated aboard *Pendulum* with Pat who served up Mahi Mahi (or Dolphin Fish) for dinner.

Our clearing-in procedure involved visiting Customs, Immigration, Quarantine and Health, and took about one full day over a period of a week, by the time we had received our visa extensions. Fees charged varied between boats, but not excessively, depending on which officer dealt with you. Our total fee was

approximately 270 pa'anga (\$160 Aus) for three months. The thought among cruisers is that it is better to go along with the fees, as it will basically even itself out. The maximum time you can stay in Tonga is four months. Although we had paid all fees and extended our visas, to sail between the four main island groups you have to obtain inter-island clearance to move from one island group to another. They also request that you stipulate the island you intend to visit within each group, as this is the only way they have any idea where you may be, as customs do not own any crafts or have radios.

Nuku'alofa, the capital of Tonga, from our perspective, is a struggling town with many old buildings interspersed with some newer structures, but the government buildings are well maintained. The infrastructure of roads, paths and drainage has been neglected since constructed and any maintenance is minimal.

'Friends' is the only western-style café in Nuku'alofa and is well patronised, but all prices reflect this. Just around the corner at the local café we ate with the locals regularly, being served traditional Tongan dishes for between \$4 and \$6 Aus. Everyone to their own tastes, but the service and friendships with the locals when dining at a local café is well rewarded.

Laundry services are provided by Ofu and Star, his wife, who visit the boat harbour each day to collect your laundry and return it the following day. We were befriended by Ofu and family and invited to attend church and share a meal with them after the service. The time was set for Ofu to collect us at 9.00am on Sunday. At the appointed time we were picked up and driven to the church, where we were ushered into the prayer room to be introduced to the ministers. The church dignitaries were seated in a circle on the floor around a large bowl of Kava. We were invited to join them and share a cup or two of Kava before the service. Sue declined and took photos instead, while Pat and I tasted the Tongan Kava. We didn't understand any of the service but enjoyed the sermon, as the minister was very theatrical and it was definitely a 'fire-and-brimstone' message. We were not disappointed with the singing either. The harmonising was even more wonderful than we had imagined. The choir sat a few pews in front of us but three of the church attendants sat directly behind us and their voices were magnificent and resonated right through us.

All basic food is available from the supermarket, and fruit and vegetables from the open market, which are open every day except Sunday. Internet and mobile coverage is available as is general engineering, hardware and a small number of electrical and electronic items.



*Pat,
David
and
Penny
Nuku'lofa*

The main construction underway is a new wharf area for the tourist ships, which will certainly increase the numbers visiting. The challenge for Nuku'alofa will be whether there is adequate infrastructure to support the influx of numbers arriving by ship.

The islands within the Tongatapu group which provide good anchorages are all within a two-hour sail of Nuku'alofa, and generally have low-key bungalow style accommodation: a bar and café.

We were joined by our friends from Hobart, David and Sue Bevan, for the cruise north through the Ha'api group. The Ha'api group of islands is made up of approx 30 islands strewn amongst an extensive reef system linking the group together. Due to the strong south-east trades we were unable to visit the southern islands of the group, so our first anchorage was at Nomuki Iki, some 70 miles north of Nuku'alofa. Tucked in on the eastern side behind the reef we waited out the 25-30 knot south-easterlies for the next two days. With no easing in the forecast winds, we ran up to Ha'afeva where the anchorage was more protected by the island and surrounding reefs. Here we able to snorkel, sailboard and visit the local village. As the anchorage is the best in this part of the world five other yachts were at anchor and many a social event was happening as we waited for better weather. Village buildings are generally constructed from masonry or iron materials. Very few traditional dwellings remain, and consequently the dream picture of a Pacific island setting is lacking on some islands. All the local people are happy with their lot, but

are very poor and requests to trade for articles of clothing, household utensils, school books, soap and some foods like powdered milk are frequent.



Uiha Island

Our course from here, with more settled weather, enabled us to visit the islands of Uiha, Tatafa, Ouleva and Lifuka. Lifuka Island is the main island in the Ha'api Group. Pangai, the main town of the Ha'api group, has a population of approximately 2,500 people. The town has a scattering of shop outlets selling the basic foods and limited other household and clothing articles. The Mariners' Café is run by Craig and Marta, cruisers from South Africa, who offer the yachties and occasional tourist who visit Pangai a western style café with a small bar, light meals and the internet.



Local School children Ouleva Island



Grade 2 Ouleva Government Primary

As with everywhere in Tonga, 'no trading on Sundays' is rigidly adhered to. Church is highly respected, and our attendance to Sunday mass was well rewarded with the most magnificent singing and harmonising we have ever heard. By the time we had reached the church it was well underway, so Sue and I stood on the porch with a few of the nursing mothers and just looked in, but it was not to be so. A church usher, a very dignified Tongan lady in traditional dress, came down and took me by the hand and led us to an empty pew in the very front row. We were the only 'palangai' (white people) in the church.

Something that has puzzled us throughout the Tongan group to date is the number of brand-new Mormon churches, which are immaculately maintained but not being used. The expense and the lack of population to warrant such lavish buildings and surroundings is a real misfit with the life style of the majority of the population.

From here we are heading to the Va'va Group for a month then onto Western Samoa prior to heading to Fiji via Wallis and Fortuna Islands.



The local deckie



The Tongan smile

John and Sue

CYCT cruising in June

This is the time of year when half the committee heads north on a boat, the Commodore talks of the end of a season, and there are few sailing events organised by the Cruising Yacht Club of Tasmania.

That doesn't mean though that all the members have put their boats into mothballs for the winter and taken up indoor sports.

The June long weekend saw a large contingent of boats behind Rabbit Island, as was mentioned in the last *Albatross*.

Some took advantage of the sunshine to go visiting; others found a good hat useful on the journey home.



*Part of the fleet at
Rabbit Island*



*Fletchers at large at
Rabbit Island*

*Bill Wright
heading
home*



Later that month several boats congregated at Aikens Point for all or part of a weekend. *Pandora*, *Asterix* and *Andromeda* were joined on Sunday by *Irish Mist* and *Kokomo* for a barbeque at the old fireplace.



*Helen &
John
Bridgeland,
Wendy
Fletcher,
Patricia
Locke & Ian
Fletcher at
Simpsons
Point. Well,
halfway
along
actually*



*Pandora (L)
and
Andromeda
near the
fire place at
Aikens
Point*

Walking and fishing were good at Aikens Point, with all boats reporting a catch on the Saturday. Some did more walking than others.

So far in July, weekends in Quarantine and Missionary Bay have been very pleasant. The weather is sometimes cool and so some form of heating on the boat is useful, if not exactly necessary. Heating systems vary from 240 volt fan devices through flower pots to diesel fireplaces vented through deck and ducted diesel-fired heat boxes with electronic controls. All seem to do the job.

It is worthwhile to see the view down the Channel or to the Mountain on a cool, crisp day.

*Mount
Wellington
above the
Channel fog*





Cape Raoul across the Bruny isthmus

Roger Locke

Information from MAST about Kettering jetties

[The following e-mail was received from Julie Woolley Facilities Project Officer with MAST.]

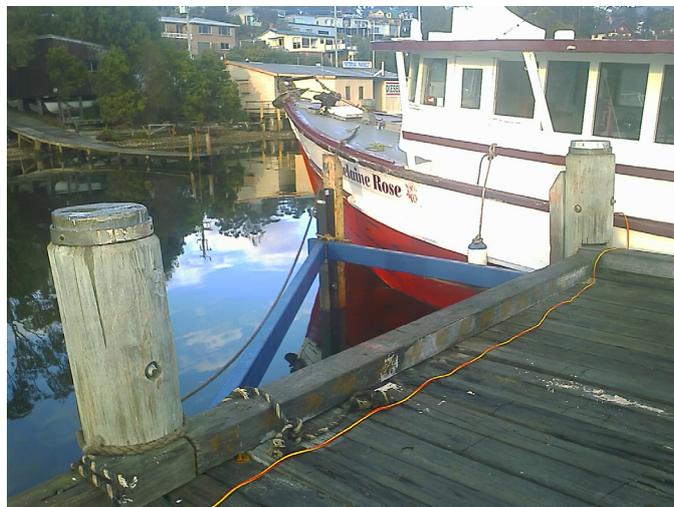
Attention: Mr Davey

Further to your letter to MAST in January, this year regarding concerns accessing the public jetty in Kettering, I wish to advise that MAST this week has established a berthing pile, which extends the western berthing face. (Please note pics below). With the extension of the western berthing face, this will allow more convenient use of the load and unload area as vessels will not be permitted to overhang onto the northern face. Signage will be established on the jetty with directions to users as follows:

- vessels not to exceed 11 metres in length on the western face
- vessels not permitted to overhang the northern face
- the northern face is for load and unload only
- there will be a limit to the number of vessels that can be abreast on the western and eastern face of the jetty (awaiting engineering advice)
- vessels to leave that have stayed for an extended period.

The direction on the sign will be given in accordance with Clause 16 of the Marine and Safety (Jetties) By-laws 2007, and if not complied with an on-the-spot fine of \$240.00 will be issued by an Authorised Officer of MAST, Police etc.

The directions should alleviate the congestion problems incurred previously and will ensure a range of users get a fair go to berth at the jetty.



If I can be of any further assistance, please do not hesitate to contact me on (03) 6233 4019.
Regards

Julie Woolley
Facilities Project Officer

Going About

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

From the travelling Committee members

The web address for *Alamak's* blog is alamakheadshome.blogspot.com (no spaces in the first part). Currently anchored near Broulee Island, 10 M south of Batemans Bay. Had the strongest winds today for the trip so far: 35 kn.

[Later]

All well with the travelling committee. Arrived Coffs Harbour a couple of hours ago. Will be here two nights then off to Clarence River area. No problems so far. Hope it stays that way!

All the best,

Chris P

The following is reprinted from the Australian Volunteer Coast Guard magazine *Coast Guard* from 2001'

This is the transcript of an ACTUAL radio conversation between a US naval ship and Canadian authorities off the coast of Newfoundland in October 1995.

Canadians: 'Please divert your course by 15 degrees south to avoid a collision'.
Americans: 'Recommend that you divert your course by 15 degrees north to avoid a collision'.
Canadians: 'Negative. You have to divert your course by 15 degrees north to avoid a collision'.
Americans: 'This is the Captain of a US Navy ship. I say again, divert YOUR course'.
Canadians: 'No. I say again: divert YOUR course'.
Americans: 'THIS IS THE AIRCRAFT CARRIER USS LINCOLN—THE SECOND LARGEST SHIP IN THE UNITED STATES' ATLANTIC FLEET. WE ARE ACCOMPANIED BY THREE DESTROYERS, THREE CRUISERS AND NUMEROUS SUPPORT VESSELS. I DEMAND THAT YOU CHANGE YOUR COURSE BY 15 DEGREES NORTH, I SAY AGAIN, THAT'S ONE FIVE DEGREES NORTH, OR COUNTER-MEASURES WILL BE UNDERTAKEN TO ENSURE THE SAFETY OF THIS SHIP'.
Canadians: 'This is a lighthouse. Your call'.

Painting tip: storing opened tins

When you want to store a partially used tin of paint, success depends on achieving a good seal between the lid and the can. The paint itself will guarantee a good seal provided it covers the junction. It has been suggested that shaking the tin once the lid is in place will preserve the paint, and this will probably help with a paint seal, but a more certain way is to simply store the tin upside down. That way paint will be guaranteed to be in contact with the seal point. We have stored paints including all kinds of marine ones, for long periods this way.

Painting tip: temporary storage of wet brushes and rollers

Cleaning brushes and rollers used for many marine paints is difficult, often requiring aggressive solvents that are not boat friendly. A simple way to prevent the paint drying on the brush or roller is to tightly wrap it in aluminium foil. Squeeze it on to exclude all air. Doubling the layer is often worthwhile to ensure no holes develop.

The sealed implement can be reused for the next coat, even a few days later, or transported home if you intend to clean it. We have often reused rollers and brushes for antifouling or varnishing so multiple coats can be applied without cleaning, or the use of a new brush or roller.

Dave Davey

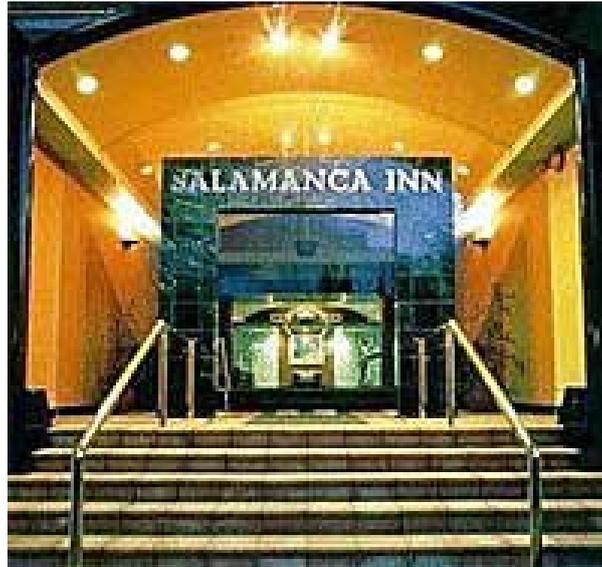
New charts to be published shortly:

Expected publication date 18 July 2008, Expected stock availability 25 August 2008

- Aus 173 Australia - South Coast - Tasmania - D'Entrecasteaux Channel Plan: Little Oyster Cove 1:75 0001:10 000; and
- Aus 792 Australia - Tasmania - Trial Harbour to Low Rocky Point 1:150 000.

Andrew Boon

Sextant Wanted to purchase, or borrow for many months. I want one to learn with, so a good plastic model will be OK—higher quality models also welcomed. If you have one available, please contact me with details. Andrew Boon (aboon@bigpond.com or phone (03) 6228 5807 or 0400 651 532).



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RSVP by 1 AUGUST 2008

PAYMENT TO THE TREASURER on or before the next meeting—5 August

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Minutes of the Cruising Yacht Club of Tasmania - May 2008

CRUISING YACHT CLUB OF TASMANIA GENERAL MEETING HELD ON 1 July, 2008 AT DERWENT SAILING SQUADRON SANDY BAY AT 8 P.M.

Commodore Leo Foley opened the meeting and welcomed members and guests.

Members Present: 25 members

Apologies: Chris Palmer, Wendy & Malcolm McDougall, Chris Creese, Andrew Boon, Wendy Lees, John & Julia Greenhill, Jo & Les Westman, Trish & Bill Wright, Dave Davie & Annick Anselin, Mike Temple-Smith.

Minutes of the previous General Meeting 3 June, 2008

Following no voices to the contrary from members present, Commodore Leo Foley signed the minutes of the general meeting held on 3 June, 2008 as advertised in the July edition of the 'Albatross' as a true and correct record of proceedings.

Business Arising: Nil

Correspondence: Inward: Ebb Tidings
Mainsheet
MAST re submissions reply.
Outward: Leo Foley-Submissions to MAST towards funding in the coming year.

Commodore's report Nil

Vice-Commodore's report (A Boon)

As per the Albatross

Andrew Boon is on leave on board *Alamak* together with Mike Temple-smith, Chris Creese and Chris Palmer taking her to Cairns to join the owner.

Rear Commodore's report (M. Cunningham)

Mr. David Gillespie forwarded his apologies for being unable to attend tonight.

Annual Dinner – Saturday 9 August, 2008 at Salamanca Inn for \$ 35.50 each. Time will be 6.30 pm. for 7 pm. **PAY TREASURER BY NEXT MEETING**

Constitution Dock 9 August / overnight arrangements, arrival and departure to be personally negotiated with Tas. Ports.

Guest Speaker 5 August – Jack Woodward – 'Model Boats and Radio Controlled boats.'

General Business

Roger Locke suggested that Photo Albums should be updated with printed copies from CD's.

Six boats attended the day cruise to Apollo Bay for a BBQ. We need to encourage more to attend these day cruises.

Ian Fletcher to obtain a copy of the West Marine Catalogue for the club library
Alamak will have regular updates on BLOG - alamakheadshome.blogspot.com

Editor replacement is Neil Croll. **ITEMS ARE WELCOME**—Please e-mail to Neil on his address in the members list. gwylata@bigpond.com

***** Neil apologies for the late posting of the Albatross but it has been delayed due to the changeover of editors.**

After the meeting members enjoyed a pleasant time of sea tales and fellowship.
Next General Meeting: 5 August. 2008 at Derwent Sailing Squadron at 8 p.m.

Commodore: A/ Secretary:
Date:



CRUISING YACHT CLUB OF TASMANIA INC 33rd ANNUAL GENERAL MEETING

TUESDAY 2 SEPTEMBER 2008 AT 2000 HOURS

DERWENT SAILING SQUADRON, SANDY BAY

AGENDA

1. Opening and welcome
2. Apologies
3. Minutes of the 32nd CYCT Annual Meeting held on 4 September 2007 to be 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 2008 – 2009
8. Election of Honorary Auditor
9. General Business
10. Close

The Cruising Yacht Club of Tasmania Inc Nominations for Office Bearers—2008-2009

The Annual General Meeting of the Cruising Yacht Club of Tasmania Inc will be held at the Derwent Sailing Squadron at 8 p.m. on Tuesday 2 September, 2008.

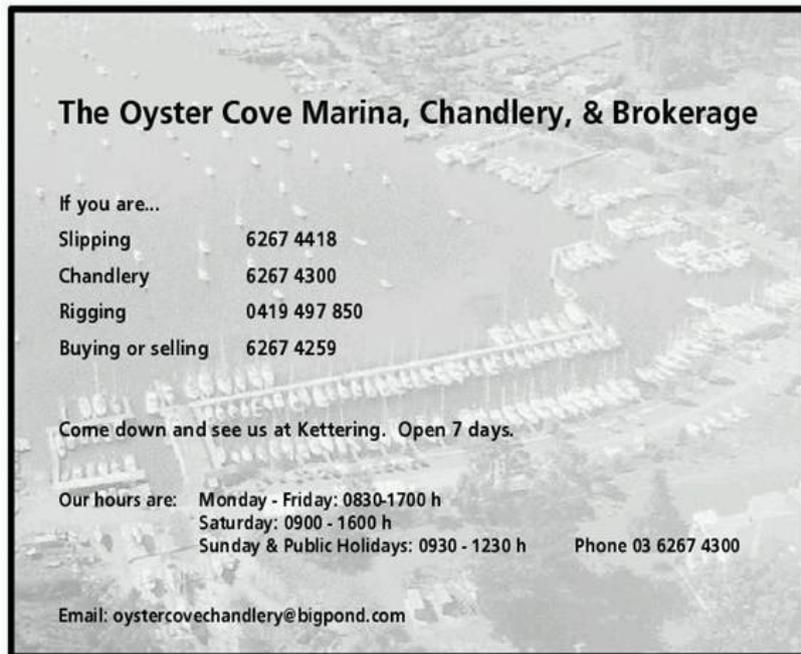
At that time all positions for the Office Bearers will be declared vacant. Please use this form to nominate one or more people to fill these positions.

We (nominator) (signature)

and (second) (signature)

being financial members of the Cruising Yacht Club of Tasmania Inc hereby nominate the following member(s) for the position(s) indicated for the 2008 –2009 financial year.

POSITION	NOMINEE'S NAME IN FULL (must be a financial member)	NOMINEE'S SIGNATURE accepting nomination
Commodore		
Vice Commodore		
Rear Commodore		
Treasurer		
Secretary		
Editor		
Membership Officer		
Committee 1		
Committee 2		
Club Warden		



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*"And a good South wind springs up behind
The Albatross that follow
And every day for food or play
Come to the mariner's holow"
(Coleridge - "The Ancient Mariner")*

